UM-HSRI-79-11

DATA PREPARATION OF NHTSA MULTIDISCIPLINARY ACCIDENT INVESTIGATION REPORTS

Prepared Under Contract DOT-HS-5-01134

Final Report

by

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March 1, 1979

Technical Report Documentation Page

1. Report No.	2. Government Accession No.	3. Recipient's Catalog No.

4. Title and Subtitle
DATA PREPARATION OF NHTSA MULTIDISCIPLINARY ACCIDENT INVESTIGATION REPORTS

5. Report Date
March 1, 1979

6. Performing Organization Code

7. Author(s) John A. Green, Marion J. Compton, Wendy H. Barhydt, Corwin D. Moore, Linda B. Last

8. Performing Organization Report No.
UM-HSRI-79-11

9. Performing Organization Name and Address
Highway Safety Research Institute
The University of Michigan
Huron Parkway & Baxter Road
Ann Arbor, Michigan 48109

10. Work Unit No.

11. Contract or Grant No.
DOT-HS-5-01134

12. Sponsoring Agency Name and Address
National Highway Traffic Safety Administration
U.S. Department of Transportation
Washington, D.C. 20590

13. Type of Report and Period Covered
Final Report
7/1/77 to 12/31/78

14. Sponsoring Agency Code

15. Supplementary Notes

16. Abstract

This final report documents procedures for editing, case flow, and work accomplished during the final phase of the contract. The report presents a brief discussion of data preparation and outlines the contents of data sets created from multidisciplinary accident investigation team in-depth reports. The final data sets document over 10,000 case vehicles processed into three data sets containing information on passenger vehicles and light trucks (CPIR), heavy trucks (Version B), and school buses (Version A).

In addition, supplementary documentation found in the Occupant Supplement (OS), Damage Analysis Supplement (DAS), Fatal Factors Form (FFF), and air-bag supplement (ACRS) is discussed briefly.

Appended to this report is a cross-indexed listing of cases by DOT-HS number for each multidisciplinary team.

17. Key Words	18. Distribution Statement
Multidisciplinary Accident Investigation, CPIR, large trucks (Version B), school buses (Version A), OS, DAS, FFF, ACRS, DOT-HS number listing	UNLIMITED

19. Security Classif. (of this report)	20. Security Classif. (of this page)	21. No. of Pages	22. Price
NONE	NONE	17 + Append.	

Prepared for the Department of Transportation, National Highway Traffic Safety Administration, under Contract No. DOT-HS-5-01134. This document is disseminated under the sponsorship of the Department of Transportation in the interest of information exchange. The United States Government assumes no liability for the contents or use thereof.

TABLE OF CONTENTS

LIST OF TABLES. iv

Section

1 BACKGROUND AND SUMMARY. 1

2 DATA PROCESSING ACTIVITIES. 4

2.1 Case Logging 5

2.2 Traffic Unit Compendium (TUC) Data Set 5

2.3 CPIR-Revision 3 and CPIR Supplement. 6

2.4 CPIR-Version B (Large Truck) 7

2.5 CPIR-Version A (Bus File). 8

2.6 Occupant Supplement File 8

2.7 Fatal Factors Form (FFF) Data Set. 9

2.8 Damage Analysis Supplement (OS) Data Set 9

2.9 Air Cushion Restraint System File (ACRS) 10

3 THE CPIR VERSION A BUS DATA SETS. 11

3.1 Editing Procedures 11

3.2 Computer Processing. 13

3.3 Data Overview. 15

4 CONCLUSIONS AND RECOMMENDATIONS 17

APPENDICES. 18

APPENDIX A - DOT-HS Cross-Index Listing by Team Case ID

APPENDIX B - Fatal Factors Data Set

APPENDIX C - Version A (Annotated Bus Form)

LIST OF TABLES

Table

1 Case Processing Activities, 07/01/77-12/31/78. 5

2 NHTSA-MDAI CPIR Cases by Team and Number of Case Vehicles 7

3 Large Trucks 8

SECTION 1

BACKGROUND AND SUMMARY

Since 1969 the Highway Safety Research Institute (HSRI) has been under contract to the National Highway Traffic Safety Administration (NHTSA) to edit and computerize accident reports resulting from in-depth investigations conducted by multidisciplinary accident investigation (MDAI) teams sponsored by the NHTSA throughout the United States. Criteria for case investigation over the ten-year period have varied somewhat and, with the emphasis in recent years on vehicles equipped with passive restraint systems (ACRS and passive belts), the number of NHTSA cases eligible for file building has diminished.

During the period covered by this report (July 1, 1977 to December 30, 1978), two hundred sixty-three new cases were received and processed. Eighty of these cases were sent to HSRI for logging and entry into the "TUC" inventory data set and HSRI's extensive library of hard-copy cases. These were Maryland cases not involving passive restraint vehicles and having few back-up materials attached. The remaining 183 collisions involved passive-restraint-equipped vehicles or school buses. Many of the 183 crashes were investigated at Level I and Level II (levels established by the NHTSA signifying various levels of back-up data available, late notification of crash occurrence, non-cooperation of driver, or non-deployments or inadvertent deployments of air-cushion restraint systems and no injuries sustained).

HSRI has logged all these cases, and has added them to the TUC inventory data set as well. All Level-III investigations have been completely processed and added to the applicable computer files. For Level II investigations, only those crashes in which the air bag deployed, or the injury sustained was greater than AIS 2, were computerized (see case flow chart, Figure 1).

In addition to the case processing and file-building tasks completed under this contract, a separate cross-index file of DOT-HS numbers by team identification number has been maintained. This file

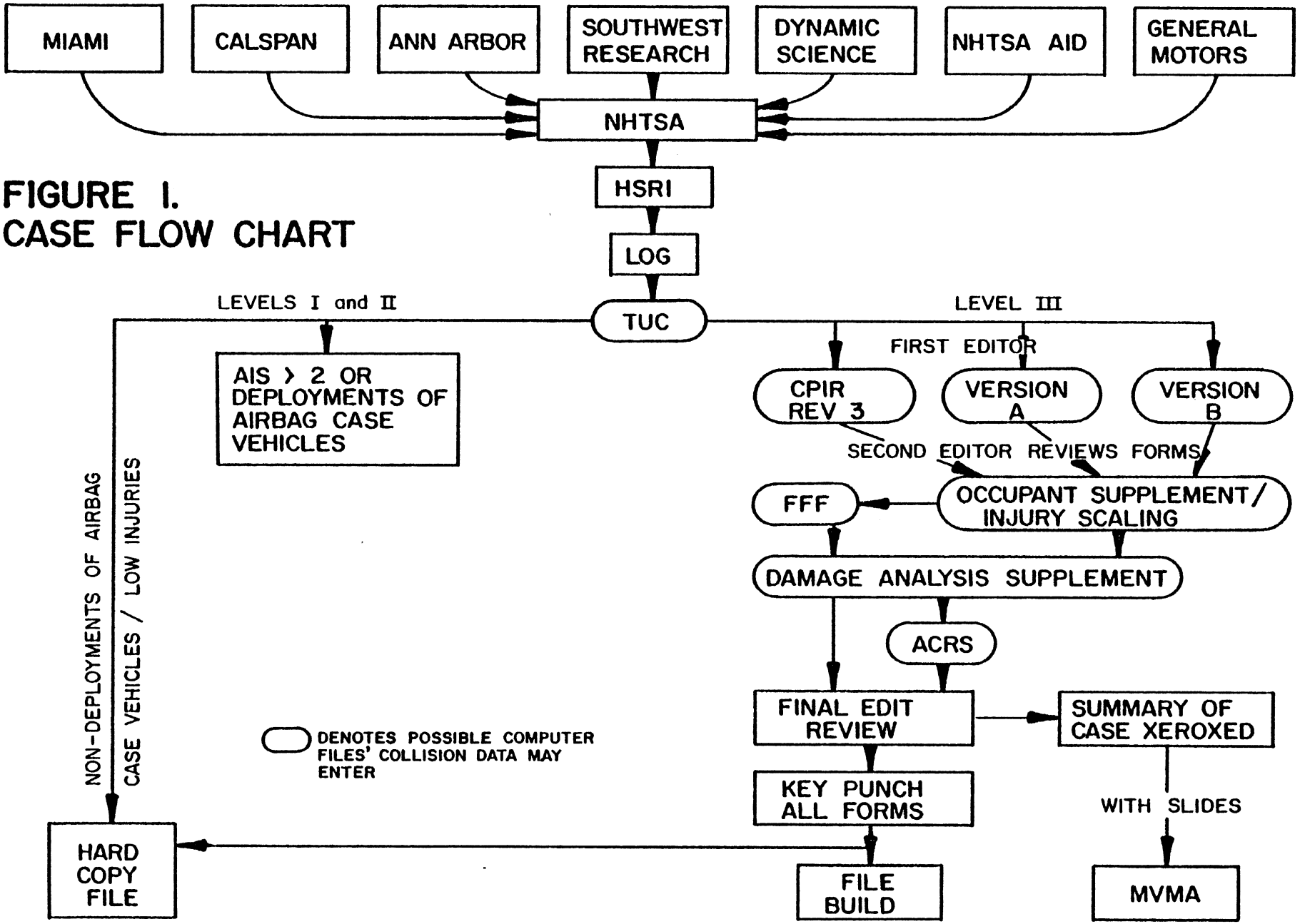

FIGURE 1.
CASE FLOW CHART

has proved invaluable in the retrieval of cases for anyone interested in specific cases where the analyst has only the DOT-HS number in his possession, or the team ID without the DOT-HS number. HSRI maintains, in addition, a listing of published volumes and can refer the analyst to the correct volume by number and date in which he can find this specific case summary. The DOT-HS cross-index is presented in Appendix A of the report.

SECTION 2

DATA PROCESSING ACTIVITIES

During the final phase of the contract, procedures for computerizing MDAI cases have followed the established pattern set forth in previous years. This procedure has proven to be an efficient and cost-effective method for the minimization of errors in the many data sets involved in MDAI case processing. Each MDAI case is handled separately and may appear in as many as nine separate data sets (8 of which are computerized).

For three of the data sets (CPIR Revision 3, Truck-Version B and Bus-Version A), the forms are edited by a "first editor" who reviews the lengthy narrative and slides furnished by the NHTSA to HSRI. The editor may have to transcribe data from an improper form to the acceptable CPIR version for file building (e.g., a pick-up truck improperly placed by a team on a Version B form; a motor home placed on a CPIR-Revision 3 form; or a van-type school bus belonging in the CPIR-Revision 3 file but improperly placed on a large truck form). Once the editor has completely reviewed all vehicle forms involved in the crash, the case is edited a second time by a senior editor. The accident case (with all case vehicles on proper forms) is then processed by the injury editor, who reviews injuries sustained to occupants and scales these injuries in accordance with the American Medical Association's Abbreviated Injury Scale (AIS-76).[1]

Once the case has been completely edited, the slides and a copy of the summary portion are either returned to the National Highway Traffic Safety Administration, or are forwarded to the Motor Vehicle Manufacturers Association if the slides are a duplicate set.

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[1]The Abbreviated Injury Scale (AIS), 1976 Revision, developed by a Joint Committee of The American Medical Association, The Society of Automotive Engineers, and The American Association for Automotive Medicine, American Association for Automotive Medicine, Morton Grove, Illinois, 1976.

The detailed procedures for processing a case and a brief discussion of the nine resultant data sets created from these cases are described below for each different report form utilized.

2.1 Case Logging

As shipments of cases arrive at HSRI, each case is entered into a log book. This record documents the following basic information: date of receipt, investigating team, type of case (bus, truck, CPIR, air bag), and level of investigation. This information is used on a monthly basis to tabulate current program status. (See Table 1.)

Table 1. Case Processing Activities 07/01/77 - 12/31/78.

	Balance On Hand	Received	Processed	Month-End Balance
July 1, 1977	15	0	0	15
Aug. 1, 1977	15	0	0	15
Sept. 1, 1977	15	13	10	18
Oct. 1, 1977	18	0	0	18
Nov. 1, 1977	18	93	80	31
Dec. 1, 1977	31	0	0	31
Jan. 1, 1978	31	136*	0	167
Feb. 1, 1978	167	0	0	167
Mar. 1, 1978	167	0	46*	121
Apr. 1, 1978	121	0	64*	57
May 1, 1978	57	0	8	49
June 1, 1978	49	21	27	43
July 1, 1978	43	0	2	41
Dec. 1, 1978	41	0	41	0
Jan. 1, 1979	0	0	0	0

*Includes letter-type cases.

2.2 Traffic Unit Compendium (TUC) Data Set

While the TUC data set was originally conceived as an inventory file for internal (HSRI) use, the fact that nearly 100 variables were recorded made it tempting for analysts to access this data set when searching for specific information. As this practice became more and

more prevalent, it was jointly agreed by the NHTSA and HSRI to reduce the number of variables to only those needed for inventory purposes. Analytic uses of the larger TUC data set could easily misdirect a user since cases are entered prior to editing and gross errors can occur (number of occupants, number of vehicles, highest AIS, number of fatalities, make-model code, etc.).

Case vehicles for each crash are added to the TUC inventory file. At this point the editor determines which of the additional data sets should contain information for this case vehicle. The accident (or crash) is handled as a unit but, depending upon the types of case vehicles in this crash, information may be entered into several data sets. It is not rare to have an investigating team use an incorrect file-build-form for a vehicle and it is the editor's responsibility to transcribe this data to the proper form.

The TUC data set currently consists of 13,157 vehicles. Copies of the most recent TUC code book are available from HSRI.

2.3 CPIR-Revision 3 and CPIR Supplement

All case vehicles designated as CPIR vehicles are entered into the Revision 3 data sets. CPIR vehicles are currently passenger cars, pick-up trucks, vans, and four-wheel drive vehicles having a GVW of less than 10,000 lbs. The scope of editing procedures remained unchanged during the contract and follows editing protocols set forth in Volume I of the 1976 Editing Manual.[2] Case editing continued to be performed by specialists with an average of 3.5 years of editing experience.

The CPIR file currently contains 9,222 case vehicles involving 15,683 occupants. A breakdown of NHTSA-sponsored crashes processed

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[2]Multidisciplinary Accident Investigation Data File Editing Manual and Reference Information, Vol. I, 1976 Reference Information, Contract Number DOT-HS-5-01134, NHTSA, Washington, D.C., March, 1976.

from 1969 to the present for each investigating team is shown in Table 2. Two new teams have been added under the current contract—Dynamic Sciences and the NHTSA AID "GO" Team.

Table 2. NHTSA-MDAI CPIR Cases by Team and Number of Case Vehicles.

AA	Ann Arbor, HSRI	270
BA	Baylor College of Medicine	78
BU	Boston University	163
CB	Calspan	1215
DS	Dynamic Sciences	1
GI	Georgia Institute of Technology	102
IU	Indiana University	29
MI	Miami University	252
ML	Maryland Medical/Legal Foundation	87
NM	University of New Mexico	136
OS	Ohio State University	58
RT	Research Triangle Institute	108
RU	University of Rochester	104
SC	University of Southern California	214
SI	Stanford Research Institute (2)	147
SR	Stanford Research Institute (1)	7
SU	Stanford University	46
SW	Southwest Research Institute	359
TR	Trauma Research Group UCLA	69
TU	Tulane University	64
UK	University of Kentucky	64
UO	University of Oklahoma	104
UU	University of Utah	282
WA	NHTSA/AID (Go Team)	2

2.4 CPIR-Version B (Large Truck)

The large-truck file contains vehicles with a GVW rating of over 10,000 lbs. and currently consists of 390 vehicles. Vehicle types represented are: 3 motor homes, 1 van delivery, 16 van delivery walk-ins, 149 straight trucks, and 221 truck-tractors.

A listing of case vehicles found in the Large-Truck file and investigated by MDAI teams can be found in Table 3.

Table 3. Large Trucks

AA	Ann Arbor, HSRI-III	17
BU	Boston University	2
CA	Cornell Aeronautical Lab-IIIA	16
CB	Cornell Aeronautical Lab-IIIB	71
DT	Ministry of Transport, Ottawa, Canada	2
GI	Georgia Institute of Technology	4
HS	Highway Safety Research Institute	9
IU	Indiana University	1
MG	McGill University, Montreal	2
MI	University of Miami	8
ML	Maryland Medical/Legal Foundation	2
MU	University of Montreal, Ecole Polytechnique	4
NB	University of New Brunswick	9
NM	University of New Mexico	1
OK	Oakland County, HSRI-III	15
RU	University of Rochester	1
SC	University of Southern California	16
SI	Stanford Research Institute (2)	3
SW	Southwest Research Institute	18
TR	Trauma Research Group, UCLA	8
UC	University of California (MVMA)	58
UK	University of Kentucky	2
UM	University of Michigan (Huelke)	86
UO	University of Oklahoma	5
UT	University of Toronto	3
UU	University of Utah	11
VB	University of British Columbia	2
VM	University of Manitoba	2
VS	University of Saskatchewan	6
NS	Nova Scotia Technical College	3
VW	University of Western Ontario	3

2.5 CPIR-Version A (Bus File)

As a part of this last year's effort, new data sets have been developed to permit computerization of school buses reported on the CPIR Version-A Bus form. Editing and data processing of the school-bus reports is discussed in detail in Section 3.

2.6 Occupant Supplement File

Currently, this file contains information on 7,594 occupants. These occupants are found only in CPIR-Revision 3 case vehicles.

Occupants of Version-A and Version-B vehicles do not appear here, nor do motorcycle occupants or pedestrians.

2.7 Fatal Factors Form (FFF) Data Set

When the injury editor is reviewing the case for injuries sustained in this collision and a fatality is found, the Fatal Factors Form (FFF) is filled out as well. There have been 1095 crashes added to the FFF data set to date. The final report of March, 1977, on Contract DOT-HS-6-01303 describes this Fatal Factors Data Set in some detail. All case vehicles involved in a crash appear under one case ID in this file. Work under the last modification to the contract added 91 cases to the 1004 fatal crashes previously recorded.

In addition, because the first 141 cases completed by NHTSA/AID staff personnel and the subsequent 192 coded at HSRI were completed before the 1976 AIS revision was published, it was necessary to redo the injury scaling on these first 333 cases. (A suggested revision was available earlier, but there were fairly significant changes made in the final version.)

One of the significant results of this program is that a major project has been completed utilizing the AIS-76 Injury Scaling revision. One specific intent of the AAAM-AMA committee recommending revision was to separate the issues of injury severity and patient mortality. The completed data reflect this more accurate description of overall injury severity.

A listing of the 1095 crashes found in the FFF is presented in Appendix B of the report.

2.8 Damage Analysis Supplement (DAS) Data Set

The editor with expertise in Damage Analysis reviews the crash kinematics and carefully evaluates the assigned Collision Deformation Classification (CDC). The original CDC assigned by the investigating team is corrected only when gross errors have occurred (such as a right side designated when left is intended). The DAS data set

attempts to portray a more complete view of damage incurred by case vehicles than that found in the CPIR Revision 3 data sets. The file identifies the vehicle by investigating team, report sequence number, and case vehicle number, and allows for a direct comparison of concurrent damage between "case vehicle" and associated "other vehicle." The Collision Deformation Classification (CDC), inches of crush, configuration, crash event number, and impact speed for the primary and secondary deformation of the case vehicle, along with corresponding CDC, crush, and speed for the "other vehicle," are recorded. Associated with each CDC for the case vehicle is a CDC sequence number. The sequence number denotes which accident event produced that particular CDC.

The "Sequence of Crash Events" in the DAS file (variable 2108 to 2119) describes the chronological sequence of the crash, beginning with the first damage- or injury-producing event and the object contacted in that event.

Side-door beams are addressed in this supplement. Variables describe whether or not the vehicle was equipped with door beams, whether the door was damaged, the inches of crush the damage produced, and the involvement of the door beam.

2.9 Air Cushion Restraint System File (ACRS)

ACRS supplements are sometimes completed by investigating teams. More often they are not. The CDC editor (Damage Analysis Supplement) reviews this form for accuracy and completeness, if presented, or completes the form if none has been supplied by the team. Only case vehicles equipped with air bags are entered into this data set, which currently records 105 air-bag case vehicles.

Information documented in the ACRS file (649 vehicle variables and 942 occupant variables) addresses such issues as air-bag performance and occupant injuries sustained through contact with passive-restraint components.

SECTION 3

THE CPIR VERSION-A BUS DATA SETS

For a number of years, MDAI and other in-depth accident investigation teams in the United States and Canada have been recording crash details for buses involved in motor vehicle accidents on the CPIR Version-A bus form. Since these accident reports have not been computerized, however, the data have been largely ignored and underutilized.

Buses, like other vehicles of public conveyance, are (or should be) safer than private vehicles because of the possibility of injury to a significant number of people. This is particularly true of school buses which are used to carry a segment of our population that is both captive and of immediate concern to everyone.

To make the detailed crash information gathered by the investigative teams available to vehicle designers and other interested analysts, HSRI has developed editing protocols and computer processing techniques for the production of school-bus crash data sets derived from the CPIR Version-A forms. Subsequent sections will discuss the case editing procedures and computer-processing techniques used to generate the data sets, as well as a brief critique of the resulting data.

3.1 Editing Procedures

Prior to editing, it was necessary to identify school-bus crashes investigated by MDAI teams. Initially, the Traffic Unit Compendium (TUC) file was searched for buses. This data set documented all bus cases received at HSRI after 1974.

Because MDAI teams began investigating crashes in 1969, and because crashes prior to 1975 were not listed in the TUC file, it was necessary to search the CPIR Revision 3 file and the Truck Version-B file for buses as "objects contacted," or as "other vehicles."

Once all crashes involving buses were identified, hard copies were located to determine if the bus was a school bus and a case

vehicle. Sixty-two reports involving sixty-three school buses were then prepared for editing and computerization.

Form Version A was completed for each of the sixty-three case vehicles. Many of the vehicles had been incorrectly placed on the Large Truck Version B Form or the CPIR Form, and these had to be transcribed to a Version A Form. Most cases did not have occupant pages completed for each occupant of the bus, and these pages had to be completed as well.

Narratives were carefully read for each crash and a second editor reviewed the coding assigned by the first editor. Injury severity codes were assigned for each occupant in accordance with the AIS 76 Injury Scaling Procedures.

Several variables contained in the initial Version-A Bus Form were expanded by HSRI to encompass a wider selection of responses. Basically, the Form was left as originally written. A copy of the Version-A Form can be found in Appendix C, where variable numbers are assigned to each coded response. Editing followed the same standard practices set forth in the MDAI Accident Investigation Data File Editing Manual, Vol. I, 1976.

Following is a listing of corrected or expanded responses for specific variables:

V15	(00) Dry changed to (01) Dry
V19	(1) 5-10MPH to 5-25MPH
V65	Added by HSRI to allow vehicle link-up with other case vehicle, if one exists
V74	Passenger capacity includes bus driver
V78	Coded as Vehicle Occupancy rather than original intent regarding loading weight because no references were available on bus load weights
V131-V136	Addresses contacts outside the bus only
V192-V231	Body-frame displacement expanded to include additional responses
V234-V237	Should read RIGHT doors instead of LEFT
V336-V338	Back frame and back rest heights redefined
V383	Added by HSRI to specify original Team Case Identification

V1001	Specific three-digit number differentiates between occupants of the bus and pedestrians or discharged passengers
V1003	Clarified (prior two-digit number could not adequately respond to unknowns)
V1005	Expanded to clarify unknown responses
V1010	Eliminates the words "LAP BELT" and animals as a response
V1027	Eliminates all (07) to (10) codes to comply with AIS 76 coding scheme
	Occupant injury cards have been changed to denote occupant number by a three-digit code to agree with occupant number at V1001.
	In addition, a "not applicable" response is offered for each variable V138 through V382 to allow for "Alert Instructions" at the bottom of page 8.

In addition to this initial file build of sixty-two school-bus crashes, HSRI has since received or identified approximately twenty more crashes involving school buses. It is HSRI's intent to continue editing these crashes as they arrive, and to maintain this data set in a timely manner. The MDAI teams sponsored by the NHTSA continue to investigate these crashes as an ongoing task of the air-cushion restraint teams' work statement, and it would seem advisable to forward these cases to HSRI for inclusion into this data set, which should be of interest to all.

3.2 Computer Processing

After the bus reports are edited, they are keypunched in strict adherence to the card format defined by the printed CPIR Version A. The resulting deck of punched cards is subsequently read into a computer file for processing by an HSRI-developed reformatting program.

In concept, the reformatting program was designed to provide a simple translation of card image records to final occupant format, fixed-length records with a minimal amount of error checking and derivation of new variables. For this reason, numeric variables are only checked to ascertain that the punched card images do, in fact, contain numeric characters. Because of the low volume of case reports to be

processed at any particular file update, the existence of invalid, or "wild" codes, is detected by a manual check of the reformatted data. Inter-variable consistency is adequately verified by the editing process.

Derived variables (i.e., variables not in the CPIR Version-A form, but derived from such information) are utilized in only three sections: (1) expansion of the CDC, (2) collapse of the card 11 seating information, (3) reformatting of the extensive injury detail matrix. Each category of derived variables will be discussed separately below.

As recorded in the Version A form, Collision Damage Classification's (or CDC's) are a seven-digit alphanumeric field. In addition to preserving the entire seven-digit field in the output as an alphabetic variable, the following numeric variables are derived for each CDC:

1) The Impact Force Clock (first two digits)
2) A numeric recode of "General Area Damaged" (third digit)
3) A numeric recode of "Horizontal Area Damaged" (digit three and four)
4) A numeric recode of "Vertical Area Damaged" (digit five)
5) A numeric recode of "Damage Type" (digit six)
6) The Damage Extent code (digit seven)

A huge amount of detail concerning vehicle seat occupancy and seat damage is recorded on card number 11 in the Version-A form. Rather than preserve all this information in the output data set, a total of 18 summary variables were derived from the card 11 information (variable 343 to 360). These variables are documented in the annotated data form presented in Appendix C.

Similarly, the occupant injury detail page (cards 15 to 49) contains too much information to be of practical use to the analyst. As with the seat information, therefore, a number of summary variables have been created.

Variable 1029, "Body Regions Injured," is a count of the number of body regions that were injured for each occupant.

Variable 1030, "Ten Distinct Contacts," is a ten-response variable that records the first ten distinct areas contacted by the occupant. The contacts are recorded by order of body region as indicated on page 31 (occupant injury page, see Appendix C). If more than ten distinct contacts occur, only the first ten are recorded.

Variables 1031-1042 record the number of each type of injury sustained by the occupant. Injury type is defined on page 31 of the Version A Form (abrasion, bruise, etc.). Injury severity is not recorded for these injuries—only the number of injuries of each type.

Variables 1043-1051 record a number of pertinent items of information for the Primary, Secondary, and Tertiary AIS sustained by the occupant. For the Primary AIS, for example, the highest AIS level sustained by the occupant is recorded in Variable 1043, the body region receiving the injury is recorded in Variable 1044, and the four areas of contact are recorded in Variable 1045.

Since the number of derived variables was purposely kept at a minimum, there are few vehicle-level summary variables. For instance, a vehicle-level variable giving the worst injury in the vehicle would be useful in analysis. Hopefully, such derived variables can be added to the data sets in the future.

3.3 Data Overview

The 63 school-bus case vehicles included in the first file build involved the efforts of 21 MDAI teams in the United States and Canada. A total of 28 of the vehicles were investigated by teams funded by Transport Canada.

The 63 vehicles involved a total of 1,835 occupants for an average occupancy rate of 29 persons per vehicle, although the maximum number of occupants in a single vehicle was 64. Occupants ranged in age from a minimum of two years old to a maximum of 67, with an average age slightly under 14.

Considering injuries, a total of 56 or 3% of the occupants were killed. On the other hand, a total of 20 received untreatable (AIS=6) injuries, while another 821 received injuries from AIS=1 to AIS=5. Two occupants received some injury to 14 body regions.

Some questions on the Version-A Form have little applicability to school buses but would, of course, be pertinent to other bus types. For example, none of the school buses had mid- or rear-side doors. In general, however, the quality of the data appears to be good. More detailed expositions of the data will be released in future reports.

SECTION 4

CONCLUSIONS AND RECOMMENDATIONS

While the rate of case investigations conducted by MDAI will continue to remain low, processing of these cases should continue in order to allow analysis of performance of current model year vehicles. No other such in-depth data are available and it seems inadvisable to continue sponsoring in-depth teams, thereby creating crash data on current-model vehicles, and not to computerize the data collected by these experts.

The cost of maintaining data banks is relatively low when compared to the cost of in-depth investigation, and without this valuable new information, current users can make no comparisons nor form any conclusions regarding performance factors of current automobiles.

Several of the files currently maintained can be dropped to lower the cost of case editing if future case processing is considered. However, basic files such as CPIR-Revision 3, Version B and Version A, should continue. The passenger car, large truck, and school-bus files should prove extremely useful to analysts, the NHTSA, and the automotive industry as long as in-depth investigations are continued.

The dropping of supplementary files such as Damage Analysis (DAS), Occupant Supplement (OS), FFF, and air bag (ACRS) would cut costs considerably and still provide computerized documentation of all vehicles investigated.

HSRI has recently created a replacement to the CPIR-Revision 3 which it feels is superior in format and content and includes expanded variables in areas such as intrusion and fire. This new format will be used for crash investigations sponsored by the MVMA and has been discussed with the Canadian Ministry of Transport.

APPENDICES

THE HS/DOT FILE BY TEAM

	Team Sequence Number	Team Case ID	DOT/HS Number
1	AA 00100	AA 100(SPL)	HS 601 562
2	AA 00101	AA 101	HS 601 553
3	AA 00105	AA 105	HS 601 559
4	AA 00114	AA 114	HS 601 076
5	AA 00115	AA 115	HS 601 075
6	AA 00116	AA 116	HS 601 552
7	AA 00119	AA 119	HS 601 550
8	AA 00120	AA 120	HS 601 549
9	AA 00121	AA 121	HS 601 548
10	AA 00122	AA 122	HS 601 558
11	AA 00125	AA 125	HS 601 074
12	AA 00126	AA 126	HS 601 571
13	AA 00129	AA 129	HS 601 073
14	AA 00130	AA 130	HS 601 072
15	AA 00132	AA 132	HS 601 071
16	AA 00133	AA 133	HS 601 070
17	AA 00134	AA 134	HS 601 069
18	AA 00136	AA 136	HS 601 560
19	AA 00138	A138-0UM550	HS 601 068
20	AA 00139	AA 139	HS 601 067
21	AA 00140	AA 140	HS 601 521
22	AA 00141	AA 141	HS 601 066
23	AA 00142	AA 142	HS 601 062
24	AA 00143	A143-2UM552	HS 601 225
25	AA 00144	AA 144	HS 601 061
26	AA 00145	AA 145	HS 601 060
27	AA 00146	AA 146	HS 601 557
28	AA 00147	AA 147	HS 601 522
29	AA 00148	AA 148	HS 601 059
30	AA 00149	AA 149	HS 601 065
31	AA 00150	AA 150	HS 601 064
32	AA 00151	AA 151	HS 601 063
33	AA 00152	A152-0UM563	HS 601 556
34	AA 00153	A153-0UM562	HS 601 226
35	AA 00154	AA 154	HS 601 572
36	AA 00155	AA 155	HS 601 056
37	AA 00156	AA 156	HS 601 055
38	AA 00157	AA 157	HS 601 054
39	AA 00159	AA 159	HS 601 053
40	AA 00160	A160-0UM559	HS 601 555
41	AA 00161	AA 161	HS 601 052
42	AA 00162	AA 162	HS 601 554
43	AA 00163	AA 163	HS 601 051
44	AA 00164	A164-0UM583	HS 601 050
45	AA 00165	A165-1UM539	HS 601 049
46	AA 00166	AA 166	HS 601 048
47	AA 00168	AA 168	HS 601 573
48	AA 00169	A169-1UM598	HS 601 047
49	AA 00170	AA 170	HS 601 564
50	AA 00171	AA 171	HS 601 437
51	AA 00172	A172-0UM601	HS 601 525
52	AA 00173	AA 173	HS 601 046
53	AA 00174	AA 174	HS 601 436
54	AA 00175	A175-0UM605	HS 601 040
55	AA 00176	A176-1UM611	HS 601 039
56	AA 00177	AA 177	HS 601 038
57	AA 00178	A178-0UM612	HS 601 045

58	AA	00180	A180-2UM617	HS 601	044
59	AA	00180	A180-1UM616	HS 601	044
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1409	MI	00231	MIAMI72 231	HS 601	188
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1419	MI	00301	MIAMI73 301	HS 601	952
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1427	MI	00309	MI 309	HS 601	951
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1434	MI	00316	MI 316	HS 601	665
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1454	MI	00336	MI 336	HS	601	958
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1465	MI	75007	C MI 007	HS	602	560
1466	MI	75008	C MI 008	HS	602	663
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1468	MI	75010	C MI 010	HS	602	664
1469	MI	75012	C MI 012	HS	602	760
1470	MI	75013	C MI 013	HS	602	756
1471	MI	75014	C MI 014	HS	602	767
1472	MI	75801	MI ACRS 001	HS	602	567
1473	MI	75802	MI ACRS 002	HS	602	665
1474	MI	75803	MI ACRS 003	HS	602	719
1475	MI	75804	MIAMI AB 04	HS	602	437
1476	MI	75805	MI ACRS 005	HS	602	561
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1479	MI	75808	MI ACRS 008	HS	602	666
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1482	MI	75812	MI ACRS 012	HS	603	017
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1492	MI	76821	MI ACRS 021	HS	603	089
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1495	MI	77824	MI ACRS 024	HS	603	100
1496	MI	77825	MI ACRS 025	HS	603	108
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1498	ML	77827	ML ACRS 027	HS 603 116
1499	ML	69035	MMF 69 35	HS 601 511
1500	ML	69038	MMF 69 38	HS 600 206
1501	ML	69039	MMF-69-39	HS 600 336
1502	ML	69044	MMF 69 44	HS 601 512
1503	ML	69046	MMF-69-46	HS 600 426
1504	ML	69047	MMF 69 47	HS 601 515
1505	ML	69048	MMF 69 48	HS 601 516
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1507	ML	69053	MMF 69 53	HS 601 517
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1509	ML	69055	MMF-69-55	HS 600 337
1510	ML	69056	MMF 69 56	HS 601 513
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1512	ML	69058	MMF-69-58	HS 600 208
1513	ML	69059	MMF-69-59	HS 600 428
1514	ML	70001	MMF-70-1	HS 601 196
1515	ML	70002	MMF-70-2	HS 601 198
1516	ML	70003	MMF 70 3	HS 600 338
1517	ML	70004	MMF-70-04	HS 600 209
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1521	ML	70008	MMF-70-08	HS 600 340
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1527	ML	70014	MMF-70-14	HS 601 584
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1536	ML	71003	MMF 71 3	HS 601 460
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1539	ML	71006	MMF 71 6	HS 600 875
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1551	ML	71018	MMF 71 18	HS 601 590
1552	ML	71019	MMF 71 19	HS 600 935
1553	ML	71020	MMF 71 20	HS 601 595
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1561	ML	71029	MME	71	29	HS	601	595
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1567	ML	72003	MME	72	3	HS	601	489
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1569	ML	72005	MME	72	05	HS	601	930
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1574	ML	72010	MME	72	10	HS	601	427
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1580	ML	72016	MME	72	16	HS	601	426
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1611	ML	73014	MME	73	14	HS	602	113
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1614	ML	73017	MME	73	17	HS	601	871
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1623	ML	73026	MME	73	26	HS	602	121
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1659	ML	74020	MME	74	20	HS	602	240
1660	ML	74021	MME	74	21	HS	602	268
1661	ML	74022	MME	74	22	HS	602	241
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1663	ML	74024	MME	74	24	HS	602	270
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1701	ML	75005	MME	75	05		HS	602	987
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1707	ML	75011	MME	75	11		HS	602	993
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2282	SI	74040	SRI 8096 40	HS 602 477
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3067	UU	74175	UTAH 175	74	HS	602	135
3068	UU	74176	UTAH 176	74	HS	602	155
3069	UU	74177	UTAH 177	74	HS	602	185
3070	UU	74178	UTAH 178	74	HS	602	186
3071	UU	74179	UTAH 179	74	HS	602	187
3072	UU	74180	UTAH 180	74	HS	602	188
3073	UU	74181	UTAH 181	74	HS	602	183
3074	UU	74182	UTAH 182	74	HS	602	184
3075	UU	74183	UTAH 183	74	HS	602	199
3076	UU	74184	UTAH 184	74	HS	602	190
3077	UU	74185	UTAH 185	74	HS	602	205
3078	UU	74186	UTAH 186	74	HS	602	200
3079	UU	74187	UTAH 187	74	HS	602	234
3080	UU	74188	UTAH 188	74	HS	602	235
3081	UU	74189	UTAH 189	74	HS	602	201
3082	UU	74190	UTAH 190	74	HS	602	236
3083	UU	74191	UTAH 191	74	HS	602	263
3084	UU	74192	UTAH 192	74	HS	602	264
3085	UU	74193	UTAH 193	74	HS	602	253
3086	UU	74194	UTAH 194	74	HS	602	265
3087	UU	74195	UTAH 195	74	HS	602	393
3088	UU	74196	UTAH 196	74	HS	602	401
3089	UU	74197	UTAH 197	74	HS	602	402
3090	UU	74198	UTAH 198	74	HS	602	420
3091	UU	74199	UTAH 199	74	HS	602	421
3092	WA	00701	GO 701		HS	803	273
3093	WA	00801	GO 1		HS	601	743
3094	WA	00802	GO 2		HS	601	744
3095	WA	00803	GO 3		HS	601	746
3096	WA	00804	GO 4		HS	601	745

CASES READ = 3096
CASES LISTED= 3196

THE HS/DOT FILE BY DOT NUMBER

	Team Sequence Number	Team Case ID	DOT/HS Number
1970	RU 00051	RAI 51 53	HS 600 001
1971	RU 00052	RAI 51 53	HS 600 001
1972	RU 00053	RAI 51 53	HS 600 001
1826	OS 00005	OSU 5	HS 600 002
1217	GI 00054	GIT 54	HS 600 003
1825	OS 00004	OSU 4	HS 600 004
1212	GI 00049	GIT 49	HS 600 005
1325	MI 00001	MI-697001	HS 600 006
1219	GI 00056	GIT 56	HS 600 007
1877	RT 00005	RTI 5	HS 600 008
1210	GI 00047	GIT 47	HS 600 009
1879	RT 00007	RTI 7	HS 600 010
2921	UU 69001	UTAH 001-69	HS 600 011
1967	RU 00039	RAI 39	HS 600 012
1878	RT 00006	RTI 6	HS 600 013
1211	GI 00048	GIT 48	HS 600 014
1875	RT 00002	RTI 2	HS 600 015
1876	RT 00004	RTI 4	HS 600 016
1209	GI 00046	GIT 46	HS 600 017
1216	GI 00053	GIT 53	HS 600 018
1218	GI 00055	GIT 55	HS 600 019
2328	SW 69001	SWRI 6901	HS 600 020
1214	GI 00051	GIT 51	HS 600 021
2922	UU 69002	UTAH 002-69	HS 600 022
2336	SW 69013	SWRI-6913	HS 600 023
2334	SW 69011	SWRI-6911	HS 600 024
1828	OS 00008	OSU 8	HS 600 025
1827	OS 00007	OSU 7	HS 600 026
1225	GI 00062	GIT 62	HS 600 027
1830	OS 00010	OSU 10	HS 600 028
1223	GI 00060	GIT 60	HS 600 029
1224	GI 00061	GIT 61	HS 600 030
2924	UU 69004	UTAH 004-69	HS 600 031
2329	SW 69003	SWRI-6903	HS 600 032
2330	SW 69004	SWRI-6904	HS 600 033
2923	UU 69003	UTAH 003-69	HS 600 034
1823	OS 00002	OSU 2	HS 600 035
2332	SW 69006	SWRI-6906	HS 600 036
1720	NM 00001	UNM 01	HS 600 037
1874	RT 00001	RTI 1	HS 600 038
1824	OS 00003	OSU 3	HS 600 039
2568	TR 00852	UC 8520	HS 600 040
2584	TR 01090	UC 10900	HS 600 041
2588	TR 01143	UC 11430	HS 600 042
2594	TR 01182	UC 11820	HS 600 045
216	BA 00021	MVD 21	HS 600 046
215	BA 00020	MVD 20	HS 600 047
2925	UU 69005	UTAH 005-69	HS 600 048
1326	MI 00002	MI-697002	HS 600 050
218	BA 00023	MVD 23	HS 600 051
2286	SR 00009	SRI-0009	HS 600 053
2287	SR 00012	SRI-0012	HS 600 054
2285	SR 00007	SRI-0007	HS 600 055
1285	IU 69000	MCR 69 0	HS 600 056
217	BA 00022	MVD 22	HS 600 057
2574	TR 01003	UC 10030	HS 600 058
278	BU 69009	BU 69 9	HS 600 059

1991	RT	00009	RTI 9	HS 600 063
1215	GI	00052	GIT 52	HS 600 061
1213	GI	00050	GIT 50	HS 600 062
2595	TR	01183	UC 11830	HS 600 063
1287	IU	69002	MCR 69 2	HS 600 064
1880	RT	00008	RTI 8	HS 600 065
1288	IU	69003	MCR 69 3	HS 600 066
1222	GI	00059	GIT 59	HS 600 067
1221	GI	00058	GIT 58	HS 600 068
1220	GI	00057	GIT 57	HS 600 069
2284	SP	00006	SRI-0006	HS 600 070
1227	GI	00064	GIT 64	HS 600 071
2577	TR	01023	UC 10230	HS 600 072
1228	GI	00065	GIT 65	HS 600 073
1286	IU	69001	MCR 69 1	HS 600 074
277	BU	68014	BU 68 14	HS 600 075
219	BA	00024	MVD 24	HS 600 077
220	BA	00025	MVD 25	HS 600 078
221	BA	00026	MVD 26	HS 600 079
222	BA	00027	MVD 27	HS 600 080
224	BA	00029	MVD 29	HS 600 081
225	BA	00030	MVD 30	HS 600 082
276	BU	68013	BU 68 13	HS 600 083
1226	GI	00063	GIT 63	HS 600 084
1229	GI	00066	GIT 66	HS 600 085
1289	IU	69004	MCR 69 4	HS 600 086
1291	IU	69006	MCR 69 6	HS 600 087
1293	IU	69008	MCR 69 8	HS 600 088
1327	MI	00003	MI-697003	HS 600 089
1328	MI	00004	MI-697004	HS 600 090
1332	MI	00008	MI 697008	HS 600 091
1341	MI	00022	MI 697022	HS 600 092
1721	NM	00002	UNM 02	HS 600 093
1722	NM	00003	UNM 03	HS 600 094
1723	NM	00004	UNM 04	HS 600 095
1725	NM	00006	UNM 06	HS 600 096
1726	NM	00007	UNM 07	HS 600 097
1882	RT	00010	RTI 10	HS 600 099
1883	RT	00011	RTI 11	HS 600 100
1884	RT	00013	RTI 13	HS 600 101
1885	RT	00014	RTI 14	HS 600 102
2331	SW	69005	SWRI-6905	HS 600 103
2333	SW	69008	SWRI-6908	HS 600 104
2335	SW	69012	SWRI-6912	HS 600 105
2337	SW	69014	SWRI 6914	HS 600 106
2338	SW	69015	SWRI 6915	HS 600 107
2339	SW	69016	SWRI 6916	HS 600 108
2341	SW	70003	SWRI-7003	HS 600 109
2343	SW	70005	SWRI-7005	HS 600 110
2344	SW	70006	SWRI-7006	HS 600 111
2346	SW	70008	SWRI-7008	HS 600 112
2347	SW	70009	SWRI-7009	HS 600 113
2570	TR	00945	UC 9450	HS 600 114
2578	TR	01055	UC 10550	HS 600 115
2587	TR	01120	UC 11200	HS 600 116
2596	TR	01188	UC 11880	HS 600 117
2927	UU	69007	UTAH 007-69	HS 600 118
2920	UU	69009	UTAH 009-69	HS 600 119
196	BA	00001	MVD 1	HS 600 121
197	BA	00002	MVD 2	HS 600 122

198	BA	00003	MVD 3	HS 600 123
199	BA	00004	MVD 4	HS 600 124
200	BA	00005	MVD 5	HS 600 125
201	BA	00006	MVD 6	HS 600 126
202	BA	00007	MVD 7	HS 600 127
203	BA	00008	MVD 8	HS 600 128
204	BA	00009	MVD 9	HS 600 129
205	BA	00010	MVD 10	HS 600 130
206	BA	00011	MVD 11	HS 600 131
207	BA	00012	MVD 12	HS 600 132
208	BA	00013	MVD 13	HS 600 133
209	BA	00014	MVD 14	HS 600 134
210	BA	00015	MVD 15	HS 600 135
211	BA	00016	MVD 16	HS 600 136
212	BA	00017	MVD 17	HS 600 137
213	BA	00018	MVD 18	HS 600 138
214	BA	00019	MVD 19	HS 600 139
223	BA	00028	MVD 28	HS 600 140
296	BU	69027	BU 69 27	HS 600 141
297	BU	69028	BU 69 28	HS 600 142
298	BU	69029	BU 69 29	HS 600 143
299	BU	69030	BU 69 30	HS 600 144
300	BU	69031	BU 69 31	HS 600 145
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1232	GI	00069	GIT 69	HS 600 147
1344	MI	00025	MI 697025	HS 600 148
1727	NM	00008	UNM 08	HS 600 149
1728	NM	00009	UNM 09	HS 600 150
1888	RT	00017	RTI 17	HS 600 151
2342	SW	70004	SWRI-7004	HS 600 152
2345	SW	70007	SWRI-7007	HS 600 153
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2352	SW	70017	SWRI-7017	HS 600 156
2288	SR	00028	SRI-0028	HS 600 157
2290	SR	00047	SRI 0047	HS 600 158
2291	SR	00063	SRI 0063	HS 600 158
2293	SR	00847	SRI 0047A	HS 600 158
2294	SR	00947	SRI 0047B	HS 600 158
2630	TU	00012	TU 12B1670	HS 600 159
2573	TR	01000	UC 1000D	HS 600 160
2582	TR	01075	UC 1075D	HS 600 161
2591	TR	01172	UC 1172D	HS 600 162
2599	TR	01212	UC 1212D	HS 600 163
2616	TR	01289	UC 1289D	HS 600 164
2926	UU	69006	UTAH 006-69	HS 600 165
402	CB	00025	CAL-70-25B	HS 600 167
403	CB	00027	CAL-70-27B	HS 600 168
404	CB	00028	CAL-70-28B	HS 600 169
440	CB	70029	CAL 70 29B	HS 600 170
405	CB	00030	CAL-70-30B	HS 600 171
406	CB	00031	CAL-70-31B	HS 600 172
407	CB	00032	CAL-70-32B	HS 600 173
441	CB	70033	CAL 70 33B	HS 600 174
408	CB	00034	CAL-70-34B	HS 600 175
409	CB	00035	CAL-70-35B	HS 600 176
410	CB	00036	CAL-70-36B	HS 600 177
411	CB	00037	CAL-70-37B	HS 600 178
442	CB	70038	CAL 70 38B	HS 600 179
412	CB	00039	CAL-70-39B	HS 600 180

413	CB	00040	CAL-70-40B	HS 600 181
414	CB	00041	CAL-70-41B	HS 600 182
443	CB	70042	CAL 70 42B	HS 600 183
415	CB	00043	CAL-70-43B	HS 600 184
416	CB	00044	CAL-70-44B	HS 600 185
444	CB	70045	CAL 70 45B	HS 600 186
417	CB	00046	CAL-70-46B	HS 600 187
418	CB	00047	CAL-70-47B	HS 600 188
419	CB	00050	CAL-70-50B	HS 600 189
445	CB	70052	CAL 70 52B	HS 600 190
446	CB	70055	CAL 70 55B	HS 600 191
1231	GI	00068	GIT 68	HS 600 192
1233	GI	00070	GIT 70	HS 600 193
1290	IU	69005	MCR 69 5	HS 600 194
1292	IU	69007	MCR 69 7	HS 600 195
1294	IU	69009	MCR 69 9	HS 600 196
1295	IU	69010	MCR 69 10	HS 600 197
1296	IU	69011	MCR 69 11	HS 600 198
1297	IU	69012	MCR 69 12	HS 600 199
1298	IU	69013	MCR 69 13	HS 600 200
1299	IU	69014	MCR 69 14	HS 600 201
1300	IU	69015	MCR 69 15	HS 600 202
1302	IU	70002	MCR 70 2	HS 600 203
1306	IU	70006	MCR 70 6	HS 600 204
1307	IU	70007	MCR 70 7	HS 600 205
1500	ML	69038	MMF 69 38	HS 600 206
1508	ML	69054	MMF-69-54	HS 600 207
1512	ML	69058	MMF-69-58	HS 600 208
1517	ML	70004	MMF-70-04	HS 600 209
1518	ML	70005	MMF-70-05	HS 600 210
1520	ML	70007	MMF-70-07	HS 600 211
1329	MI	00005	MI-697005	HS 600 212
1330	MI	00006	MI-697006	HS 600 213
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1333	MI	00009	MI-697009	HS 600 215
1334	MI	00010	MI-697010	HS 600 216
1335	MI	00011	MI-697011	HS 600 217
1336	MI	00015	MI 697015	HS 600 218
1337	MI	00018	MI-697018	HS 600 219
1338	MI	00019	MI-697019	HS 600 220
1339	MI	00020	MI-697020	HS 600 221
1340	MI	00021	MI-697021	HS 600 222
1342	MI	00023	MI-697023	HS 600 223
1343	MI	00024	MI 70 24	HS 600 224
1345	MI	00026	MI-697026	HS 600 225
1346	MI	00027	MI-697027	HS 600 226
1347	MI	00029	MI-697029	HS 600 227
1348	MI	00031	MI-697031	HS 600 228
1349	MI	00032	MI-697032	HS 600 229
1350	MI	00033	MI-697033	HS 600 230
1351	MI	00034	MI-697034	HS 600 231
1352	MI	00039	MI-697039	HS 600 232
1353	MI	00041	MI-697041	HS 600 233
1354	MI	00042	MIAMI70 42	HS 600 234
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1731	NM	00012	UNM 12	HS 600 238
1732	NM	00013	UNM 13	HS 600 239
1733	NM	00014	UNM 14	HS 600 240

1734	NM	00015	UNM 15	HS	600	241
1735	NM	00016	UNM 16	HS	600	242
1736	NM	00017	UNM 17	HS	600	243
1887	RT	00016	RTI 16	HS	600	244
1889	RT	00018	RTI 18	HS	600	245
1965	RU	00036	RAI 36	HS	600	246
2340	SW	69017	SWRI-6917	HS	600	247
2349	SW	70012	SWRI-7012	HS	600	248
2350	SW	70013	SWRI-7013	HS	600	249
2353	SW	70018	SWRI-7018	HS	600	250
2354	SW	70019	SWRI-7019	HS	600	251
2355	SW	70020	SWRI-7020	HS	600	252
2356	SW	70021	SWRI-7021	HS	600	253
2357	SW	70022	SWRI-7022	HS	600	254
2289	SP	00038	SRI-0038	HS	600	255
2631	TU	00013	TU 1382870	HS	600	256
2576	TR	01014	UC 10140	HS	600	257
2586	TR	01107	UC 1107D	HS	600	258
2589	TR	01161	UC 1161D	HS	600	259
2590	TR	01164	UC 1164D	HS	600	260
2593	TR	01181	UC 1181D	HS	600	261
2603	TR	01227	UC 1227D	HS	600	262
2610	TR	01265	UC 1265D	HS	600	263
2611	TR	01266	UC 1266D	HS	600	264
2620	TR	01301	UC 1301D	HS	600	265
2621	TR	01302	UC 1302D	HS	600	266
2624	TR	01307	UC 1307D	HS	600	267
2626	TR	01318	UC 1318D	HS	600	268
2928	UU	69008	UTAH 008-69	HS	600	269
226	BA	00401	4ME1	HS	600	271
227	BA	00402	4ME2	HS	600	272
228	BA	00403	4ME3	HS	600	273
229	BA	00404	4ME4	HS	600	274
230	BA	00405	4ME5	HS	600	275
231	BA	00406	4ME6	HS	600	276
232	BA	00407	4ME7	HS	600	277
233	BA	00408	4ME8	HS	600	278
234	BA	00409	4ME9	HS	600	279
235	BA	00410	4ME10	HS	600	280
236	BA	00411	4ME11	HS	600	281
239	BA	00414	4ME14	HS	600	282
301	BU	69032	BU 69 32	HS	600	283
302	BU	69033	BU 69 33	HS	600	284
303	BU	69034	BU 69 34	HS	600	285
304	BU	69035	BU 69 35	HS	600	286
305	BU	69036	BU 69 36	HS	600	287
307	BU	70002	BU 70 02	HS	600	288
420	CB	00053	CAL 70 53B	HS	600	289
421	CB	00056	CAL-70-56B	HS	600	290
422	CB	00057	CAL-70-57B	HS	600	291
423	CB	00058	CAL-70-58B	HS	600	292
424	CB	00059	CAL-70-59B	HS	600	293
425	CB	00060	CAL-70-60B	HS	600	294
447	CB	70061	CAL 70 61B	HS	600	295
426	CB	00062	CAL-70-62B	HS	600	296
429	CB	00065	CAL-70-65B	HS	600	297
432	CB	00068	CAL-70-68B	HS	600	298
1234	GI	00071	GIT 71	HS	600	299
1301	IU	70001	MCR 70 1	HS	600	300
1303	IU	70003	MCR 70 3	HS	600	301

1304	MU	70004	MCR 70 4	HS 600 302
1305	MU	70005	MCR 70 5	HS 600 303
1737	NM	00018	UNM 18	HS 600 304
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1741	NM	00022	UNM 22	HS 600 308
1742	NM	00023	UNM 23	HS 600 309
1743	NM	00024	UNM 24	HS 600 310
1744	NM	00025	UNM 25	HS 600 311
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1891	RT	00020	RTI 20	HS 600 316
1892	RT	00021	RTI 21	HS 600 317
1893	RT	00022	RTI 22	HS 600 318
1894	RT	00023	RTI 23	HS 600 319
1898	RT	00027	RTI 27	HS 600 320
1900	RT	00029	RTI 29	HS 600 321
1901	RT	00030	RTI 30	HS 600 322
2632	TU	00014	TU 14B2770	HS 600 323
2633	TU	00018	TU 18D2770	HS 600 324
2634	TU	00019	TU 19E1170	HS 600 325
2635	TU	00020	TU 20E2170	HS 600 326
2637	TU	00025	TU 25F2165	HS 600 327
2569	TR	00927	UC 927D	HS 600 328
2575	TR	01010	UC 1010D	HS 600 329
2609	TR	01264	UC 1264D	HS 600 330
2930	UU	70010	UTAH 010-70	HS 600 331
306	BU	70001	BU 70 01	HS 600 333
428	CB	00064	CAL-70-64B	HS 600 334
430	CB	00066	CAL-70-66B	HS 600 335
1501	ML	69039	MMF-69-39	HS 600 336
1509	ML	69055	MMF-69-55	HS 600 337
1516	ML	70003	MMF 70 3	HS 600 338
1519	ML	70006	MMF-70-06	HS 600 339
1521	ML	70008	MMF-70-08	HS 600 340
1745	NM	00026	UNM 26	HS 600 341
1748	NM	00029	UNM 29	HS 600 342
1896	RT	00025	RTI 25	HS 600 343
1899	RT	00028	RTI 28	HS 600 344
2359	SW	70024	SWRI-7024	HS 600 345
2638	TU	00026	TU 26F1470	HS 600 346
2571	TR	00973	UC 973D	HS 600 347
2572	TR	00982	UC 982D	HS 600 348
2579	TR	01062	UC 1062D	HS 600 349
2580	TR	01067	UC 1067D	HS 600 350
2581	TR	01073	UC 1073D	HS 600 351
2583	TR	01084	UC 1084D	HS 600 352
2585	TR	01091	UC 1091D	HS 600 353
2592	TR	01176	UC 1176D	HS 600 354
2597	TR	01190	UC 1190D	HS 600 355
2598	TR	01204	UC 1204D	HS 600 356
2600	TR	01224	UC 1224D	HS 600 357
2601	TR	01225	UC 1225D	HS 600 358
2602	TR	01226	UC 1226D	HS 600 359
2604	TR	01231	UC 1231D	HS 600 360
2605	TR	01240	UC 1240D	HS 600 361
2606	TR	01245	UC 1245D	HS 600 362

2607	TR	01261	UC 1261D	HS 600 363
2608	TR	01263	UC 1263D	HS 600 364
2612	TR	01267	UC 1267D	HS 600 365
2613	TR	01273	UC 1273D	HS 600 366
2614	TR	01274	UC 1274D	HS 600 367
2615	TR	01278	UC 1278D	HS 600 368
2617	TR	01291	UC 1291D	HS 600 369
2618	TR	01292	UC 1292D	HS 600 370
2619	TR	01294	UC 1294D	HS 600 371
2622	TR	01303	UC 1303D	HS 600 372
2623	TR	01305	UC 1305D	HS 600 373
2625	TR	01316	UC 1316D	HS 600 374
2627	TR	01319	UC 1319D	HS 600 375
2628	TR	01342	UC 1342D	HS 600 376
237	BA	00412	4ME12	HS 600 378
238	BA	00413	4ME13	HS 600 379
240	BA	00415	4ME15	HS 600 380
241	BA	00416	4ME16	HS 600 381
242	BA	00417	4ME17	HS 600 382
243	BA	00418	4ME18	HS 600 383
244	BA	00419	4ME19	HS 600 384
245	BA	00420	4ME20	HS 600 385
246	BA	00421	4ME21	HS 600 386
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255	BA	00430	4ME30	HS 600 395
256	BA	00431	4ME31	HS 600 396
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258	BA	00433	4ME33	HS 600 398
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260	BA	00435	4ME35	HS 600 400
261	BA	00436	4ME36	HS 600 401
262	BA	00437	4ME37	HS 600 402
263	BA	00438	4ME38	HS 600 403
264	BA	00439	4ME39	HS 600 404
265	BA	00440	4ME40	HS 600 405
308	BU	70003	BU 70 03	HS 600 406
309	BU	70004	BU 70 04	HS 600 407
427	CB	00063	CAL-70-63B	HS 600 408
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434	CB	00070	CAL-70-70B	HS 600 411
435	CB	00071	CAL-70-71B	HS 600 412
436	CB	00072	CAL-70-72B	HS 600 413
437	CB	00073	CAL-70-73B	HS 600 414
438	CB	00074	CAL-70-74B	HS 600 415
511	CB	71078	CAL 71 78B	HS 600 416
439	CB	00083	CAL-70-95B	HS 600 417
1235	GI	00072	GIT 72	HS 600 418
1237	GI	00074	GIT 74	HS 600 419
1238	GI	00075	GIT 75	HS 600 420
1239	GI	00076	GIT 76	HS 600 421
1240	GI	00077	GIT 77	HS 600 422
1242	GI	00079	GIT 79	HS 600 423

1308	IU	70008	MCR 70 8	HS 600	424
1309	IU	70009	MCR 70 9	HS 600	425
1503	ML	69046	MMF-69-46	HS 600	426
1506	ML	69049	MMF-69-49	HS 600	427
1513	ML	69059	MMF-69-59	HS 600	428
1522	ML	70009	MMF 70 9	HS 600	429
1523	ML	70010	MMF-70-10	HS 600	430
1359	MI	00105	MIAMI-105	HS 600	431
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1752	NM	00033	UNM 33	HS 600	434
1753	NM	00034	UNM 34	HS 600	435
1758	NM	00039	UNM 39	HS 600	436
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1832	OS	00012	OSU 12	HS 600	439
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1958	RU	00019	RAI 19	HS 600	440
1895	RT	00024	RTI 24	HS 600	441
1960	RU	00024	RAI 24	HS 600	441
1903	RT	00032	RTI 32	HS 600	442
1904	RT	00033	RTI 33	HS 600	443
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1955	RU	00013	RAI 13	HS 600	445
1956	RU	00016	RAI 16	HS 600	446
1957	RU	00018	RAI 18	HS 600	447
1959	RU	00021	RAI 21	HS 600	448
1961	RU	00029	RAI 29 30	HS 600	449
1962	RU	00030	RAI 29 30	HS 600	449
1963	RU	00031	RAI 31	HS 600	450
1966	RU	00037	RAI 37	HS 600	451
2292	SR	00081	SRI-0081	HS 600	452
2358	SW	70023	SWRI-7023	HS 600	453
2360	SW	70025	SWRI-7025	HS 600	454
2361	SW	70026	SWRI-7026	HS 600	455
2362	SW	70027	SWRI-7027	HS 600	456
2363	SW	70029	SWRI 7029	HS 600	457
2364	SW	70030	SWRI-7030	HS 600	458
2366	SW	70032	SWRI-7032	HS 600	459
2368	SW	70037	SWRI-7037	HS 600	460
2373	SW	70043	SWRI-7043	HS 600	461
2629	TU	00005	TU 5A0270	HS 600	462
2635	TU	00024	TU 24F0170	HS 600	463
2640	TU	00029	TU 29G0470	HS 600	464
2931	UU	70011	UTAH 011-70	HS 600	465
2932	UU	70012	UTAH 012-70	HS 600	466
2933	UU	70013	UTAH 013-70	HS 600	467
266	BA	00441	4ME41	HS 600	469
267	BA	00442	4ME42	HS 600	470
268	BA	00443	4ME43	HS 600	471
269	BA	00444	4ME44	HS 600	472
270	BA	00445	4ME45	HS 600	473
271	BA	00446	4ME46	HS 600	474
272	BA	00447	4ME47	HS 600	475
273	BA	00448	4ME48	HS 600	476
274	BA	00449	4ME49	HS 600	477
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279	BU	69010	BU 69 10	HS 600	479
280	BU	69011	BU 69 11	HS 600	480
281	BU	69012	BU 69 12	HS 600	481
282	BU	69013	BU 69 13	HS 600	482

310	BU	70005	BU 70 5	HS 600	482
312	BU	70007	BU 70 07	HS 600	484
313	BU	70008	BU 70 8	HS 600	485
321	BU	70017	BU 70 17	HS 600	486
322	BU	70018	BU 70 18	HS 600	487
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509	CB	71076	CAL 71 76B	HS 600	489
512	CB	71081	CAL 71 81B	HS 600	490
513	CB	71082	CAL 71 82B	HS 600	491
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515	CB	71086	CAL 71 86B	HS 600	493
1241	GI	00078	GIT 78	HS 600	494
1243	GI	00080	GIT 80	HS 600	495
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1245	GI	00082	GIT 82	HS 600	497
1246	GI	00083	GIT 83	HS 600	498
1248	GI	00085	GIT 85	HS 600	499
1249	GI	00086	GIT 86	HS 600	500
1251	GI	00088	GIT 88	HS 600	501
1355	MI	00101	MI 697101	HS 600	502
1356	MI	00102	MI 697102	HS 600	503
1360	MI	00107	MI 697107	HS 600	504
1361	MI	00109	MI 697109	HS 600	505
1362	MI	00110	MI 697110	HS 600	506
1363	MI	00112	MI 697112	HS 600	507
1364	MI	00113	MI 697113	HS 600	508
1366	MI	00117	MI 697117	HS 600	509
1367	MI	00118	MI 697118	HS 600	510
1368	MI	00119	MI 697119	HS 600	511
1372	MI	00123	MIAMI71 123	HS 600	512
1373	MI	00124	MI 697124	HS 600	513
1374	MI	00125	MI 697125	HS 600	514
1375	MI	00126	MI 697126	HS 600	515
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1378	MI	00129	MIAMI71 129	HS 600	517
1379	MI	00130	MI 697130	HS 600	518
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1760	NM	00041	UNM 41	HS 600	526
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1841	OS	00021	OSU 21	HS 600	532
1858	OS	00044	OSU 44	HS 600	533
1862	OS	00048	OSU 48	HS 600	534
1859	OS	00045	OSU 45	HS 600	535
1964	RU	00033	RAI 33	HS 600	536
1977	RU	00074	RAI 74	HS 600	537
1978	RU	00077	RAI 77	HS 600	538
1988	RU	00091	RAI 91	HS 600	539
1989	RU	00092	RAI 92	HS 600	540
1991	RU	00094	RAI 94	HS 600	541
1992	RU	00095	RAI 95	HS 600	542
1993	RU	00097	RAI 97	HS 600	543

1995	PU	00099	PAI 99	HS 600 544
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2367	SW	70033	SWRI 7033	HS 600 546
2369	SW	70039	SWRI 7039	HS 600 547
2370	SW	70040	SWRI 7040	HS 600 548
2371	SW	70041	SWRI 7041	HS 600 549
2372	SW	70042	SWRI 7042	HS 600 550
2374	SW	70046	SWRI 7046	HS 600 551
2375	SW	70049	SWRI 7049	HS 600 552
2376	SW	70050	SWRI 7050	HS 600 553
2377	SW	70052	SWRI 7052	HS 600 554
2378	SW	71001	SWRI 7101	HS 600 555
2299	SU	00007	SU 007	HS 600 556
2301	SU	00009	SU 009	HS 600 557
2309	SU	00017	SU 017	HS 600 558
2311	SU	00019	SU 019	HS 600 559
2312	SU	00020	SU 020	HS 600 560
2639	TU	00027	TU 27F2170	HS 600 561
2641	TU	00031	TU 31G0770	HS 600 562
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2643	TU	00035	TU 35G2270	HS 600 564
2647	TU	00044	TU 44I2770	HS 600 565
2934	UU	70014	UTAH 014 70	HS 600 566
2935	UU	70015	UTAH 015 70	HS 600 567
2936	UU	70016	UTAH 016 70	HS 600 568
2937	UU	70017	UTAH 017 70	HS 600 569
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518	CB	71090	CAL 71 90B	HS 600 573
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520	CB	71092	CAL 71 92B	HS 600 575
522	CB	71096	CAL 71 96B	HS 600 576
523	CB	71097	CAL 71 97B	HS 600 577
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526	CB	71103	CAL 71 103B	HS 600 579
528	CB	71105	CAL 71 105B	HS 600 580
530	CB	71108	CAL 71 108B	HS 600 581
531	CB	71109	CAL 71 109B	HS 600 582
533	CB	71113	CAL 71 113B	HS 600 583
1310	IU	70101	VDP 70 1	HS 600 584
1311	IU	70102	VDP 70 2	HS 600 585
1312	IU	70105	VDP 70 5	HS 600 586
1313	IU	70106	VDP 70 6	HS 600 587
1314	IU	70107	VDP 70 7	HS 600 588
1315	IU	70111	VDP 70 11	HS 600 589
1316	IU	70112	VDP 70 12	HS 600 590
1317	IU	70117	VDP 70 17	HS 600 591
1765	NM	00046	UNM 46	HS 600 592
1771	NM	00052	UNM 52	HS 600 593
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2380	SW	71003	SWRI 7103	HS 600 595
290	BU	69021	BU 69 21	HS 600 597
291	BU	69022	BU 69 22	HS 600 598
295	BU	69026	BU 69 26	HS 600 599
510	CB	71077	CAL 71 77B	HS 600 600
527	CB	71104	CAL 71 104B	HS 600 601
529	CB	71106	CAL 71 106B	HS 600 602
532	CB	71110	CAL 71 110B	HS 600 603
1236	GI	00073	GIT 73	HS 600 604
1247	GI	00084	GIT 84	HS 600 605

1252	GI	00089	GIT 89	HS 600 606
1902	RT	00031	RTI 31	HS 600 607
1905	RT	00034	RTI 34	HS 600 608
1907	RT	00036	RTI 36	HS 600 609
1909	RT	00038	RTI 38	HS 600 610
1910	RT	00039	RTI 39	HS 600 611
1914	RT	00043	RTI 43	HS 600 612
1974	RU	00067	RAI 67	HS 600 613
1994	RU	00098	RAI 98	HS 600 614
2381	SW	71005	SWRI 7105	HS 600 615
2382	SW	71006	SWRI 7106	HS 600 616
2383	SW	71007	SWRI 7107	HS 600 617
2384	SW	71008	SWRI 7108	HS 600 618
2386	SW	71010	SWRI 7110	HS 600 619
2308	SU	00016	SU 016	HS 600 620
2942	UU	70022	UTAH 022 70	HS 600 621
450	CB	71094	CAL 70 948	HS 600 623
1254	GI	00091	GIT 91	HS 600 624
1255	GI	00092	GIT 92	HS 600 625
1256	GI	00093	GIT 93	HS 600 626
1257	GI	00094	GIT 94	HS 600 627
1357	MI	00103	MI 697103	HS 600 628
1358	MI	00104	MI 697104	HS 600 629
1365	MI	00114	MI 697114	HS 600 630
1369	MI	00120	MI 697120	HS 600 631
1371	MI	00122	MI 697122	HS 600 632
1376	MI	00127	MI 697127	HS 600 633
1766	NM	00047	UNM 47	HS 600 634
1767	NM	00048	UNM 48	HS 600 635
1768	NM	00049	UNM 49	HS 600 636
1769	NM	00050	UNM 50	HS 600 637
1770	NM	00051	UNM 51	HS 600 638
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1908	RT	00037	RTI 37	HS 600 641
1912	RT	00041	RTI 41	HS 600 642
1913	RT	00042	RTI 42	HS 600 643
1915	RT	00044	RTI 44	HS 600 644
1916	RT	00045	RTI 45	HS 600 645
1917	RT	00046	RTI 46	HS 600 646
1918	RT	00047	RTI 47	HS 600 647
287	BU	69018	BU 69 18	HS 600 648
292	BU	69023	BU 69 23	HS 600 649
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1781	NM	00062	UNM 62	HS 600 651
1921	RT	00050	RTI 50	HS 600 652
1925	RT	00055	RTI 55	HS 600 653
1983	RU	00085	RAI 85	HS 600 654
1985	RU	00088	RAI 88	HS 600 655
1990	RU	00093	RAI 93	HS 600 656
1996	RU	00101	RAI 101	HS 600 657
1998	RU	00103	RAI 103	HS 600 658
2002	RU	00108	RAI 108	HS 600 659
2003	RU	00109	RAI 109	HS 600 660
2008	RU	00114	RAI 114	HS 600 661
2009	RU	00115	RAI 115	HS 600 662
2012	RU	00118	RAI 118	HS 600 663
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2387	SW	71011	SWRI 7111	HS 600 665
2388	SW	71012	SWRI 7112	HS 600 666

2389	SW	71013	SWRI 7113	HS 600 667
2391	SW	71015	SWRI 7115	HS 600 668
2392	SW	71016	SWRI 7116	HS 600 669
2393	SW	71017	SWRI 7117	HS 600 670
2394	SW	71020	SWRI 7120	HS 600 671
2395	SW	71021	SWRI 7121	HS 600 672
311	BU	70006	BU 70 06	HS 600 676
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521	CB	71093	CAL 71 93B	HS 600 679
525	CB	71101	CAL 71 101B	HS 600 680
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1253	GI	00090	GIT 90	HS 600 682
1258	GI	00095	GIT 95	HS 600 683
1260	GI	00097	GIT 97	HS 600 684
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1779	NM	00060	UNM 60	HS 600 690
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1923	RT	00053	RTI 53	HS 600 692
1999	RU	00105	RAI 105	HS 600 693
2396	SW	71022	SWRI 7122	HS 600 694
2397	SW	71025	SWRI 7125	HS 600 695
2399	SW	71027	SWRI 7127	HS 600 696
2400	SW	71028	SWRI 7128	HS 600 697
2644	TU	00038	TU 38HI770	HS 600 698
2645	TU	00041	TU 41I1670	HS 600 699
2318	SU	00031	SU 031	HS 600 700
2310	SU	00018	SU 018	HS 600 701
2682	UH	00012	HOU 12	HS 600 702
2677	UH	00007	HOU 7	HS 600 703
2685	UH	00015	HOU 15	HS 600 704
2673	UH	00003	HOU 3	HS 600 705
2432	SW	71065	SWRI 7165	HS 600 706
2433	SW	71066	SWRI 7166	HS 600 707
2436	SW	71069	SWRI 7169	HS 600 708
2438	SW	71071	SWRI 7171	HS 600 709
2440	SW	71073	SWRI 7173	HS 600 710
2441	SW	71074	SWRI 7174	HS 600 711
2442	SW	71075	SWRI 7175	HS 600 712
2443	SW	71076	SWRI 7176	HS 600 713
2444	SW	71078	SWRI 7178	HS 600 714
2449	SW	71083	SWRI 7183	HS 600 715
2451	SW	71085	SWRI 7185	HS 600 716
2452	SW	71086	SWRI 7186	HS 600 717
2454	SW	71088	SWRI 7188	HS 600 718
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455	CB	71003	CAL 71 3B	HS 600 721
458	CB	71006	CAL 71 6B	HS 600 722
464	CB	71012	CAL 71 12B	HS 600 723
465	CB	71013	CAL 71 13B	HS 600 724
466	CB	71014	CAL 71 14B	HS 600 725
469	CB	71016	CAL 71 16B	HS 600 726
477	CB	71027	CAL 71 27B	HS 600 727
480	CB	71030	CAL 71 30B	HS 600 728
2687	UH	00017	HOU 17	HS 600 729

2692	UH	00022	HOU 22	HS	600	730
2694	UH	00024	HOU 24	HS	600	731
2696	UH	00026	HOU 26	HS	600	732
1797	MI	00219	MIAMI72 219	HS	600	733
1968	RU	00043	RAI 43	HS	600	734
2418	SW	71050	SWRI 7150	HS	600	735
2420	SW	71053	SWRI 7153	HS	600	736
2421	SW	71054	SWRI 7154	HS	600	737
2422	SW	71055	SWRI 7155	HS	600	738
2423	SW	71056	SWRI 7156	HS	600	739
2424	SW	71057	SWRI 7157	HS	600	740
2425	SW	71058	SWRI 7158	HS	600	741
2426	SW	71059	SWRI 7159	HS	600	742
2427	SW	71060	SWRI 7160	HS	600	743
2428	SW	71061	SWRI 7161	HS	600	744
2430	SW	71063	SWRI 7163	HS	600	745
2431	SW	71064	SWRI 7164	HS	600	746
2434	SW	71067	SWRI 7167	HS	600	747
2047	SC	00008	USC 71 8	HS	600	748
284	BU	69015	BU 69 15	HS	600	749
285	BU	69016	BU 69 16	HS	600	750
286	BU	69017	BU 69 17	HS	600	751
289	BU	69020	BU 69 20	HS	600	752
293	BU	69024	BU 69 24	HS	600	753
1772	NM	00053	UNM 53	HS	600	754
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2401	SW	71029	SWRI 7129	HS	600	757
2402	SW	71032	SWRI 7132	HS	600	758
2403	SW	71033	SWRI 7133	HS	600	759
2404	SW	71034	SWRI 7134	HS	600	760
2405	SW	71036	SWRI 7136	HS	600	761
2407	SW	71038	SWRI 7138	HS	600	762
2408	SW	71039	SWRI 7139	HS	600	763
2409	SW	71041	SWRI 7141	HS	600	764
2410	SW	71042	SWRI 7142	HS	600	765
2411	SW	71043	SWRI 7143	HS	600	766
2412	SW	71044	SWRI 7144	HS	600	767
2413	SW	71045	SWRI 7145	HS	600	768
2414	SW	71046	SWRI 7146	HS	600	769
2415	SW	71047	SWRI 7147	HS	600	770
2416	SW	71048	SWRI 7148	HS	600	771
2456	SW	71090	SWRI 7190	HS	600	772
1790	NM	00071	UNM 71	HS	600	773
1792	NM	00073	UNM 73	HS	600	774
1969	RU	00046	RAI 46	HS	600	775
288	BU	69019	BU 69 19	HS	600	777
370	BU	73008	BU 73 08	HS	600	779
2417	SW	71049	SWRI 7149	HS	600	780
341	BU	71007	BU 71 7	HS	600	781
342	BU	71008	BU 71 8	HS	600	782
344	BU	71010	BU 71 10	HS	600	783
283	BU	69014	BU 69 14	HS	600	784
2671	UH	00001	HOU 1	HS	600	785
2672	UH	00002	HOU 2	HS	600	786
2675	UH	00005	HOU 5	HS	600	787
2676	UH	00006	HOU 6	HS	600	788
1785	NM	00066	UNM 66	HS	600	789
1787	NM	00068	UNM 68	HS	600	790
1801	NM	00082	UNM 82	HS	600	791

1973	RU	00065	RAI 65 66	HS 600	792
1979	RU	00081	RAI 81	HS 600	793
1980	RU	00082	RAI 82	HS 600	794
1981	RU	00083	RAI 83	HS 600	795
1982	RU	00084	RAI 84	HS 600	796
1997	RU	00102	RAI 102	HS 600	797
2406	SW	71037	SWRI 7137	HS 600	798
2429	SW	71062	SWRI 7162	HS 600	799
2435	SW	71068	SWRI 7168	HS 600	800
2439	SW	71072	SWRI 7172	HS 600	801
2445	SW	71079	SWRI 7179	HS 600	802
2447	SW	71081	SWRI 7181	HS 600	803
2450	SW	71084	SWRI 7184	HS 600	804
2453	SW	71087	SWRI 7187	HS 600	805
2455	SW	71089	SWRI 7189	HS 600	806
2458	SW	71092	SWRI 7192	HS 600	807
2050	SC	00011	USC 71 11	HS 600	808
315	BU	70011	BU 70 11	HS 600	809
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326	BU	70022	BU 70 22	HS 600	815
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1259	GI	00096	GIT 96	HS 600	819
1261	GI	00098	GIT 98	HS 600	820
2689	UH	00019	HOU 19	HS 600	821
1370	MI	00121	MIAMI-121	HS 600	822
1380	MI	00201	MIAMI72 201	HS 600	823
1385	MI	00206	MIAMI72 206	HS 600	824
1386	MI	00207	MIAMI72 207	HS 600	825
1388	MI	00209	MIAMI72 209	HS 600	826
1398	MI	00220	MIAMI72 220	HS 600	827
1406	MI	00228	MIAMI72 228	HS 600	828
1786	NM	00067	UNM 67	HS 600	829
1791	NM	00072	UNM 72	HS 600	830
1793	NM	00074	UNM 74	HS 600	831
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1796	NM	00077	UNM 77	HS 600	833
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1800	NM	00081	UNM 81	HS 600	835
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1803	NM	00084	UNM 84	HS 600	837
1804	NM	00085	UNM 85	HS 600	838
1984	RU	00087	RAI 87	HS 600	839
1986	RU	00089	RAI 89	HS 600	840
1987	RU	00090	RAI 90	HS 600	841
2007	RU	00113	RAI 113	HS 600	842
2014	RU	00120	RAI 120	HS 600	843
2446	SW	71080	SWRI 7180	HS 600	844
2460	SW	72001	SWRI 7201	HS 600	845
2461	SW	72002	SWRI 7202	HS 600	846
2462	SW	72003	SWRI 7203	HS 600	847
2464	SW	72005	SWRI 7205	HS 600	848
2320	SU	00034	SU 034	HS 600	849
2326	SU	00041	SU 041	HS 600	850
2327	SU	00042	SU 042	HS 600	851

2649	TU	71001	TU 71 1	HS	600	852
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2043	SC	00004	USC 71 4	HS	600	855
2045	SC	00006	USC 71 6	HS	600	856
2049	SC	00010	USC 71 10	HS	600	857
2051	SC	00012	USC 71 12	HS	600	858
2062	SC	00023	USC 23	HS	600	860
335	BU	71001	BU 71 1	HS	600	862
343	BU	71009	BU 71 9	HS	600	863
460	CB	71008	CAL 71 8B	HS	600	864
461	CB	71009	CAL 71 9B	HS	600	865
463	CB	71011	CAL 71 11B	HS	600	866
471	CB	71020	CAL 71 20B	HS	600	867
481	CB	71031	CAL 71 31B	HS	600	868
485	CB	71035	CAL 71 35B	HS	600	869
488	CB	71038	CAL 71 38B	HS	600	870
489	CB	71039	CAL 71 39B	HS	600	871
490	CB	71040	CAL 71 40B	HS	600	872
493	CB	71043	CAL 71 43B	HS	600	873
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2459	SW	71093	SWRI 7193	HS	600	889
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2295	SU	00002	SU 002	HS	600	893
2296	SU	00003	SU 003	HS	600	894
2297	SU	00004	SU 004	HS	600	895
2300	SU	00008	SU 008	HS	600	896
2303	SU	00011	SU 011	HS	600	897
2305	SU	00013	SU 013	HS	600	898
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2307	SU	00015	SU 015	HS	600	900
2315	SU	00023	SU 023	HS	600	901
2317	SU	00030	SU 030	HS	600	902
2319	SU	00032	SU 032	HS	600	903
2321	SU	00035	SU 035	HS	600	904
2323	SU	00038	SU 038	HS	600	905
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2479	SW	72021	SWRI 7221	HS	600	918
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2058	SC	00019	USC 19	HS	600	943
2063	SC	00024	USC 24	HS	600	944
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2467	SW	72008	SWRI 7208	HS	600	946
2470	SW	72011	SWRI 7211	HS	600	947
2471	SW	72012	SWRI 7212	HS	600	948
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2313	SU	00021	SU 021	HS	600	951
2304	SU	00012	SU 012	HS	600	952
2325	SU	00040	SU 040	HS	600	953
2322	SU	00037	SU 037	HS	600	954
2316	SU	00025	SU 025	HS	600	955
2298	SU	00005	SU 005	HS	600	956
2646	TU	00042	TU 42I1670	HS	600	957
2651	TU	71004	TU 71 4	HS	600	958
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2057	SC	00018	USC 18	HS	600	962
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2657	TU	71013	TU 71 13	HS	600	967
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2067	SC	00028	USC 28	HS	600	969
2419	SW	71051	SWRI 7151	HS	600	970
2437	SW	71070	SWRI 7170	HS	600	971
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2069	SC	00030	USC 30	HS	600	973
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475	CB	71025	CAL 71 25B	HS 600 986
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2475	SW	72017	SWRI 7217	HS 601 028
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25	AA	00144	AA 144	HS 601 061
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19	AA	00138	A138-0UM550	HS 601 068
17	AA	00134	AA 134	HS 601 069
16	AA	00133	AA 133	HS 601 070
15	AA	00132	AA 132	HS 601 071
14	AA	00130	AA 130	HS 601 072
13	AA	00129	AA 129	HS 601 073
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5	AA	00115	AA 115	HS 601 075
4	AA	00114	AA 114	HS 601 076
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1266	GI	00104	GIT 260 104	HS 601 086
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69	AA	00193	AA 193	HS 601 088
68	AA	00192	AA 192	HS 601 089
67	AA	00191	AA 191	HS 601 090
66	AA	00190	AA 190	HS 601 091
55	AA	00188	AA 188	HS 601 092
1265	GI	00103	GIT 260 103	HS 601 093
1264	GI	00102	GIT 260 102	HS 601 094
1263	GI	00101	GIT 260 101	HS 601 095
1262	GI	00099	GIT 99	HS 601 096
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2695	UH	00025	HOU 25	HS 601 099
2693	UH	00023	HOU 23	HS 601 100
2691	UH	00021	HOU 21	HS 601 101
2683	UH	00013	HOU 13	HS 601 102
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73	AA	00197	AA 197	HS 601 104

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1928	RT	00058	RTI 095 58	HS 601 109
1929	RT	00059	RTI 095 59	HS 601 110
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476	CB	71026	CAL 71 26B	HS 601 121
494	CB	71034	CAL 71 34B	HS 601 122
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1935	RT	00065	RTI 095 65	HS 601 126
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2482	SW	72024	SWRI 7224	HS 601 131
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1942	RT	00072	RTI 095 72	HS 601 151
1943	RT	00073	RTI 095 73	HS 601 152
1944	RT	00074	RTI 095 74	HS 601 153
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2212	SI	00008	SRI2 008	HS 601 164
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2463	SW	72004	SWRI 7204	HS 601	206
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1953	RT	00083	RTI 095 83	HS 601	222
1946	RT	00076	RTI 095 76	HS 601	223
1945	RT	00075	RTI 095 75	HS 601	224
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34	AA	00153	A153-0UM562	HS 601	226
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1948	RT	00078	RTI 095 78	HS 601	228

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504	CB	71054	CAL 71 54B	HS 601 233
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2005	RU	00111	RAI 111	HS 601 239
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2000	RU	00106	RAI 106	HS 601 241
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1866	OS	00056	OSU 56	HS 601 275
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2743	UH	00073	HOU 73	HS 601 329
2740	UH	00070	HOU 70	HS 601 330
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2726	UH	00056	HOU 56	HS 601 333
2721	UH	00051	HOU 51	HS 601 334
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2725	UH	00055	HOU 55	HS 601 336
2681	UH	00011	HOU 11	HS 601 337
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2018	RU	00124	RAI 124	HS 601 375
2016	RU	00122	RAI 122	HS 601 376
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575	CB	72045	CAL 72 45B	HS 601 471
576	CB	72048	CAL 72 48B	HS 601 472
577	CB	72050	CAL 72 50B	HS 601 473
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539	CB	72003	CAL 72 3B	HS 601 492
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72	AA	00196	AA 196	HS 601 524
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2723	UH	00053	HOU 53	HS 601 535
2739	UH	00069	HOU 69	HS 601 536
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2	AA	00101	AA 101	HS 601 553
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27	AA	00146	AA 146	HS 601 557
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1558	ML	71026	MMF 71 26	HS 601 587
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549	CB	72014	CAL 72 14B	HS	601	651
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775	CB	74196	CAL 74 196	HS 602 356
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777	CB	74198	CAL 74 198	HS 602 358
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781	CB	74202	CAL 74 202	HS 602 361
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767	CB	74188	CAL 74 188	HS 602 371
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797	CB	74218	CAL 74 218	HS 602 381
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803	CB	74224	CAL 74 224	HS 602 384
805	CB	74226	CAL 74 226	HS 602 385
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810	CB	74231	CAL 74 231	HS 602 387
811	CB	74232	CAL 74 232	HS 602 388
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833	CB	74254	CAL 74 254	HS 602 430
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838	CB	74259	CAL 74 259	HS 602 433
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144	AA	00806	AA 406 AB	HS 602 436
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818	CB	74239	CAL 74 239	HS 602 439
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834	CB	74255	CAL 74 255	HS 602 442
839	CB	74260	CAL 74 260	HS 602 443
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2034	RU	00145	RAI 145	HS 602 447
2036	RU	00147	RAI 147	HS 602 448
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2277	SI	74035	SRI 8096 35	HS 602 450
2279	SI	74037	SRI 8096 37	HS 602 451

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815	CB	74236	CAL74235236	HS 602	452
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819	CB	74240	CAL 74 240	HS 602	454
822	CB	74243	CAL74243244	HS 602	455
823	CB	74244	CAL74243244	HS 602	455
831	CB	74252	CAL 74 252	HS 602	456
837	CB	74258	CAL 74 258	HS 602	457
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2545	SW	75801	SWRI AB7501	HS 602	461
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799	CB	74220	CAL 74 220	HS 602	463
844	CB	74265	CAL 74 265	HS 602	464
845	CB	74266	CAL 74 266	HS 602	465
846	CB	74267	CAL 74 267	HS 602	466
847	CB	74268	CAL 74 268	HS 602	467
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941	CB	74808	CAL AB 74 8	HS 602	469
853	CB	74274	CAL 74 274	HS 602	470
855	CB	74276	CAL 74 276	HS 602	471
856	CB	74277	CAL 74 277	HS 602	472
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893	CB	74314	CAL 74 314	HS 602	474
2280	SI	74038	SRI 8096 38	HS 602	475
2283	SI	74041	SRI 8096 41	HS 602	476
2282	SI	74040	SRI 8096 40	HS 602	477
2534	SW	74017	SWRI 7417	HS 602	478
808	CB	74229	CAL 74 229	HS 602	479
817	CB	74238	CAL 74 238	HS 602	480
848	CB	74269	CAL 74 269	HS 602	481
861	CB	74282	CAL 74 282	HS 602	482
863	CB	74284	CAL 74 284	HS 602	483
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2539	SW	75004	SWRI 7504	HS 602	489
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854	CB	74275	CAL 74 275	HS 602	502
857	CB	74278	CAL 74 278	HS 602	503
859	CB	74280	CAL 74 280	HS 602	504
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876	CB	74297	CAL 74 297	HS 602	506
877	CB	74298	CAL 74 298	HS 602	507
890	CB	74311	CAL 74 311	HS 602	508
146	AA	00810	AA 410 AB	HS 602	509

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850	CB	74271	CAL 74 271	HS 602	514
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866	CB	74287	CAL 74 287	HS 602	517
871	CB	74292	CAL 74 292	HS 602	518
872	CB	74293	CAL 74 293	HS 602	519
875	CB	74296	CAL 74 296	HS 602	520
878	CB	74299	CAL 74 299	HS 602	521
881	CB	74302	CAL 74 302	HS 602	522
887	CB	74308	CAL 74 308	HS 602	523
891	CB	74312	CAL 74 312	HS 602	524
901	CB	74323	CAL 74 323	HS 602	525
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896	CB	74317	CAL 74 317	HS 602	543
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910	CB	74332	CAL 74 332	HS 602	552
914	CB	74336	CAL 74 336	HS 602	553
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392	BU	74009	BU 74 09	HS 602	556
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1461	MI	75003	C MI 003	HS 602	558
1462	MI	75004	C MI 004	HS 602	559
1465	MI	75007	C MI 007	HS 602	560
1476	MI	75805	MI ACRS 005	HS 602	561
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151	AA	00815	AA 415 AB	HS 602	564
396	BU	74013	BU 74 13	HS 602	565
1160	CB	75803	CAL AB 75 3	HS 602	566
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915	CB	74337	CAL 74 337	HS 602 574
920	CB	74342	CAL 74 342	HS 602 575
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927	CB	74350	CAL 74 350	HS 602 577
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395	BU	74012	BU 74 12	HS 602 581
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902	CB	74324	CAL 74 324	HS 602 610
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968	CB	75027	CAL 75 27	HS 602 631
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1691	ML	74052	MMF 74 52	HS 602 718
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1097	CB	75156	CAL 75 156	HS 602	940
1113	CB	75172	CAL 75 172	HS 602	941
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1116	CB	75175	CAL 75 175	HS 602	943
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1820	NM	00102	UNM 102	HS	801	358
1323	IU	74005	TAC SP 74 5	HS	801	512
1324	IU	75006	TAC SP 75 6	HS	802	056
3092	WA	00701	GO 701	HS	803	273
944	CB	75003	CAL 75 3 H	S	602	642

CASES READ = 3096
CASES LISTED= 3096

COLLISION PERFORMANCE and INJURY REPORT

BUS

(VERSION A)

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REPORT PURPOSES PROVIDED THE NOTICE OF COPYRIGHT IS INCLUDED

PG-2426

COLLISION PERFORMANCE AND INJURY REPORT

THIS FORM WAS DEVELOPED BY GENERAL MOTORS TO PROMOTE WIDESPREAD INTERCHANGE OF STANDARDIZED, COMPREHENSIVE FIELD DATA AMONG PROFESSIONAL RESEARCH PEOPLE ENGAGED IN ACCIDENT INVESTIGATION AND IS DESIGNED TO BE USED IN CONJUNCTION WITH DIGITAL COMPUTERS. COMPANION FORMS FOR RECORDING CAR AND TRUCK COLLISION DATA ARE ALSO AVAILABLE. PROFESSIONAL ACCIDENT RESEARCHERS CAN OBTAIN MORE INFORMATION ON THIS ACCIDENT INVESTIGATION SYSTEM BY WRITING TO:

SAFETY RESEARCH & DEVELOPMENT LABORATORY
GM-ADAP
GENERAL MOTORS PROVING GROUND
MILFORD, MICHIGAN 48042

GENERAL INSTRUCTIONS

THE FIELD INVESTIGATOR SHOULD:

MAKE A COMPLETE PHOTOGRAPHIC DESCRIPTION OF THE VEHICLE. (SEE PAGE 36 FOR INSTRUCTIONS.)
SEE PAGE 27 FOR OCCUPANT INFORMATION SECTION INSTRUCTIONS.
THERE ARE EIGHT BASIC TYPES OF QUESTIONS THAT YOU WILL BE ASKED. READ THE FOLLOWING EXAMPLES, BASED ON A FICTITIOUS ACCIDENT, ILLUSTRATING HOW THESE QUESTIONS SHOULD BE ANSWERED.

ACCIDENT: *A forward control school bus containing 25 passengers and 1 driver was involved in an accident on a dirt country road in Arizona. The 2 service doors (forward and mid) did not jam and were used to discharge the occupants. The left interior sidewall was damaged as a result of the collision but was not contacted by any occupant.*

EXAMPLES:

A. ENTER THE NAME OF THE STATE (ARIZONA) IN THE BLANK. ENTER NOTHING IN THE ADJACENT "PUNCH CODE" COLUMN BECAUSE ALL GREY AREAS WILL BE FILLED IN BY THE ANALYSIS GROUP.

B. THE WORD "AREA" IS AN IMPLIED MULTIPLE CHOICE "QUESTION". SINCE THE ANSWER "(2) RURAL" BEST DESCRIBES THE AREA, ENTER A "2" ON THE BLANK IN THE "PUNCH CODE" COLUMN. A "2" WILL LATER BE PUNCHED IN COLUMN 20 OF A COMPUTER CARD IN RESPONSE TO YOUR ANSWER.

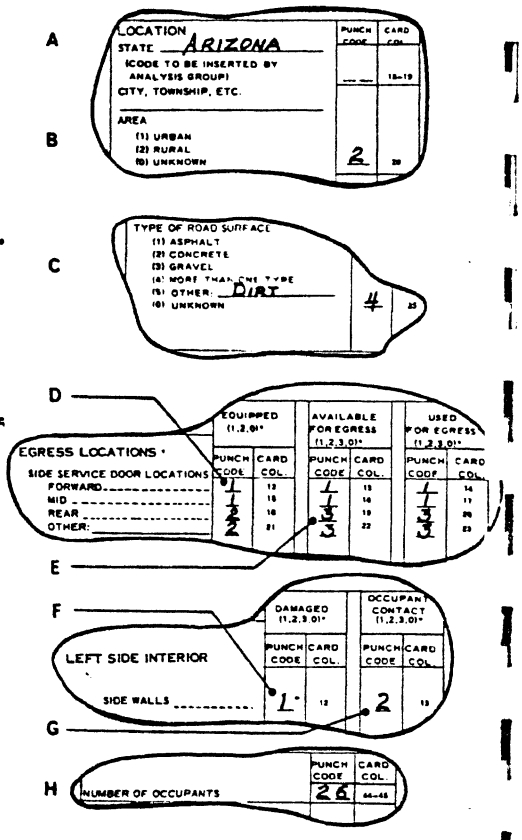
C. THE CORRECT ANSWER FOR THE EXAMPLE SHOWN IS NOT IN THE LIST, SO WRITE THE WORD "DIRT" IN THE BLANK AFTER "(4) OTHER:_____". ALSO ENTER "4" IN THE "PUNCH CODE" COLUMN BECAUSE THE COLUMN IS NOT SHADED GREY THIS TIME.

D. THIS TYPE OF QUESTION IS WRITTEN IN A WAY THAT WILL SAVE YOU TIME. THE QUESTIONS AND ANSWERS ARE GROUPED TOGETHER AT THE HEADS OF THE THREE ANSWER COLUMNS. (THE QUESTION COULD HAVE BEEN WRITTEN, "WAS THERE A FORWARD SIDE SERVICE DOOR AND WAS IT UNDAMAGED SO IT COULD BE USED FOR EGRESS AND WAS IT ACTUALLY USED?) THE POSSIBLE ANSWERS "(1,2,0)*" ARE SHOWN UNDER THE QUESTION "EQUIPPED." THE CODE KEY FOR (1,2,0) IS GIVEN AT THE BOTTOM OF THE PAGE. SINCE 1 MEANS "YES", ENTER "1" IN THE ANSWER BLANK BECAUSE ACCORDING TO OUR ACCIDENT EXAMPLE THE BUS WAS SO EQUIPPED.

E. EXAMPLE E ASKS IF THE REAR SIDE SERVICE WAS AVAILABLE FOR EGRESS. THE CODE KEY FOR (1,2,3,9) IS ALSO GIVEN AT THE BOTTOM OF THE PAGE. SINCE THIS BUS WAS NOT EQUIPPED WITH A REAR SERVICE DOOR (DON'T CONFUSE WITH EMERGENCY EXITS), THE ANSWER "3" IS CHOSEN TO INDICATE THAT THE QUESTION IS "NOT APPLICABLE."

F. & G. THESE EXAMPLES PERTAIN TO THE LEFT SIDE INTERIOR. EXAMPLE F ASKS IF THE LEFT INTERIOR SIDE WALL WAS DAMAGED. SINCE THE WALL WAS DEFORMED, MARK THE BLANK IN THE "DAMAGED" COLUMN WITH A "1". EXAMPLE G ASKS IF THE SIDE WALL WAS CONTACTED BY AN OCCUPANT. SINCE THERE WAS APPARENTLY NO OCCUPANT CONTACT, ENTER "2" IN THE OCCUPANT CONTACT COLUMN. ("CONTACT" IMPLIES PROBABLE CONTACT.)

H. EXAMPLE H OFFERS NO MULTIPLE CHOICES. SO ENTER THE ACTUAL ANSWER IN THE BLANK. SINCE THERE WERE 26 OCCUPANTS, ENTER "26" IN THE BLANK. NOTICE THAT THE ANSWER IS TO BE ENTERED AS FAR TO THE RIGHT AS POSSIBLE AND THE LEADING BLANK SHOULD BE FILLED WITH A ZERO, IF APPLICABLE.



THE ANALYSIS GROUP SHOULD:

CROSS-CHECK ALL AVAILABLE INFORMATION, PHOTOGRAPHS, ETC.
COMPLETE THE REPORT USING ALL AVAILABLE INFORMATION AND THE PROVIDED CODE KEYS.

*WHERE (1,2,0) OR (1,2,3,0) ARE INDICATED, USE 1 FOR YES 3 FOR NOT APPLICABLE
2 FOR NO 0 FOR UNKNOWN

FORM VERSION NUMBER V1

REPORT NUMBER V3 (2 3 - 4 5 6 7 8 9)

CARD NUMBER 01 (10 11)

DATE OF COLLISION MO. (12 13) / DAY (14 15) / YR. (16 17) V5

V2 UPDATE NUMBER

V4 TEAM (Numeric Recode of columns 2 and 3)

KEYPUNCH ONLY
DATE REC'D.
PUNCHED
VERIFIED

LOCATION

STATE _____
(CODE TO BE INSERTED BY ANALYSIS GROUP) — PUNCH CODE V6 — CARD COL 18-19

CITY, TOWNSHIP, ETC. _____

AREA — PUNCH CODE V7 — CARD COL 20
(1) URBAN
(2) RURAL
(0) UNKNOWN

LOCALITY — PUNCH CODE V8 — CARD COL 21
(1) MANUFACTURING OR INDUSTRIAL
(2) SHOPPING OR BUSINESS
(3) APARTMENTS
(4) SCHOOL OR PLAYGROUND
(5) RESIDENTIAL
(6) FARM
(7) UNDEVELOPED
(0) UNKNOWN

ENVIRONMENTAL CONDITIONS

LIMITED ACCESS HIGHWAY — PUNCH CODE V9 — CARD COL 22
(1) YES
(2) NO
(0) UNKNOWN
for case vehicle

ROAD TOTAL LANE WIDTH — PUNCH CODE V10 — CARD COL 23
(1) 1-LANE
(2) 2-LANE
(3) 3-LANE
(4) 4 OR MORE LANES
(5) 4 OR MORE LANES DIVIDED
(6) PARKING LOT
(7) OTHER: _____
(0) UNKNOWN

OTHER ROAD TOTAL LANE WIDTH (IF AT INTERSECTION) — PUNCH CODE V11 — CARD COL 24
CHOOSE FROM ABOVE LIST OR
(9) NOT APPLICABLE

TYPE OF ROAD SURFACE — PUNCH CODE V12 — CARD COL 25
(1) ASPHALT
(2) CONCRETE
(3) GRAVEL
(4) MORE THAN ONE TYPE
(5) OTHER: _____
(0) UNKNOWN

ROAD ALIGNMENT — PUNCH CODE V13 — CARD COL 26
VERTICAL PLANE
(1) LEVEL
(2) CREST OF HILL
(3) SLOPE
(4) BOTTOM OF HILL
(0) UNKNOWN

HORIZONTAL PLANE — PUNCH CODE V14 — CARD COL 27
(1) STRAIGHT
(2) CURVE
(0) UNKNOWN

SURFACE COVERING — PUNCH CODE V15 — CARD COL 28-29
(01) DRY
WATER
(02) DAMP
(03) WET
(04) PUDDLED
(05) UNKNOWN
SNOW
(06) LOOSE
(07) PACKED
(08) CONDITION UNKNOWN
(09) ICE
(10) SLUSH
(11) SPILLED GRAVEL
(12) OTHER: _____
(00) UNKNOWN

PRECIPITATION — PUNCH CODE V16 — CARD COL 30
(1) NONE
(2) RAIN
(3) SNOW
(4) HAIL
(5) SLEET
(6) OTHER: _____
(0) UNKNOWN

RATE OF PRECIPITATION — PUNCH CODE V17 — CARD COL 31
(3) NOT APPLICABLE
(4) LIGHT
(5) MODERATE
(6) HEAVY
(0) UNKNOWN

SURFACE SLIPPERY — PUNCH CODE V18 — CARD COL 32
(1) YES
(2) NO
(0) UNKNOWN

COLLISION DESCRIPTION

ENVIRONMENTAL CONDITIONS

	PUNCH CODE	CARD COL.
SPEED LIMIT (1) 5-25 MPH (2) 26-30 (3) 31-35 (4) 36-40 (5) 41-45 (6) 46-55 (7) 56-65 (8) 66-75 (9) OVER 75 MPH (0) UNKNOWN	V19	33
ROAD DEFECTS (1) YES (2) NO (3) UNKNOWN	V20	34
TEMPERATURE, (1) BELOW ZERO (2) 0-19 (3) 20-29 (4) 30-34 (5) 35-39 (6) 40-59 (7) 60-79 (8) 80-99 (9) 100 OR OVER (0) UNKNOWN	V21	35
CROSSWIND (1) NONE (2) LIGHT (3) STRONG (4) STRONG & GUSTY (0) UNKNOWN	V22	36
TIME OF DAY (1) DAY (2) NIGHT (3) DUSK (4) DAWN (0) UNKNOWN	V23	37
TEMPORARY VISIBILITY LIMITATION (1) NONE (2) CLOUDY-DARK (3) FOG (4) SMOKE (5) WINDSHIELD CONDITION (6) GLARE (7) RAIN (8) SNOW (9) OTHER: _____ (0) UNKNOWN	V24	38
PERMANENT VISIBILITY OBSTRUCTION (1) NONE (2) BUILDING (3) SIGN(S) (4) BUSHES (5) TREE (6) HILL OR CURVE IN ROAD (7) VEHICLE(S) IN TRAFFIC (8) PARKED VEHICLES (9) OTHER: _____ (0) UNKNOWN	V25	39

POSSIBLE MECHANICAL MALFUNCTION

INVESTIGATION OF THE POSSIBILITY OF MECHANICAL MALFUNCTION

THIS SECTION SHOULD BE FILLED OUT IF A MECHANICAL MALFUNCTION IS RECOGNIZED OR SUSPECTED BY THE INVESTIGATOR OR WAS ALLEGED TO HAVE CONTRIBUTED TO THE ACCIDENT INVOLVING THIS VEHICLE. SUPPORT ANY ITEMS CHECKED OR NOTATED BY COMMENTS.

CHECK ITEMS INVOLVED:

- ☐ BRAKE SYSTEM
- ☐ EXHAUST SYSTEM
- ☐ STEERING SYSTEM
- ☐ SUSPENSION SYSTEM
- ☐ TIRES
- ☐ ELECTRICAL SYSTEM
- ☐ THROTTLE CONTROLS
- ☐ DRIVER CONTROLS
- ☐ POWER TRAIN
- ☐ FUEL SYSTEM
- ☐ VISIBILITY ITEMS
- ☐ OTHER: _____

	PUNCH CODE	CARD COL.
NUMBER OF ITEMS CHECKED	V26	40
WAS COMMENT ABOUT MECHANICAL MALFUNCTION MADE BY ANY PERSON(S)? (1) YES (2) NO	V27	41

IF "YES", GIVE COMMENT(S) AND NAME(S) AND ADDRESS(ES) OF PERSON(S):

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

WAS THIS PERSON(S)

- INVOLVED IN COLLISION ☐
- WITNESS TO COLLISION ☐
- UNKNOWN ☐

POSSIBLE MECHANICAL MALFUNCTION

COMMENTS AND OBSERVATIONS OF INVESTIGATOR ABOUT THE POSSIBILITY OF MECHANICAL MALFUNCTIONS:

INVESTIGATOR: _____

DATE OF INVESTIGATION: _____

DATE OF REPORT: _____

GENERAL INFORMATION

IMPAIRMENT

COLLISION TYPE

COLLISION CONFIGURATION

	PUNCH CODE	CARD COL.
VEHICLE TO OBJECT (1,2,0)*	V28	42
ROLLOVER (1,2,0)*	V29	43
RAN OFF THE ROADWAY (1,2,0)*	V30	44

VEHICLE TO VEHICLE
(2) NO
(3) HEAD-ON
(4) INTERSECTION TYPE
(5) SIDE-SWIPE
(6) REAR IMPACT
(7) OTHER: _____ — V31 — 45

BUS (CASE VEHICLE)
(4) MOVING
(5) STANDING OR PARKED — V32 — 46

OTHER VEHICLE
(3) NOT APPLICABLE
(4) MOVING
(5) STANDING OR PARKED — V33 — 47

OTHER (1,2,0)*: _____ — V34 — 48

VEHICLES INVOLVED
TOTAL NUMBER (INCLUDING CASE VEHICLE) — V35 — 49

OBJECTS CONTACTED OR INVOLVED

ENTER OBJECTS IN ORDER OF CONTACT DURING COLLISION. (CHOOSE NO MORE THAN FOUR)

V36 Four Responses

(02) NONE
(03) OTHER AUTOMOBILE
(04) GROUND (ROLLOVER ONLY)
(05) GUARDRAIL
(06) BRIDGE — __ — 50-51
(07) SIGN
(08) DITCH
(09) EMBANKMENT
(10) CULVERT — __ — 52-53
(11) FENCE
(12) POLE OR TREE
(13) PEDESTRIAN
(14) LARGE ANIMAL — __ — 54-55
(15) MOTORCYCLE
(17) TRAIN OR BUS — __ — 56-57
(18) BICYCLE
(19) BUILDING
(20) PICKUP TRUCK
(23) VAN DELIVERY TRUCK
(24) STRAIGHT TRUCK
(25) TRUCK-TRACTOR COMBINATION
(26) MULTI-PURPOSE PASS. VEHICLE
(88) OTHER VEHICLE TO PEDESTRIAN
(99) OTHER: _____

CASE VEHICLE DRIVER'S ABILITY TO DRIVE IMPAIRED BY:

	PUNCH CODE	CARD COL.

(CHOOSE NO MORE THAN TWO)
(00) UNKNOWN
(02) NONE
(03) DRINKING INVOLVED
(04) DRUNK (B.A.C.%_____)
(05) ASLEEP
(06) FATIGUE
(07) RECKLESSNESS
(08) INATTENTION
(09) LACK OF TRAINING
(10) EMOTIONAL STATE
(11) MEDICATION
(12) NARCOTICS — V37 Two Responses — __ — 58-59
(13) ILLNESS
(14) INFIRMITIES
(15) PHYSICALLY HANDICAPPED
(16) OTHER: _____ — __ — 60-61

SOURCE OF INFORMATION
_____
_____

TRAFFIC VIOLATION

(EITHER DRIVER)
(1) YES
(2) NO
(0) UNKNOWN — V38 — 62
DESCRIBE VIOLATION: _____
_____
_____

BUREAU MOTOR CARRIER SAFETY VIOLATION (1, 2, 3, 0)*

DESCRIBE VIOLATION(S): _____ — V39 — 63
_____
_____

LEGAL ACTION

WAS TRAFFIC VIOLATION CITATION ISSUED TO ANYONE? (1,2,0)* — V40 — 64

IF "YES", CIRCLE VIOLATOR:

DRIVER OF CASE VEHICLE
DRIVER OF OTHER VEHICLE
PEDESTRIAN
OTHER: _____
_____

TYPE OF LOSS

PERSONAL INJURY (1,2,0)* — V41 — 65
PROPERTY DAMAGE (1,2,0)* — V42 — 66

*WHERE (1,2,0) IS INDICATED, USE: 1 FOR YES
2 FOR NO
0 FOR UNKNOWN

COLLISION SKETCH

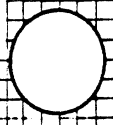
Based on Information From _____

DRAW HEAVY LINES TO SHOW HIGHWAY DETAIL AT THE LOCATION OF COLLISION.

GIVE NAME OF STREETS AND HIGHWAYS AND U.S. STATE AND INTERSTATE ROUTE NUMBERS, IF ANY.

IDENTIFY ALL OBJECTS IN SKETCH. CASE VEHICLE SHOULD ALWAYS BE LABELED "A". TIME SEQUENCE NUMBERS MAY BE ADDED (E.G., A1, A2).

INDICATE NORTH BY ARROW



DESCRIBE COLLISION EVENTS _____

INFORMATION SOURCES: _____

REPORTED BY: _____
(ATTACH POLICE REPORT)

COMMENTS _____

CASE VEHICLE	PUNCH CODE	CARD COL.
ESTIMATED SPEED* (MPH) PRIOR TO IMPACT	V43	67-69
ESTIMATED BY: _____		
AT IMPACT	V44	70-72
ESTIMATED BY: _____		

OTHER VEHICLE	PUNCH CODE	CARD COL.
ESTIMATED SPEED* (MPH) PRIOR TO IMPACT	V45	73-75
ESTIMATED BY: _____		
AT IMPACT	V46	76-78
ESTIMATED BY: _____	888 not applicable (no other vehicle)	

* IF SPEEDS CANNOT BE ESTIMATED, ENTER 999 IN PUNCH CODE COLUMN.

END OF CARD 01

EDITOR XX OUT THIS PAGE IF NO OTHER VEHICLE

OTHER VEHICLE

NOTE: A complete analysis of this accident requires that a minimum amount of information be obtained on the other vehicle(s) involved. Therefore, the information on this page should be completed even though a separate long form may be filled out on these other vehicles.

DUPLICATE COLUMNS 1-9 FROM PRECEDING CARD 0 (10) 2 (11)

OTHER VEHICLE DESCRIPTION

VEHICLE IDENTIFICATION NUMBER

			V47								
12	13	14	15	16	17	18	19	20	21	22	23	24

MAKE _____

MODEL _____

CODE TO BE INSERTED BY ANALYSIS GROUP V48 | V49 (25 26 27 28 29)

GVW RATING _____ V50

MODEL YEAR _____ 19 V51 (30 31)

WEIGHT OF VEHICLE, LBS. V52 (32 33 34 35 36 37)

ODOMETER READING V53 (38 39 40 41 42 43)

	PUNCH CODE	CARD COL.
NUMBER OF OCCUPANTS	V54	44-45
TYPE OF VEHICLE		
PASSENGER VEHICLE		
(10) UNKNOWN TYPE		
(11) PASSENGER CAR		
(12) STATION WAGON		
MULTIPURPOSE PASSENGER VEHICLE		
(20) UNKNOWN TYPE		
(21) UTILITY (JEEP, SCOUT, BRONCO, BLAZER)		
(22) CARRYALL TYPE		
(23) MOTOR YOME		
TRUCK	V55	46-47
(30) UNKNOWN TYPE		
(31) PICKUP		
(32) VAN DELIVERY		
(33) VAN DELIVERY WALK-IN		
(34) STRAIGHT TRUCK		
(35) TRUCK-TRACTOR		
(36) CHASSIS-CAB		
(37) CHASSIS INDETERMINANT		
BUS		
(40) UNKNOWN TYPE		
(41) SCHOOL BUS		
(42) INTER CITY		
(43) INTRA CITY		
OTHER (51)		
UNKNOWN (99)		
TRAIN (60)		
NUMBER OF DOORS	V56	48-49
ENGINE		
(4) GASOLINE		
(5) DIESEL		
(6) LPG		
(7) OTHER		
(0) UNKNOWN	V57	50-51

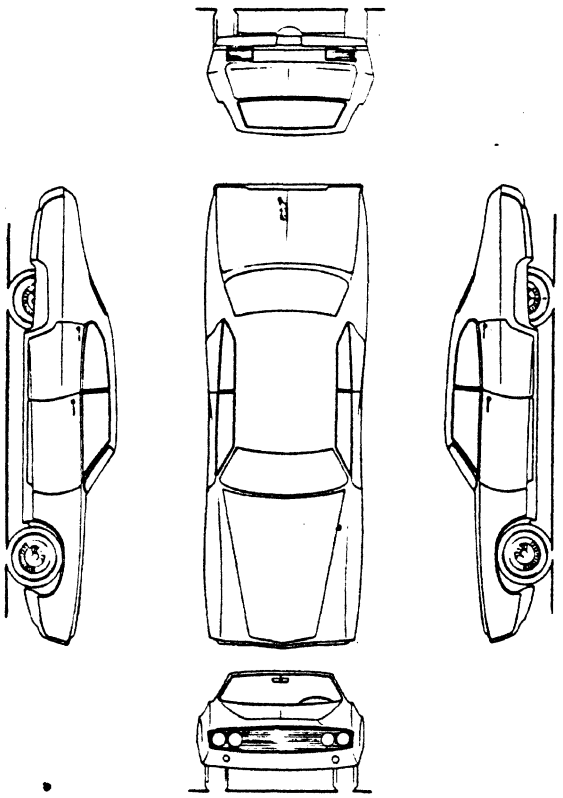
* WHERE (1,2,0) IS INDICATED, USE 1 FOR YES 2 FOR NO

DEFORMATION INDEX (OTHER VEHICLE) V58

V59 (52) - V60 (53) V61 (54 55) V62 (56) V63 (57) V64 (58)

VEHICLE DAMAGE

(THIS SPACE MAY BE USED TO ENTER DETAILS AND NOTES ABOUT THE OTHER VEHICLE. SEE PAGE 11 FOR INSTRUCTIONS) IF NECESSARY ALTER SKETCH FOR VEHICLE INVOLVED



COMMENTS: _____

WAS SEPARATE REPORT MADE?
(1) YES
(2) NO
(0) UNKNOWN V65 (59)

IF SEPARATE REPORT WAS MADE, GIVE REPORT NUMBER V66 (60 — 69)

END OF CARD 02

OTHER VEHICLE

CASE VEHICLE

DUPLICATE COLUMNS 1-9 FROM PRECEDING CARD — 0 (10) 3 (11)

CASE VEHICLE DESCRIPTION

VEHICLE IDENTIFICATION NUMBER — V67 (12-24)

WEIGHT OF VEHICLE, LBS. — V68 (25-30)

ODOMETER READING — V69 (31-36)

	PUNCH CODE	CARD COL.
CHASSIS MANUFACTURER (101) BLUEBIRD (102) CHEVROLET (103) CROWN (104) DODGE (105) FLEXIBLE (106) FORD (107) GMC (108) GOLDEN EAGLE (109) INTERNATIONAL (110) MCI (GREYHOUND) ( ) OTHER: _____ (ESTABLISH NEW CODE) (000) UNKNOWN	V70	37-39
BODY MANUFACTURER (01) BLUEBIRD (02) CARPENTER (03) CHEVROLET (04) CROWN (05) FLEXIBLE (06) GILLIG (07) GMC TRUCK & COACH (08) GOLDEN EAGLE (09) MCI (GREYHOUND) (10) SUPERIOR (11) THOMAS (12) WARD (13) WAYNE ( ) OTHER: _____ (ESTABLISH NEW CODE) (00) UNKNOWN	V71	40-41
MODEL YEAR 19	V72	42-43
BODY TYPE (1) SCHOOL BUS (2) CITY TRANSIT BUS (3) SUBURBAN (4) INTERSTATE (5) OTHER: (0) UNKNOWN	V73	44
PASSENGER CAPACITY (Includes driver)	V74	45-46
NUMBER OF OCCUPANTS (ENTER 99 IF UNKNOWN) (In bus at crash, not former passengers)	V75	47-48

	PUNCH CARD	CARD COL.
BODY STRUCTURE (1) BODY AND FRAME (2) UNITIZED OR MONOCOQUE (3) INTEGRAL-STUB FRAME (4) OTHER: _____ (0) UNKNOWN	V76	49
ENGINE LOCATION (1) FRONT (2) REAR (3) UNDER FLOOR (4) OTHER: _____ (0) UNKNOWN	V77	50
Vehicle Occupancy (4) below full occupancy (5) at full load (6) above full load (0) unknown	V78	51
EQUIPMENT OPTIONS TRANSMISSION (4) AUTOMATIC (5) AUTOMATIC W/AUXILIARY (6) MANUAL (7) MANUAL W/AUXILIARY (0) UNKNOWN SPEED RANGE POSITION: _____	V79	52
STEERING (4) POWER (5) MANUAL (0) UNKNOWN	V80	53
BRAKES (4) HYDRAULIC W/O POWER (5) HYDRAULIC W/POWER (6) AIR (0) UNKNOWN	V81	54
BRAKE ANTI-LOCK DEVICE (2) NONE INSTALLED (4) TWO-WHEEL (5) FOUR-WHEEL (0) UNKNOWN	V82	55

CASE VEHICLE REPAIR OR REPLACEMENT COST $ — V83 (56-60)

CASE VEHICLE DEFORMATION INDEX

PRIMARY DAMAGE — V84 V85 - V86 V87 (61-64) V88 V89 V90 (65-67)

SECONDARY DAMAGE — V91 V92 - V93 V94 (68-71) V95 V96 - V97 (72-74)

END OF CASE VEHICLE

CASE VEHICLE

DUPLICATE COLUMNS 1–9 FROM PRECEDING CARD — 0 (10) 4 (11)

EGRESS LOCATIONS	EQUIPPED (1,2,0)* PUNCH CODE	EQUIPPED CARD COL.	AVAILABLE FOR EGRESS (1,2,3,0)* PUNCH CODE	AVAILABLE CARD COL.	USED FOR EGRESS (1,2,3,0)* PUNCH CODE	USED CARD COL.
SIDE SERVICE DOOR LOCATIONS						
FORWARD	V98	12	V99	13	V100	14
MID	V101	15	V102	16	V103	17
REAR	V104	18	V105	19	V106	20
OTHER:	V107	21	V108	22	V109	23
EMERGENCY EXIT LOCATIONS						
REAR DOOR	V110	24	V111	25	V112	26
REAR WINDOW	V113	27	V114	28	V115	29
LEFT SIDE DOOR	V116	30	V117	31	V118	32
PUSH OUT SIDE WINDOWS	V119	33	V120	34	V121	35
ROOF PANELS	V122	36	V123	37	V124	38
WINDSHIELD	V125	39	V126	40	V127	41
OTHER:	V128	42	V129	43	V130	44

· END CARD 04

DUPLICATE COLUMNS 1–9 FROM PRECEDING CARD — 0 (10) 5 (11)

OUTSIDE OF BUS

	LOCATION (1,2,3,0)* PUNCH CODE	CARD COL.
INJURED PASSENGER/PEDESTRIAN LOCATION		
STRUCK BY BUS (1,2,3,0)*	V131	12
STRUCK BY OTHER VEHICLE (1,2,3,0)*	V132	13
NUMBER (TOTAL) PASSENGER/PEDESTRIANS INVOLVED	V133	14–15

WHEN INJURED, PASSENGER/PEDESTRIAN WAS:

(01) ENTERING BUS
(02) LEAVING BUS
(03) NOT APPLICABLE (NONE INVOLVED)
(04) WALKING TO OR FROM BUS
(05) CROSSING TRAFFIC
(06) WAITING FOR BUS
(07) AT BUS STOP ON SCHOOL PROPERTY
(08) AT OTHER BUS STOP OFF SCHOOL PROPERTY
(09) AT UNSCHEDULED STOP
(10) OTHER: (EXPLAIN) _____
(00) UNKNOWN

V134 — Three Responses

PASS./PED. #1	__	16–17
PASS./PED. #2	__	18–19
PASS./PED. #3	__	20–21

LOADING SUPERVISED BY ADULT (OTHER THAN DRIVER) (1,2,3,0)* — V135 — 22

AREA OF PASSENGER/PEDESTRIAN CONTACT

(01) SERVICE DOOR
(02) FRONT OF BUS
(03) NOT APPLICABLE
(04) RIGHT SIDE
(05) LEFT SIDE
(06) REAR
(07) FRONT TIRES
(08) REAR TIRES
(09) OTHER VEHICLE
(10) OTHER OBJECT:
(00) UNKNOWN

} CASE BUS

Three Responses

V136

PASS./PED. #1	__	23–24
PASS./PED. #2	__	25–26
PASS./PED. #3	__	27–28

ALERT — IF BUS HAS NOT BEEN DAMAGED, PLACE A "1" IN CODE COLUMN AND SKIP THE VEHICLE SECTION – TURN TO PASS./PED. SECTION, PAGE 27 — V137 — 29

*WHERE (1,2,0) OR (1,2,3,0) ARE INDICATED, USE 1 FOR YES, 2 FOR NO, 3 FOR NOT APPLICABLE, 0 FOR UNKNOWN

WHEELS AND TIRES

WHEELS

ORIGINAL EQUIPMENT TYPE

	PUNCH CODE	CARD COL.
FRONT (1,2,0)*	V138	30
REAR (1,2,0)*	V139	31
DAMAGED (1,2,0)*	V140	32

DESCRIBE DAMAGE AND NON O.E. WHEELS

_____

_____

_____

TIRE TREADS

TYPE

(4) REGULAR
(5) NON-STUDDED SNOW
(6) STUDDED SNOW
(7) "SLICK"
(8) LEFT AND RIGHT SIDES DIFFERENT
(9) OTHER: _____
(0) UNKNOWN

FRONT: V141 — 33
REAR: V142 — 34

WEAR

(4) LIGHT
(5) MEDIUM
(6) HEAVY
(7) BALD
(8) LEFT AND RIGHT SIDES DIFFERENT
(9) OTHER: _____
(0) UNKNOWN

FRONT: V143 — 35
REAR: V144 — 36

MANUFACTURER PROCESS

(4) ORIGINAL
(5) RETREAD
(6) OTHER: _____
(0) UNKNOWN

FRONT: V145 — 37
REAR: V146 — 38

TIRE REMARKS: _____

_____

_____

_____

_____

_____

TIRES

SIZE

FRONT { LEFT _____ / RIGHT _____
REAR { LEFT _____ / RIGHT _____

MANUFACTURER AND MODEL

FRONT { LEFT _____ / RIGHT _____
REAR { LEFT _____ / RIGHT _____

CHECK IF APPLICABLE			TAKE DIM.		WHEEL LOCATION			MULTI-WHEELED TIRE DATA
TIRE OFF RIM	TIRE SEPARATION: SIDEWALL	TIRE SEPARATION: TREAD	TREAD DEPTH (32NDS)	PRESSURE (PSI)	SIDE OF VEHICLE	DUAL WHEEL (IF NOT DUAL WHEEL PUT "X" IN THE IN COLUMN)	AXLE LOCATION	
					L	OUT	FRONT 1	
					R			
					L	IN	2	
					R			
					L	OUT		
					R			
					L	IN	3	
					R			
					L	OUT		
					R			
					L	IN	4	
					R			
					L	OUT		
					R			

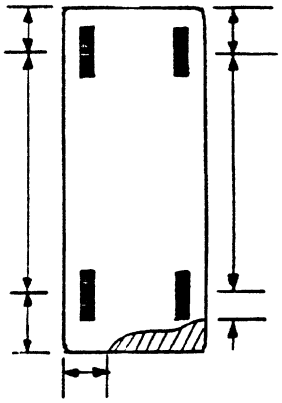
WHERE (1,2,0) IS INDICATED, USE 1 FOR YES
2 FOR NO
0 unknown

SHEET METAL

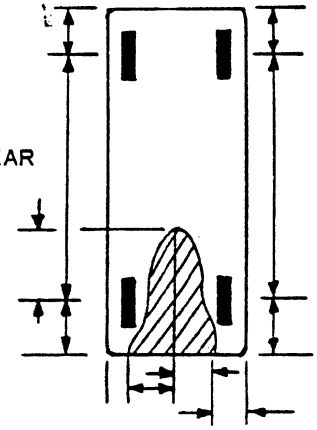
	PUNCH CODE	CARD COL.
SHEET METAL DAMAGE		
FRONT (1,2,0)*	V147	39
REAR (1,2,0)*	V148	40
LEFT SIDE (1,2,0)*	V149	41
RIGHT SIDE (1,2,0)*	V150	42
ROOF (1,2,0)*	V151	43
OTHER (1,2,0)*: _____	V152	44
REMARKS: _____		
SHEET METAL CRUSH		
TO BE FILLED IN BY ANALYSIS GROUP. INSERT MAXIMUM CRUSH DIMENSION TO THE NEAREST INCH. DIMENSIONS MUST AGREE WITH DIAGRAMS ON FACING PAGE. (INSERT "99", IF UNKNOWN – INSERT "98", IF 98 INCHES OR OVER)		
FRONT (INCHES)	V153	45–46
REAR	V154	47–48
LEFT SIDE	V155	49–50
RIGHT SIDE	V156	51–52
ROOF	V157	53–54
OTHER:	V158	55–56

EXAMPLES

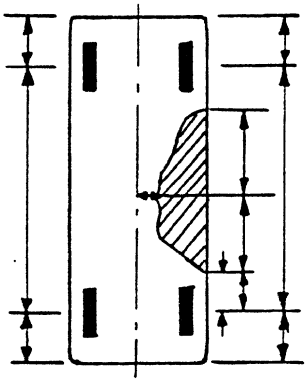
FRONT OR REAR



FRONT OR REAR

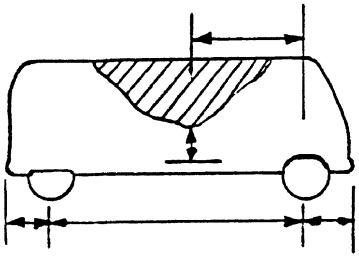


SIDE



ROOF

(REFERENCE TO TOP OF DOOR SILL OR WINDOW SILL)

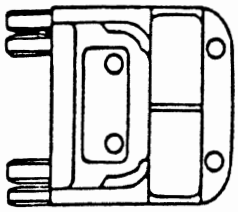


* WHERE (1,2,0) IS INDICATED, USE 1 FOR YES
2 FOR NO
0 FOR UNKNOWN

EXTERIOR DAMAGE

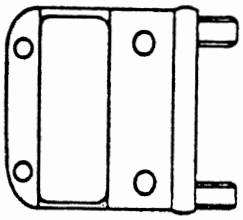
FIELD INVESTIGATOR INSTRUCTIONS:

1. INDICATE CRUSHED AREAS CAUSED BY THE COLLISION, BY OUTLINING NEW PERIMETER OF VEHICLE AND SHADING THE DAMAGED AREAS ON THE SKETCH BELOW. USE AS MANY SKETCHES AS NECESSARY TO COMPLETELY DESCRIBE THE DAMAGE.
2. ENTER THE DIMENSIONS ON THE SKETCH(ES) MEASURED TO THE POINT OF MAXIMUM PENETRATION BY THE OBJECT(S) CONTACTED. USE THE EXAMPLES ON THE FACING PAGE AS A GUIDE.
3. ENTER THE THREE DIMENSIONS TO THE CENTER OF THE WHEELS (WHEELBASE, FRONT AND REAR OVERHANGS) ON BOTH SIDES OF THE BUS.
4. ADD OTHER DIMENSIONS AS NECESSARY TO COMPLETELY DESCRIBE THE DAMAGE.
5. DESCRIBE AND LOCATE DAMAGE CAUSED BY ANYTHING OTHER THAN THE COLLISION AND NOTE CAUSE (E.G. PRE-COLLISION DAMAGE, TOWING DAMAGE, DAMAGE DUE TO EXTRICATION, ETC.).

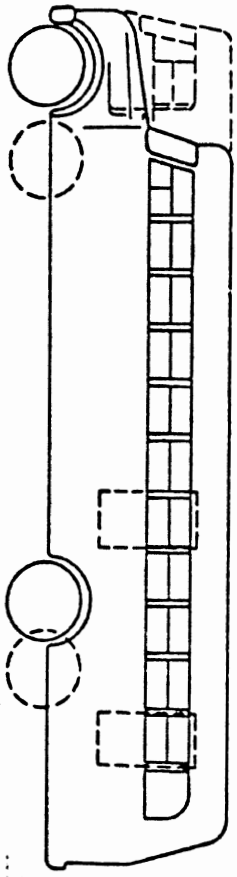


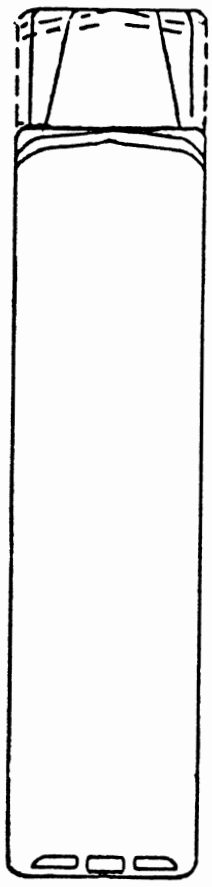
FRONT – CONVENTIONAL

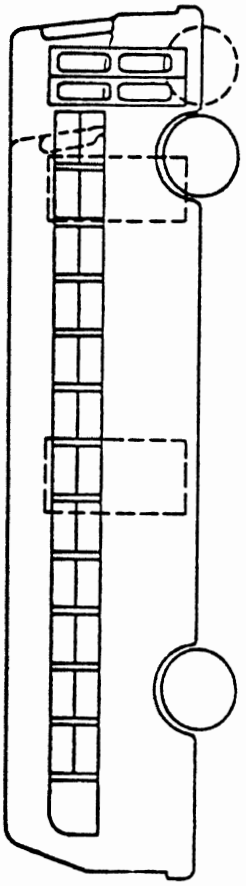
FRONT – FORWARD CONTROL



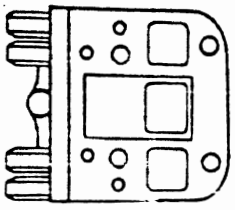
FRONT





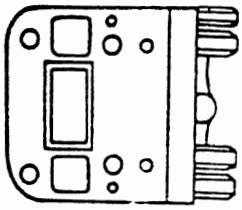


-REAR



REAR CONVENTIONAL

REAR – FORWARD CONTROL



FRONT EXTERIOR

HOOD

LOWER TELESCOPING SHAFT

FIRE

	PUNCH CODE	CARD COL.
WINDSHIELD HEADER		
DAMAGED OR BUCKLED (1,2,0)*	V159	57
HOOD PERFORMANCE (FRONT OF VEHICLE)		
HOOD LATCH(ES)		
RELEASED (1,2,3,0)*	V160	58
DAMAGED (1,2,3,0)*	V161	59
JAMMED (1,2,3,0)*	V162	60
HOOD HINGES		
LEFT — DAMAGED (1,2,3,0)*	V163	61
LEFT — SEPARATED (1,2,3,0)*	V164	62
RIGHT — DAMAGED (1,2,3,0)*	V165	63
RIGHT — SEPARATED (1,2,3,0)*	V166	64
HOOD REMAINED ON VEHICLE (1,2,3,0)*	V167	65
REAR EDGE OF HOOD		
ELEVATED (1,2,3,0)*	V168	66
CONTACTED WINDSHIELD (1,2,3,0)*	V169	67
PENETRATED WINDSHIELD (1,2,3,0)*	V170	68
ENGINE OR TRANSMISSION MOUNT SEPARATION (1,2,3,0)*	V171	69
STEERING COLUMN FLEXIBLE COUPLING		
EQUIPPED (1,2,0)*	V172	70
SEPARATED (1,2,3,0)*	V173	71
OTHER DAMAGE (1,2,3,0)*	V174	72

DESCRIBE: _____

_____

_____

_____

_____

ENGINE COMPARTMENT TELESCOPING UNIT

(SEE DRAWING ON PAGE 18 FOR LOCATION)

(1) NONE INSTALLED
(2) INSTALLED
(DESCRIBE UNIT): _____

_____

(0) UNKNOWN

NOTE: IF NONE, SKIP FOLLOWING DIMENSIONAL SECTION.

PUNCH: V175 (73)

ORIGINAL LENGTH

(F) _____

TELESCOPED LENGTH

(G) _____

DIFFERENCE

(F MINUS G) _____

(ENTER 99.9 IF UNKNOWN)

PUNCH: V176 (74 75 76)

	PUNCH CODE	CARD COL.
FIRE (1,2,0)*	V177	77
EXTENT OF FIRE (3) NOT APPLICABLE (4) MINOR (5) MAJOR (0) UNKNOWN	V178	78
ORIGIN OF FIRE (3) NOT APPLICABLE (4) ENGINE COMPARTMENT (5) PASSENGER COMPARTMENT (6) LUGGAGE COMPARTMENT (7) FUEL TANK AREA (8) OTHER: _____ (0) UNKNOWN	V179	79

NOTES ABOUT FIRE: _____

_____

_____

_____

_____

_____

_____

_____

*WHERE (1,2,0) OR (1,2,3,0) ARE INDICATED, USE 1 FOR YES 3 FOR NOT APPLICABLE
2 FOR NO 0 FOR UNKNOWN

END OF CARD 05

LEFT EXTERIOR

DUPLICATE COLUMNS 1-9 FROM PRECEDING CARD. 0 (10) 6 (11)

	PUNCH CARD	CARD COL.
IF LEFT EXTERIOR WAS NOT DAMAGED, SEPARATED OR BUCKLED, AND CONTINUITY OF SIDE STRUCTURE WAS MAINTAINED, AND DOORS DID NOT OPEN DURING COLLISION, PLACE A "1" IN CODE COLUMN AND SKIP TO "FUEL TANK AND LINES".	V180	12
LEFT PILLARS		
A-PILLAR		
UPPER — DAMAGED (1,2,0)*	V181	13
UPPER — SEPARATED (1,2,0)*	V182	14
LOWER — DAMAGED (1,2,0)*	V183	15
LOWER — SEPARATED (1,2,0)*	V184	16
OTHER PILLAR STRUCTURE		
UPPER — DAMAGED (1,2,3,0)*	V185	17
UPPER — SEPARATED (1,2,3,0)*	V186	18
LOWER — DAMAGED (1,2,0)*	V187	19
LOWER — SEPARATED (1,2,0)*	V188	20
LEFT ROOF SIDE RAILS		
DAMAGED (1,2,3,0)*	V189	21
BUCKLED (1,2,3,0)*	V190	22
LEFT BODY MOUNT SEPARATION (1,2,3,0)*	V191	23
Body-Frame displacement (1) totally displaced (3) Not applicable (no damage) (4) Body forward (5) Body rearward (6) No displacement (7) Displacement to right (8) Displacement to left (0) Unknown if damaged or displaced	V192 V193	24 25-26
Measured displacement (inches) (location of measurement) _____ _____ _____ (00) unknown number of inches (88) not applicable (coded 3 or 6 in column 24)		

LEFT EXTERIOR

	PUNCH CODE	CARD COL.
CONTINUITY OF SIDE STRUCTURE MAINTAINED (1,2,3,0)*	V194	27
RECORD TYPE OF SEPARATED DOOR HINGES, E.G., MALLEABLE IRON, STAMPED STEEL, ETC. AND LOCATION OF SIDE STRUCTURE SEPARATION ON FLY-LEAF.		
DOORS OPENED DURING COLLISION		
LEFT — FRONT (1,2,3,0)*	V195	28
LEFT — REAR (1,2,3,0)*	V196	29
DOORS JAMMED CLOSED		
LEFT — FRONT (1,2,3,0)*	V197	30
LEFT — REAR (1,2,3,0)*	V198	31
FUEL TANK AND LINES		
APPROXIMATE FUEL LEVEL AT TIME OF IMPACT (4) LESS THAN 1/2 (5) 1/2 OR MORE (0) UNKNOWN	V199	32
TANK RETENTION (4) COMPLETE RETENTION (5) PARTIAL DISENGAGEMENT (6) COMPLETE DISENGAGEMENT (0) UNKNOWN	V200	33
TANK LOCATION: _____		
TANK DEFORMED (1,2,0)*	V201	34
FUEL LEAKAGE PRESENT (1,2,0)*	V202	35
LOCATION OF LEAKS		
FROM THE TANK (1,2,3,0)*	V203	36
FROM THE NECK (1,2,3,0)*	V204	37
FROM THE LINES (1,2,3,0)*	V205	38
FUEL TYPE (4) GASOLINE (5) DESIEL (6) OTHER (DESCRIBE): _____	V206	39

* WHERE (1,2,0) OR (1,2,3,0) ARE INDICATED, USE 1 FOR YES 3 FOR NOT APPLICABLE 2 FOR NO 0 FOR UNKNOWN

REAR EXTERIOR

REAR DOOR

REAR EXTERIOR

	PUNCH CODE	CARD COL.
FILL IN REAR DOOR OR REAR WINDOW DETAILS AND REST OF PAGE		
REAR DOOR PERFORMANCE		
LATCHES		
RELEASED (1,2,3,0)*	V207	40
DAMAGED (1,2,3,0)*	V208	41
LATCH OR TAILGATE JAMMED (1,2,0)*	V209	42
HINGES		
UPPER — DAMAGED (1,2,3,0)*	V210	43
UPPER — SEPARATED (1,2,3,0)*	V211	44
LOWER — DAMAGED (1,2,3,0)*	V212	45
LOWER — SEPARATED (1,2,3,0)*	V213	46
REAR ESCAPE WINDOW PERFORMANCE		
WINDOW DAMAGED (1,2,3,0)*	V214	47
WINDOW JAMMED (1,2,3,0)*	V215	48
WINDOW RELEASED (1,2,3,0)*	V216	49
GLASS BROKEN OUT (1,2,3,0)*	V217	50
CONTINUITY OF REAR STRUCTURE MAINTAINED (1,2,3,0)*	V218	51
RECORD TYPE OF SEPARATED PARTS: E.G. MALLEABLE DOOR HINGES ETC. AND LOCATION OF REAR STRUCTURE SEPARATION ON FLY-LEAF.		
RIGHT EXTERIOR		
IF RIGHT EXTERIOR WAS NOT DAMAGED, SEPARATED OR BUCKLED: AND CONTINUITY OF SIDE STRUCTURE WAS MAINTAINED AND DOORS DID NOT OPEN DURING COLLISION, PLACE A "1" IN CODE COLUMN AND SKIP TO "STEERING WHEEL".	V219	52

RIGHT EXTERIOR

	PUNCH CODE	CARD COL.
RIGHT A-PILLAR		
UPPER — DAMAGED (1,2,0)*	V220	53
UPPER — SEPARATED (1,2,0)*	V221	54
LOWER — DAMAGED (1,2,0)*	V222	55
LOWER — SEPARATED (1,2,0)*	V223	56
OTHER PILLAR STRUCTURE		
UPPER — DAMAGED (1,2,3,0)*	V224	57
UPPER — SEPARATED (1,2,3,0)*	V225	58
LOWER — DAMAGED (1,2,0)*	V226	59
LOWER — SEPARATED (1,2,0)*	V227	60
RIGHT ROOF SIDE RAILS		
DAMAGED (1,2,3,0)*	V228	61
BUCKLED (1,2,3,0)*	V229	62
RIGHT BODY MOUNT SEPARATION (1,2,3,0)*	V230	63
Body-Frame displacement (1) Totally displaced (3) Not applicable (no damage) (4) Body Forward (5) Body Rearward (6) No displacement (7) Displacement to right (8) Displacement to left (0) Unknown if damaged or displaced	V231	64
Measured displacement (inches) (location of measurement) (00) Unknown number of inches (88) Not applicable (coded 3 or 6 in column 24)	V232	65-66
CONTINUITY OF SIDE STRUCTURE MAINTAINED (1,2,3,0)*	V233	67
RECORD TYPE OF SEPARATED DOOR HINGES: E.G. MALLEABLE IRON, STAMPED STEEL, ETC. AND LOCATION OF SIDE STRUCTURE SEPARATION ON FLY-LEAF.		
DOORS OPENED DURING COLLISION		
Right — FRONT (1,2,3,0)*	V234	68
Right — REAR (1,2,3,0)*	V235	69
DOORS JAMMED CLOSED		
Right — FRONT (1,2,3,0)*	V236	70
Right — REAR (1,2,3,0)*	V237	71

*WHERE (1,2,0) OR (1,2,3,0) ARE INDICATED, USE 1 FOR YES 3 FOR NOT APPLICABLE
2 FOR NO 0 FOR UNKNOWN

END OF CARD 06

STEERING WHEEL

DUPLICATE COLUMNS 1-9 FROM PRECEDING CARD — 10: 0 — 11: 7

STEERING WHEEL	PUNCH CODE	CARD COL.
TYPE (CODE TO BE INSERTED BY ANALYSIS GROUP)	V238	12-13
NOTES ON NON-ORIGINAL EQUIPMENT STEERING WHEEL: _____ _____ _____		
STEERING WHEEL RIM DAMAGE (2) NONE (4) SLIGHTLY DEFORMED (5) SEVERELY BENT (6) BROKEN (0) UNKNOWN	V239	14
OCCUPANT CONTACT (1,2,0)*	V240	15
STEERING WHEEL SPOKES NUMBER OF SPOKES (ENTER "0" IF UNKNOWN)	V241	16
DAMAGE (2) NONE (4) SLIGHTLY DEFORMED (5) SEVERELY BENT (6) BROKEN (0) UNKNOWN	V242	17
OCCUPANT CONTACT (1,2,0)*	V243	18
HORN RING, HORN BUTTON(S), OR SPOKE SHROUD DAMAGED (1,2,0)*	V244	19
OCCUPANT CONTACT (1,2,0)*	V245	20

STEERING WHEEL ENERGY ABSORBING DEVICE TABLE

CORPORATION	MODEL YEAR	MAKE	ORIG. LENGTH (H)

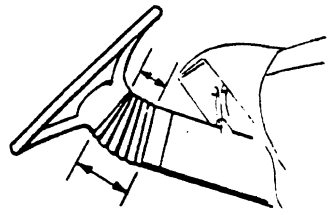
AT THE TIME THIS REPORT WAS PREPARED, BUSES WERE NOT EQUIPPED WITH THIS DEVICE.

STEERING WHEEL ENERGY ABSORBING DEVICE (SEE DRAWING ON PAGE 16 FOR LOCA.) EQUIPPED (1,2,0)*	PUNCH CODE	CARD COL.
	V246	21

ENERGY ABSORBING DEVICE FINAL POSITION

MEASURE THE MINIMUM AND MAXIMUM OVERALL LENGTH OF THE ENERGY ABSORBING DEVICE (BETWEEN THE STEERING WHEEL AND STEERING COLUMN)

ENTER THESE LENGTHS BELOW

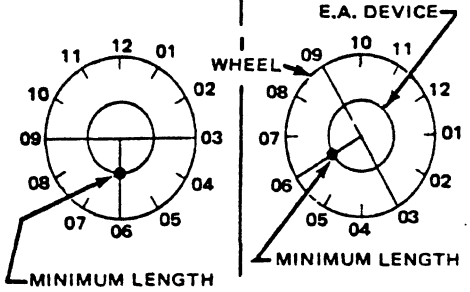


MAX. = _____ IN.: MIN. = _____ IN.

THE E.A. DEVICE ROTATES WITH THE STEERING WHEEL. WE WANT TO KNOW WHERE THIS MINIMUM LENGTH OCCURRED (AROUND THE CIRCUMFERENCE OF THE E.A. DEVICE) WITH RESPECT TO THE SPOKES. RECORD BELOW THE O'CLOCK POSITION AT WHICH THIS MINIMUM LENGTH WAS MEASURED.

EXAMPLES

O'CLOCK = 0 6 | O'CLOCK = 0 6



MINIMUM LENGTH (ENTER 88 IF NOT EQUIPPED) 'O'CLOCK= (ENTER 00 IF UNKNOWN)

V247 (22 23)

ENERGY ABSORBING DEVICE COMPRESSION

FOLLOWING TO BE FILLED IN BY ANALYSIS GROUP.
(ENTER 99.9 IF UNKNOWN)
(ENTER 88.8 IF NOT EQUIPPED)

ORIGINAL LENGTH (H) _____ IN. (SEE TABLE AT LEFT)
DAMAGED MAX. LENGTH (X) _____ IN.
DIFFERENCE (H-X) _____ IN.

V248 (24 25 26)

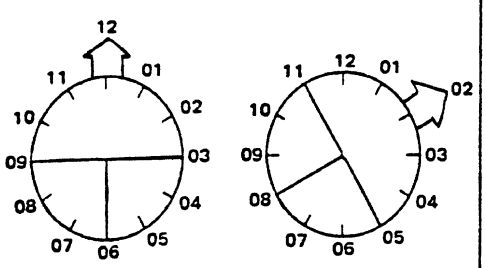
ORIGINAL LENGTH (H) _____ IN. (SEE TABLE AT LEFT)
DAMAGED MIN. LENGTH (Y) _____ IN.
DIFFERENCE (H-Y) _____ IN.

V249 (27 28 29)

DEVICE EXTENDED
(4) X GREATER THAN H
(5) X AND Y GREATER THAN H
(6) NEITHER
(0) UNKNOWN
(3) NOT APPLICABLE

V250 (30)

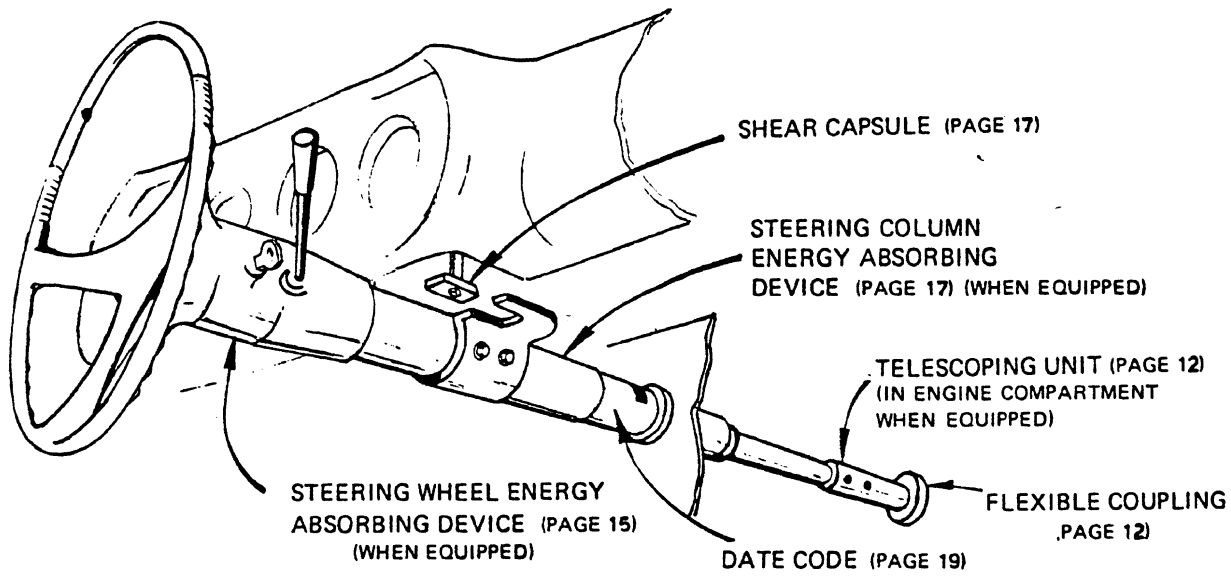
*WHERE (1,2,0) OR (1,2,3,0) ARE INDICATED, USE 1 FOR YES 3 FOR NOT APPLICABLE 2 FOR NO 0 FOR UNKNOWN

	PUNCH CODE	CARD COL.
STEERING WHEEL POSITION AT TIME OF COLLISION IN WHAT O'CLOCK POSITION WAS THE NORMAL TOP OF THE WHEEL POINTED WHEN THE COLLISION OCCURRED? EXAMPLES O'CLOCK= 12 O'CLOCK= 02  (NORMAL STRAIGHT AHEAD) (00) UNKNOWN (88) not applicable O'CLOCK	V251	31-32
TILT FEATURE EQUIPPED (1,2,0)*	V252	33
FINAL POSITION (3) NOT APPLICABLE (4) NORMAL (5) TILTED UP (6) TILTED DOWN (0) UNKNOWN	V253	34

TELESCOPING FEATURE EQUIPPED (1,2,0)*	V254	35
FINAL POSITION (3) NOT APPLICABLE (4) NORMAL (5) ABOVE NORMAL (6) BELOW NORMAL (0) UNKNOWN	V255	36
STEERING WHEEL PAD (LOAD DISTRIBUTING MATERIAL) EQUIPPED (1,2,0)*	V256	37
DEFORMED (1,2,3,0)* (PUT NOTES ON FOLD-OUT FLY-LEAF)	V257	38

STEERING COLUMN E.A. DEVICE TABLE

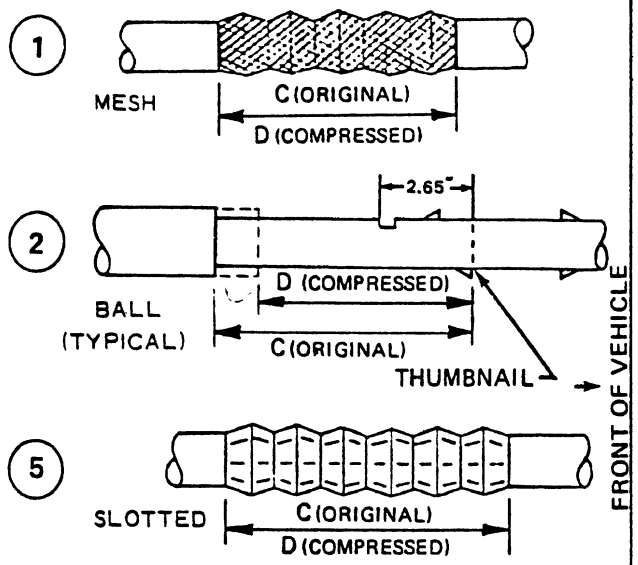
CORP-ORATION	MODEL YEAR	MAKE	ST/COL. TYPE	E.A. DEVICE TYPE	ORIGINAL LENGTH
I.H.	69 70 71 72	1000 THRU 1500 SERIES	STAND-ARD	1	9.72"



*WHERE (1,2,0) OR (1,2,3,0) ARE INDICATED, USE 1 FOR YES 3 FOR NOT APPLICABLE
2 FOR NO 0 FOR UNKNOWN

STEERING COLUMN (CONT'D.)

STEERING COLUMN ENERGY ABSORBING DEVICE

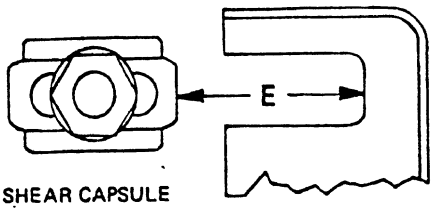


STEERING COLUMN ENERGY ABSORBING DEVICE	PUNCH
(SEE DRAWING ON PG. 16 FOR LOCA.) TYPE OF DEVICE (SEE TABLE ON PG. 16) (7) NOT EQUIPPED (1) MESH (2) BALL (TYPICAL) (3) SLOTTED (4) OTHER: (0) UNKNOWN (8) not applicable	V258 39

	PUNCH
ORIGINAL LENGTH (SEE TABLE ON PAGE 18) (C) _____ COMPRESSED LENGTH (MEASURE, SEE DIAGRAMS ABOVE) (D) _____ COMPRESSION (C MINUS D) _____ (ENTER 99.9 IF UNKNOWN) (ENTER 88.8 IF NOT EQUIPPED) NOTE: ALL DIMENSIONS IN PUNCH COLUMN SHOULD BE IN INCHES AND TENTHS.	V259 40 41 42

SHEAR CAPSULE SEPARATION

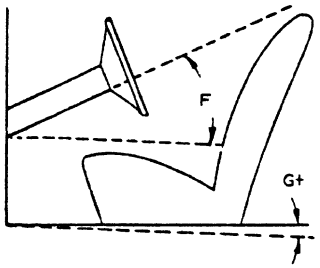
(SEE DRAWING ON PAGE 18 FOR LOCATION)



NOTE: WHEN CAPSULES HAVE SEPARATED, IT MAY BE NECESSARY TO LIFT COLUMN ASSEMBLY INTO POSITION AGAINST INSTRUMENT PANEL BEFORE MEASURING.

	PUNCH
SHEAR CAPSULE SEPARATION DISTANCE (E IN DIAGRAM ABOVE) (ENTER 99.9 IF UNKNOWN) (ENTER 88.8 IF NOT EQUIPPED)	V260 43 44 45

STEERING COLUMN VERTICAL ANGLE



MEASURE THE ANGLE THE STEERING COLUMN MAKES WITH THE HORIZONTAL ("F" IN DIAGRAM ABOVE), AND THE ANGLE THE DOOR SILL MAKES WITH THE HORIZONTAL ("G" IN DIAGRAM) AND ENTER THEM BELOW. ANGLES WHICH TILT DOWN TOWARD THE FRONT OF THE BUS ARE POSITIVE.

(NOTE: LIFT COLUMN INTO POSITION FOR MEASUREMENT)

F: _____ DEGREES; G: _____ DEGREES

COLUMN VERTICAL ROTATION	PUNCH
FINAL COLUMN POSITION COLUMN ANGLE (RELATIVE TO GROUND) (F) _____ VEHICLE ANGLE (G) _____ COLUMN ANGLE (RELATIVE TO VEHICLE) (F-G=H) _____ FROM A CORRESPONDING UNDAMAGED VEHICLE, MAKE A MEASUREMENT SIMILAR TO "H" ABOVE AND RECORD IT IN BLANK "J". ORIGINAL DIMENSION (J) _____ DAMAGED VEHICLE DIMENSION (H) _____ COLUMN ROTATION (H-J) _____ (ENTER 99 IF UNKNOWN (88) not applicable	V261 46 47

GENERAL INFORMATION

PASSENGER COMPARTMENT

GENERAL INFORMATION	PUNCH CARD CODE	COL.
PASSENGER COMPARTMENT REDUCED IN SIZE (1,2,0)*	V262	48
EXTERNAL OBJECT INTRUSION (1,2,0)* DESCRIBE ON FOLD-OUT FLY-LEAF	V263	49
INTERNAL LOOSE OBJECT (1,2,0)*	V264	50
VERTICAL ROTATION OF INSTRUMENT PANEL (1,2,0)*	V265	51
FIREWALL (COWL) DEFORMATION (1,2,0)*	V266	52
FLOORPAN DEFORMATION (1,2,0)* (INCLUDING TOEPAN)	V267	53
WINDSHIELD		
CRACKED (1,2,3,0)*	V268	54
BROKEN (1,2,3,0)* (PLASTIC INTERLAYER TORN)	V269	55
OCCUPANT CONTACT (1,2,3,0)*	V270	56
CRACKED OR BROKEN BY OCCUPANT CONTACT (1,2,3,0)*	V271	57
BOND SEPARATED (1,2,0)* (IF "YES" ESTIMATE PERCENT____)	V272	58
WINDSHIELD CODE	V273	59-60
	END CARD 07	

WINDSHIELD MARK

DRAW GLASS MANUFACTURER'S WINDSHIELD MARK WHICH IS LOCATED ALONG THE BOTTOM OF THE WINDSHIELD AT CENTER OR AT ONE CORNER.

EXAMPLE OF TYPICAL MARK:

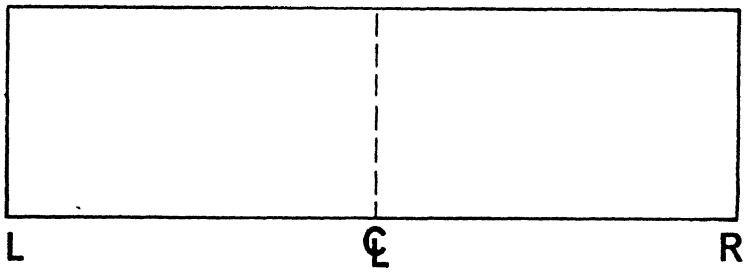
SAFETY ASI L O F PLATE GA

LAMINATED M3

MARK ON CASE VEHICLE:

WINDSHIELD

LOCATE AREA OF WINDSHIELD INTEREST OR DAMAGE WITH DIMENSIONS (VERTICAL & HORIZONTAL) ON THIS DIAGRAM OF THE WINDSHIELD AS VIEWED FROM INSIDE.

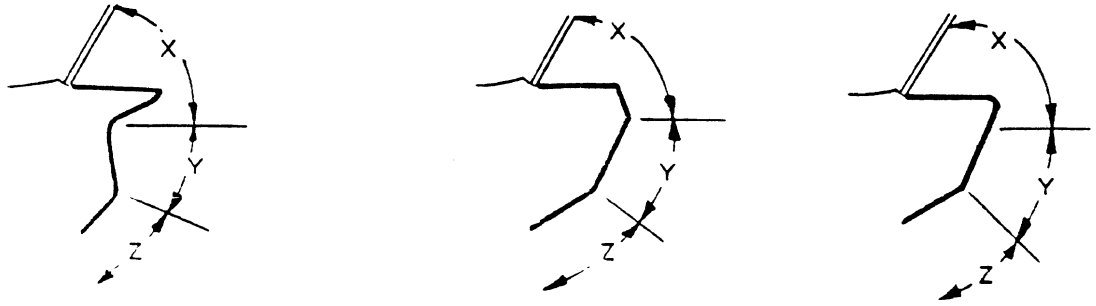


*WHERE (1,2,3,0) OR (1,2,0) ARE INDICATED, USE 1 FOR YES 3 FOR NOT APPLICABLE
2 FOR NO 0 FOR UNKNOWN

PASSENGER COMPARTMENT

NOTE: IF THERE WERE NO OCCUPANTS, CIRCLE THIS NOTE AND STOP HERE.	EQUIPPED (1,2,0)*		DAMAGED (1,2,3,0)*		OCCUPANT CONTACT (1,2,3,0)*	
DUPLICATE COLUMNS 1–9 FROM PRECEDING CARD 0 (10) 8 (11)	PUNCH CODE	CARD COL.	PUNCH CODE	CARD COL.	PUNCH CODE	CARD COL.
INSTRUMENT PANEL						
UPPER PANEL ("X" IN DIAGRAMS)			V274	12	—	13
MIDPANEL ("Y" IN DIAGRAMS)			V275	14	—	15
LOWER PANEL ("Z" IN DIAGRAMS)			V276	16	—	17
ASHTRAY			V277	18	—	19
CONTROL KNOBS AND LEVERS			V278	20	—	21
FRONT DOOR OPERATING HANDLE/ACTUATOR			V279	22	—	23
GLOVE COMPARTMENT AREA			V280	24	—	25
INSTRUMENTS			V281	26	—	27
PARKING BRAKE RELEASE OR BRACKET		28	V282	29	—	30
AIR CONDITIONING OUTLETS OR UPPER VENTILATION OUTLETS	—	31	V283	32	—	33
HEATER OR AIR CONDITIONING DUCTS	—	34	V284	35	—	36
RADIO	—	37	V285	38	—	39
OTHER: _____ (MORE THAN ONE ITEM MAY BE NOTED)			V286	40	—	41
			END OF CARD	08		

TYPICAL PANEL DIAGRAMS



*WHERE (1 2 3 ... 1 2 3 0) ARE INDICATED, USE: 1 FOR YES 3 FOR NOT APPLICABLE
2 FOR NO 0 FOR UNKNOWN

INSTRUMENT PANEL

PASSENGER COMPARTMENT

OTHER INTERIOR DAMAGE

DUPLICATE COLUMNS 1-9 FROM PRECEDING CARD 0 (10) 9 (11)

OTHER INTERIOR ITEMS (FRONT OF VEHICLE)

	EQUIPPED (1,2,0)* PUNCH CODE	EQUIPPED CARD COL.	DAMAGED (1,2,3,0)* PUNCH CODE	DAMAGED CARD COL.	OCCUPANT CONTACT (1,2,3,0)* PUNCH CODE	OCCUPANT CONTACT CARD COL.
FOOT CONTROLS			V287	12	—	13
IGNITION KEYS			V288	14	—	15
REAR VIEW MIRROR			V289	16	—	17
SUN VISOR AND FITTINGS			V290	18	—	19
WINDSHIELD TOP MOLDING			V291	20	—	21
LEFT A-PILLAR (UPPER OR LOWER)			V292	22	—	23
RIGHT A-PILLAR (UPPER OR LOWER)			V293	24	—	25
FRONT ENGINE COVER	V294	26	V295	27	—	28
TRANSMISSION SELECTOR LEVER						
ON STEERING COLUMN	V296	29	V297	30	—	31
ON CONSOLE OR FLOOR	V298	32	V299	33	—	34
ON INSTRUMENT PANEL	V300	35	V301	36	—	37
DEFROSTER FAN	V302	38	V303	39	—	40
STANCHION BEHIND DRIVER	V304	41	V305	42	—	43
RIGHT STANCHION & MODESTY PANEL	V306	44	V307	45	—	46
AUTOMATIC TRANSMISSION SHIFT TOWER	V308	47	V309	48	—	49
STEP WELL	V310	50	V311	51	—	52
FARE BOX	V312	53	V313	54	—	55
FIRE EXTINGUISHER	V314	56	V315	57	—	58
LITTER BOX	V316	59	V317	60	—	61
WHEEL HOUSINGS	V318	62	V319	63	—	64

*WHERE (1,2,0) OR (1,2,3,0) ARE INDICATED, USE 1 FOR YES 3 FOR NOT APPLICABLE
2 FOR NO 0 FOR UNKNOWN

PASSENGER COMPARTMENT (CONT'D.)

DUPLICATE COLUMNS 1-9 FROM PRECEDING CARD — 1 (10) 0 (11)

DRIVER SEAT

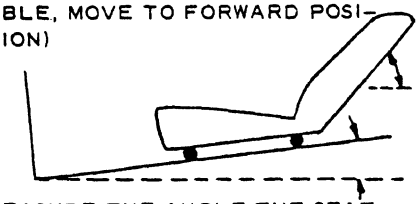
	PUNCH CODE	CARD COL.
TYPE OF DRIVER SEAT ADJUSTERS (4) MANUAL (5) POWER (6) RIGID (7) OTHER: _____ (0) UNKNOWN (3) not applicable	V320	12
TYPE OF SEAT ADJUSTMENT (3) NONE (NOT APPLICABLE) (4) 2-WAY (5) 4-WAY (6) 6-WAY (7) OTHER: _____ (0) UNKNOWN	V321	13
DAMAGE TO ADJUSTERS (1,2,0)* (3) not applicable	V322	14
TYPE OF DAMAGE TO ADJUSTERS (CHOOSE TWO) (2) NONE (4) CHUCKING (5) DEFORMED (6) SEPARATED (0) UNKNOWN Two Response V323 (3) not applicable	— —	15 16
LOCATION OF SEPARATION (3) NOT APPLICABLE (4) AT FLOOR (5) AT ADJUSTER (6) AT SEAT (0) UNKNOWN	V324	17
POSITION OF DRIVER'S ADJUSTABLE SEAT (3) NOT APPLICABLE (4) FORWARD (5) MIDDLE (6) REARWARD (0) UNKNOWN	V325	18
DAMAGE TO DRIVER SEAT		
BACKREST DAMAGE (1,2,0)*	V326	19
CUSHION DAMAGE (1,2,0)*	V327	20
CONTACTED BY REAR OCCUPANT (1,2,3,0)* (3) Not applicable	V328	21

	PUNCH CODE	CARD COL.
use (3) not applicable DRIVER HEAD RESTRAINT		
EQUIPPED (1,2,0)*	V329	22
REMOVED PRIOR TO COLLISION (1,2,3,0)*	V330	23
RETAINED DURING COLLISION (1,2,3,0)*	V331	24
DAMAGED (1,2,3,0)*	V332	25
OCCUPANT CONTACT	V333	26
HEAD RESTRAINT ADJUSTMENT AT TIME OF COLLISION (3) NOT APPLICABLE (4) UP (5) DOWN (0) UNKNOWN	V334	27

ALL SEATS

SEAT BACK ANGLE MEASUREMENTS

MEASURE THE SEAT BACK ANGLE AT THE LEFT AND RIGHT SEAT BACK FRAMES. (IF SEAT BACK ANGLE IS NORMALLY ADJUSTABLE, MOVE TO FORWARD POSITION)



MEASURE THE ANGLE THE SEAT BACK MAKES WITH HORIZONTAL (L IN DIAGRAM), AND THE ANGLE THE DOOR SILL MAKES WITH HORIZONTAL (M IN DIAGRAM) AND ENTER BELOW.

LEFT SIDE	RIGHT SIDE
L ____ DEG. M ____ DEG.	L ____ DEG. M ____ DEG.

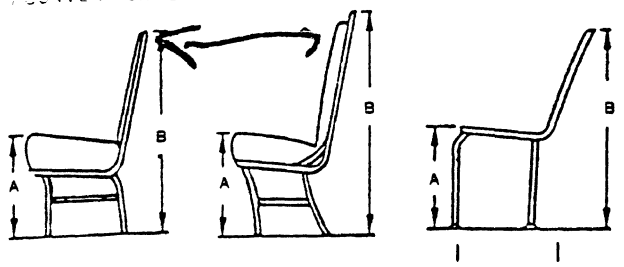
SEAT BACK ROTATION	DEGREES LEFT	DEGREES RIGHT
FINAL SEAT ANGLE (ENTER 99 IF UNKNOWN		
SEAT ANGLE (L) (RELATIVE TO GROUND)	—	—
VEHICLE ANGLE (M)	—	—
SEAT ANGLE (L-M=P) (RELATIVE TO VEHICLE)	—	—
FROM A CORRESPONDING UNDAMAGED VEHICLE, MAKE A MEASUREMENT SIMILAR TO "P" ABOVE AND RECORD IT IN BLANK "R" BELOW		
ORIGINAL ANGLE (R)	—	—
DAMAGED SEAT ANGLE (P)	—	—
DIFFERENCE (R-P)	—	—
ENTER DIFFERENCE IN APPROPRIATE SPACE FOR EACH SEAT ON PAGE 24		

SEATS

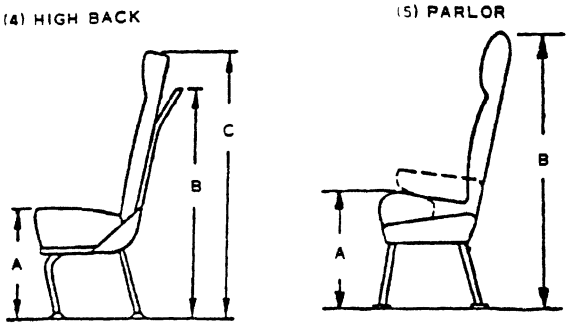
PASSENGER COMPARTMENT SEATS

SEATS

(1) CONVENTIONAL (2) RAPID TRANSIT (3) FIBERGLASS



(4) HIGH BACK (5) PARLOR



(8) not applicable

(6) OTHER: _____

(0) UNKNOWN

	PUNCH CODE	CARD COL.
	V335	28
SEAT DIMENSIONS (INCHES)		
CUSHION HEIGHT (A)	V336	29-30
Back frame height (B)	V337	31-32
Back rest height (C)	V338	33-34
(ENTER 99 IF UNKNOWN)		
(ENTER 88 IF NOT APPLICABLE)		
SEAT FEATURES use (8) for not applicable		
BACK RESTS (1) FIXED (2) RECLINING (0) UNKNOWN	V339	35
ARM RESTS (1) EQUIPPED (2) NOT EQUIPPED (0) UNKNOWN	V340	36
SEAT BACK TOP (1) UNPADDED (WOOD) (2) UNPADDED (METAL) (3) UNPADDED (PLASTIC) (4) PADDED OR UPHOLSTERED (0) UNKNOWN	V341	37
REAR OF SEAT BACKS (1) UNPADDED (WOOD) (2) UNPADDED (METAL) (3) UNPADDED (PLASTIC) (4) PADDED OR UPHOLSTERED (0) UNKNOWN	V342	38
	END CARD	10

MISCELLANEOUS SEAT NOTES

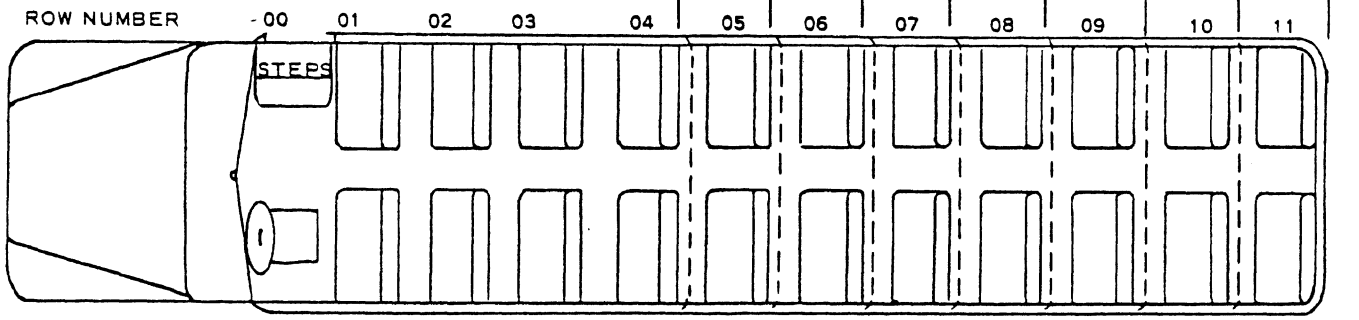
BUS SEATING ARRANGEMENT

INSTRUCTIONS:

1. CIRCLE NUMBER FOR BUS CAPACITY. DRAW SOLID LINE FOR REAR OF BUS.
2. INDICATE LOCATION OF EMERGENCY EXITS WITH AN "X".
3. DRAW A CIRCLE FOR EACH OCCUPANT, LEFT OR RIGHT SIDE.
4. INDICATE INJURY SEVERITY CODE FOR EACH OCCUPANT WITHIN CIRCLE.

A. CONVENTIONAL SCHOOL BUS

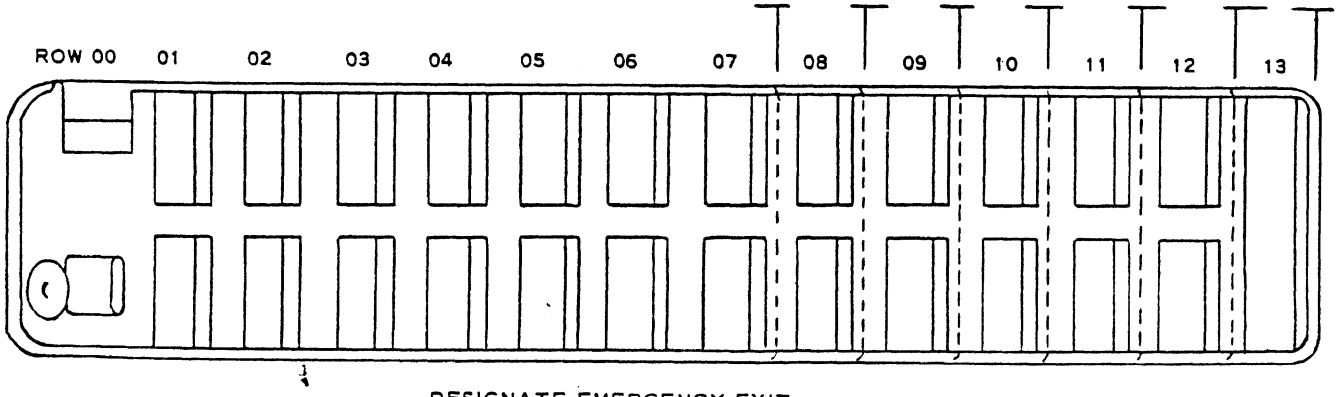
PASSENGERS PER ROW	PASSENGER CAPACITY							
2 + 2	16	20	24	28	32	36	40	44
2 + 3	20	25	30	35	40	45	50	55
3 + 3	24	30	36	42	48	54	60	66



DESIGNATE EMERGENCY EXIT

B. FORWARD CONTROL BUS – SCHOOL SUBURBAN INTERSTATE

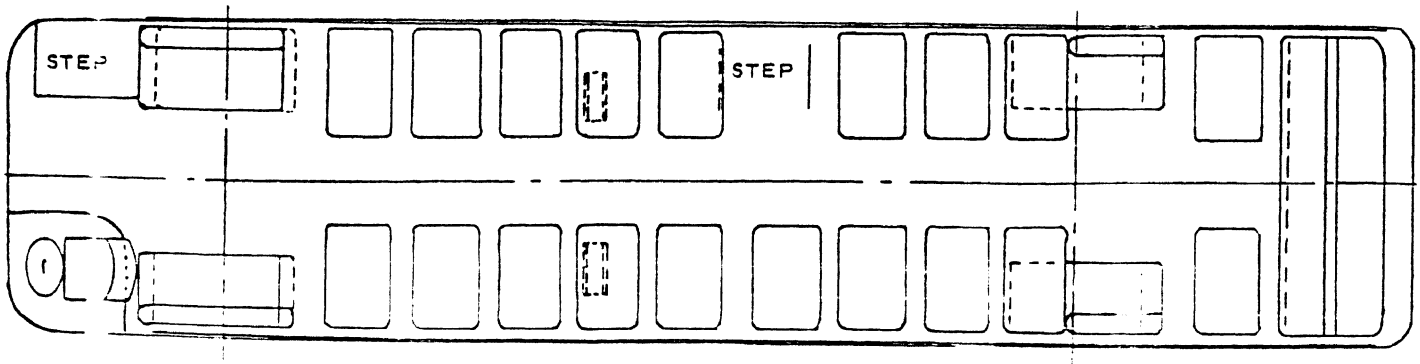
PASSENGERS PER ROW	PASSENGER CAPACITY						
2 + 2	29	33	37	41	45	49	53
2 + 3	36	41	46	51	56	61	66
3 + 3	43	49	55	61	67	73	79



DESIGNATE EMERGENCY EXIT

C. TRANSIT BUS

PASS. CAPY.	ROW NO.												
45	00	01	02	03	NONE	04	05	06	07	NONE	08	09	10	11
53	00	01	02	03	04	05	06	07	08	09	10	11	12	13



DESIGNATE EMERGENCY EXIT

PASSENGER COMPARTMENT (CONT'D.)

NOTE CARD 1 - FILL IN ONLY THOSE CARDS NECESSARY TO DESCRIBE DRIVER'S SEAT AND ALL AVAILABLE PASSENGER SEATS, WHETHER OCCUPIED OR NOT. COMPLETE EACH CARD THROUGH COLUMN 15. FILL IN CARD COLUMN 16-26 ONLY IF THERE WAS DAMAGE OR DAMAGE WAS UNKNOWN. ADD ADDITIONAL SEAT PAGES IF NEEDED.

DUPLICATE COLUMNS 1-9 FROM PRECEDING CARD FOR EACH OF THE FOLLOWING COMPLETED LINES AND CARD NO. 1 (10) 1 (11)

ROW NO.	SIDE OF AISLE	SEAT OCCUPIED	SEAT DAMAGE			SEAT BACK DAMAGE			
			LEGS	LOWER FRAME	CUSHION	BACK FRAME		BACK ANGLE	
(See Sketch) (p. 23)	(4) Left (5) Right (6) Unknown	(1) Yes (2) No (3) Not Appl. (0) Unknown	(2) Not Damaged (3) Not Appl. (4) Broken (5) Deformed (6) Detached from floor. (0) Unknown	(2) Not Damaged (3) Not Appl. (4) Broken (5) Deformed (6) Detach from side of Bus. (0) Unknown	(2) Not Damaged (3) Not Appl. (4) Disengaged from frame. (5) Damaged (0) Unknown	(2) Not Damaged (3) Not Appl. (4) Broken (5) Deformed Forward (6) Deformed Rearward (0) Unknown		Enter 999 if unknown (See Description on how to measure seat back angle) Changes on p. 21.	
code 98 not app.	(3) not app.					Enter 888 for not applicable			
						LEFT	RIGHT	LEFT	RIGHT
12-13	14	15	16	17	18	19.	20	21-23	24-26

SEATS

V343 - # Seats Occupied - Number of code "1" in column 15

V344 - # Legs Undamaged - Number of code "2" in column 16

V345 - # Legs Broken - Number of code "4" in column 16

V346 - # Legs Deformed - Number of code "5" in column 16

V347 - # Legs Detached - Number of code "6" in column 16

V348 - # Lower Frames Undamaged - Number of code "2" in column 17

V349 - # Lower Frames Broken - Number of code "4" in column 17

V350 - # Lower Frames Deformed - Number of code "5" in column 17

V351 - # Lower Frames Detached - Number of code "6" in column 17

V352 - # Cushions Undamaged - Number of code "2" in column 18

V353 - # Cushions Disengaged - Number of code "4" in column 18

V354 - # Cushions Damaged - Number of code "5" in column 18

V355 - # Back Frames Undamaged - Number of code "2" in column 19 or 20

V356 - # Back Frames Broken - Number of code "4" in column 19 or 20

V357 - # Back Frames Deform-FWD - Number of code "5" in column 19 or 20

V358 - # Back Frames Deform-BKW - Number of code "6" in column 19 or 20

V359 - Max Back Angle - Maximum Value in cols 21-23 or 24-26 (Excluding values above 800)

V360 - Total Seats Damaged - Number of 11 cards with "4", "5", or "6" in columns 16-20

Total number of rows in this bus V361 (27 28)

KEY PUNCH: EACH LINE REPRESENTS ONE CARD. PUNCH ONLY THE LINES WITH NONZERO/BLANK INFORMATION.

PASSENGER COMPARTMENT (CONT'D)

DUPLICATE COLUMNS 1-9 FROM PRECEDING CARD 1 (10) 2 (11)

	DAMAGED (1,2,3,0)*		OCCUPANT CONTACT (1,2,3,0)*	
	PUNCH CODE	CARD COL.	PUNCH CODE	CARD COL.
LEFT SIDE INTERIOR				
SIDE WALLS	V362	12	—	13
SIDE DOORS	V363	14	—	15
HARDWARE	V364	16	—	17
ARMREST	V365	18	—	19
GLASS (SPECIFY TYPE) _____	V366	20	—	21
GLASS FRAMES	V367	22	—	23
ROOF SIDE RAIL	V368	24	—	25
OTHER: _____	V369	26	—	27
REAR INTERIOR				
GLASS (SPECIFY TYPE): _____	V370	28	—	29
END INTERIOR PANEL (STRUCTURE)	V371	30	—	31
RIGHT SIDE INTERIOR				
SIDE WALLS	V372	32	—	33
SIDE DOORS	V373	34	—	35
HARDWARE	V374	36	—	37
ARMREST	V375	38	—	39
GLASS (SPECIFY TYPE) _____	V376	40	—	41
GLASS FRAMES	V377	42	—	43
ROOF SIDE RAIL	V378	44	—	45
OTHER: _____	V379	46	—	47
ROOF INTERIOR				
ROOF INTERIOR { HEADLINING	V380	48	—	49
ROOF INTERIOR { ROOF STRUCTURE	V381	50	—	51

WERE OPEN WINDOWS A FACTOR (1,2,3,0)*

PUNCH V382 (52)

TEAM CASE ID V383 (53–65)

END OF CARD 12

LEFT SIDE INTERIOR

RIGHT SIDE INTERIOR

ROOF INTERIOR

*WHERE (1,2,0) OR (1,2,3) ARE INDICATED, USE 1 FOR YES, 0 FOR NOT APPLICABLE
2 FOR NO, 3 FOR UNKNOWN

SPACE FOR MISCELLANEOUS NOTES, DIAGRAMS, ETC.

NEW CODES FOR AREAS OF OCCUPANT CONTACT

(14) A- pillar
(20) side interior
(74) instrument panel to left of driver
(77) defroster fan
(76) hand rail- right of door
(72) penetrating object
(73) penetrating vehicle
(78) ground
(75) seat frame
(64) backlight header

(40) remains floor below

SEE ALPHEBETICAL AND/OR NUMERICAL OCCUPANT CODES IN EDITING MANUAL.

CODES FOR AREAS OF OCCUPANT CONTACT

(USE THESE CODES ON PAGE 31 AND SIMILAR PAGES)

FRONT OF PASSENGER COMPARTMENT
- (05) INSTRUMENT PANEL
- (09) STEERING ASSEMBLY
- (12) WINDSHIELD
- (02) GLOVE COMPARTMENT AREA
- (03) HARDWARE ITEMS (ASHTRAY, INSTRUMENTS, KNOBS, ETC.)
- (04) HEATER OR AC DUCTS
- (01) AIR CONDITIONING OR VENTILATION OUTLETS
- (06) MIRRORS
- (07) PARKING BRAKE
- (08) RADIO
- (10) SUNVISORS & FITTINGS, AND/OR TOP MOLDING (HEADER)
- (11) TRANSMISSION SELECTOR LEVER
- (39) SERVICE DOOR ACTUATOR
- (77) DEFROSTER FAN
- (41) RIGHT STANCHION & MODESTY PANEL
- (42) STANCHION BEHIND DRIVER
- (43) AUTOMATIC TRANSMISSION SHIFT TOWER
- (44) FRONT STEP WELL
- (45) FARE BOX
- (46) DRIVER SEAT OR BASE
- (47) HEATER HOUSING
- (48) FIRE EXTINGUISHER
- (49) LITTER BOX
- (50) WHEEL HOUSINGS

INTERIOR
- (29) BACK OF SEATS
- (33) RESTRAINT SYSTEM HARDWARE
- (34) RESTRAINT SYSTEM WEBBING
- (30) HEAD RESTRAINTS
- (32) OTHER OCCUPANTS
- (31) INTERIOR LOOSE OBJECT
- (39) SERVICE DOOR ACTUATOR
- (44) FRONT STEP WELL
- (51) REAR STEP WELL
- (47) HEATER HOUSING
- (48) FIRE EXTINGUISHER

INTERIOR (CONT'D.)
- (49) LITTER BOX
- (50) WHEEL HOUSINGS
- (52) SIDE EMERGENCY EXIT HANDLE
- (61) FLYING GLASS
- (62) FRONT OF SEAT
- (63) LOOSE SEAT OR SEAT PART

ROOF
- (26) ROOF SIDE RAILS
- (10) SUNVISORS % FITTINGS AND/OR TOP MOLDING (HEADER)
- (25) ROOF OR CONVERTIBLE TOP
- (24) COAT HOOKS
- (53) ROOF VENTILATORS
- (54) DISPLACED ROOF PANELS
- (55) ROOF STRUCTURE
- (56) ROOF STANCHION ANCHORS
- (57) INTERIOR LIGHTS
- (58) LUGGAGE RACKS

FLOOR
- (11) TRANSMISSION SELECTOR LEVER
- (40) FLOOR
- (28) FOOT CONTROLS
- (27) CONSOLE

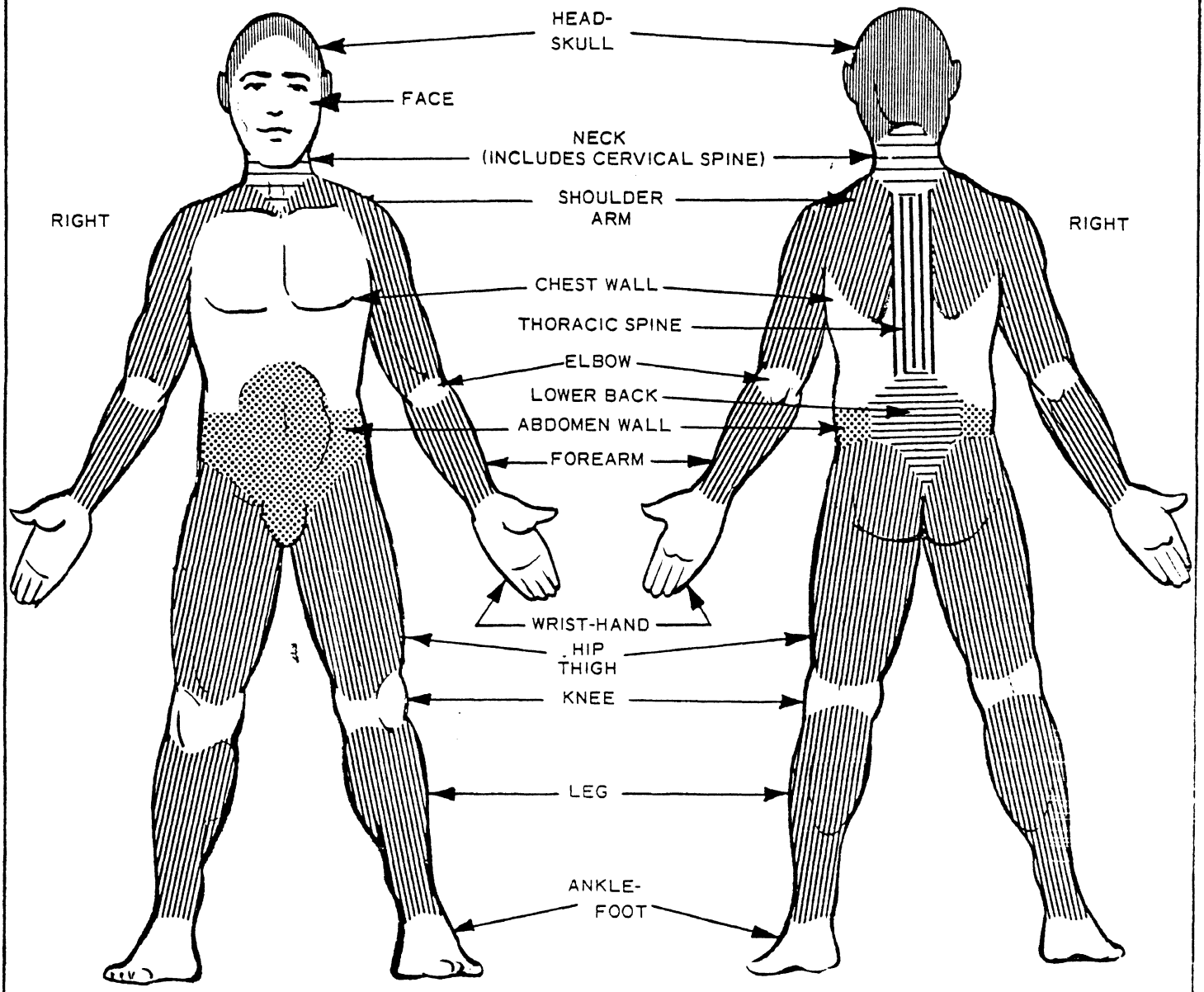
REAR
- (23) BACKLIGHT (REAR WINDOW)
- (64) BACKLIGHT HEADER
- (59) REAR EMERGENCY EXIT HANDLE

EXTERIOR TO PASSENGER COMPARTMENT
- (35) HOOD
- (36) OBJECTS EXTERIOR TO BUS
- (37) OUTSIDE SURFACE OF BUS
- (60) OTHER: _____

(MAY INDICATE MORE THAN ONE ITEM)

- (00) UNKNOWN

1. THIS SECTION IS TO BE FILLED IN FOR EACH OCCUPANT, WHETHER INJURED OR NOT.
2. IF THERE ARE MORE THAN TWO OCCUPANTS, USE ADDITIONAL BLANK COPIES OF THIS FORM AND ATTACH OCCUPANT PAGES TO THIS REPORT.
3. THE FOLLOWING FIGURE IS AN EXPLANATION OF THE BODY REGIONS LISTED ON PAGES 31 AND 35.



PELVIS (NOT INDICATED ON SKETCH) INCLUDES ONLY THE SKELETAL STRUCTURE AND THE SACRUM, COCCYX. INTERNAL ORGANS ARE LISTED ON PAGES 31 AND 35 FOR BODY CAVITIES OF SKULL, THORACIC AND ABDOMEN (INCLUDES BLADDER, ETC.)

PASSENGER/PEDESTRIAN INFORMATION

PASSENGER/PEDESTRIAN

DUPLICATE COLUMNS 1-9 FROM PRECEDING CARD 1 (10) 4 (11)

	PUNCH CODE	CARD COL.
PASSENGER/PEDESTRIAN NUMBER passenger 001-099 pedestrian 901 - 979 unknown if pass or ped 980 - 999	V1001	12-14
ROW LOCATION (4) DRIVER (5) PASS. SEAT-FRONT 3RD OF BUS (6) PASS. SEAT-MID3RD OF BUS (7) PASS. SEAT-REAR 3RD OF BUS (8) OTHER: _____ (9) PEDESTRIAN OR DISCHARGED PASSENGER (0) UNKNOWN	V1002	15
PASSENGER ROW NUMBER 90 unknown row number 98 pedestrian -not a passenger 99 unknown if passenger or pedes. 00 driver	V1003	16-17
SEAT LOCATION (1) LEFT WINDOW (2) LEFT CENTER (3) LEFT AISLE (4) RIGHT AISLE (5) RIGHT CENTER (6) RIGHT WINDOW (7) OTHER (i.e., on lap) (8) NOT APPLICABLE (standing or sitting on floor) (9) PED. OR DISCHAR (0) UNKNOWN	V1004	18
POSTURE (1) SITTING ON SEAT (2) ON LAP OR IN ARMS (3) STANDING ON SEAT (4) STANDING ON FLOOR BETWEEN SEATS (5) STANDING ON FLOOR IN AISLE. (6) LYING ON SEAT (7) SITTING ON FLOOR (8) EXTERNAL TO PASS. COMP. (0) UNKNOWN how seated	V1005	19
(9) unknown location in or out		
AGE YEARS, OR	V1006	20-21
MONTHS (INFANTS)	V1007	22-23
(ENTER "0"S IF UNKNOWN)		

	PUNCH CODE	CARD COL.
WEIGHT, LBS. (ENTER "0"S IF UNKNOWN)	V1008	24-26
HEIGHT, INCHES (ENTER "0"S IF UNKNOWN)	V1009	27-28
SEX (4) MALE (5) FEMALE (7) PREGNANT FEMALE (0) UNKNOWN	V1010	29
RESTRAINT SYSTEM		
LAP BELT EQUIPPED FOR THIS POSITION (1,2,0)*	V1011	30
WORN BY OCCUPANT (1,2,3,0)*	V1012	31
WORN SNUGGLY (1,2,3,0)*	V1013	32
LOCKING RETRACTOR (1,2,3,0)*	V1014	33
UPPER TORSO REST STRAINT EQUIPPED FOR THIS POSITION(1,2,0)*	V1015	34
WORN BY OCCUPANT (1,2,3,0)*	V1016	35
WORN CORRECTLY (1,2,3,0)*	V1017	36
INERTIA REEL (1,2,3,0)*	V1018	37
OTHER: _____ IF ANY PART OF SYSTEM IS NOT ORIGINAL EQUIPMENT BY MANUFACTURER, DESCRIBE SYSTEM ON FOLD-OUT FLY-LEAF.	V1019	38
LAP AND/OR UPPER TORSO RESTRAINT CODE	V1020	39-40
IF THE LAP BELT WAS WORN, TRACE THE OUTLINE OF THE TAB END HARDWARE ON THE BACK COVER AND LABEL IT IF THE SHOULDER BELT WAS WORN, TRACE THE OUTLINE OF THE TAB END HARDWARE ON THE BACK COVER AND LABEL IT. TYPE OF LAP-SHOULDER RESTRAINT SYSTEM USED (3) NOT APPLICABLE (4) 3-POINT (5) 4- POINT (6) OTHER _____ (0) UNKNOWN	V1021	41

*WHERE (1,2,0) OR (1,2,3,0) ARE INDICATED, USE 1 FOR YES 3 FOR NOT APPLICABLE
2 FOR NO 0 FOR UNKNOWN

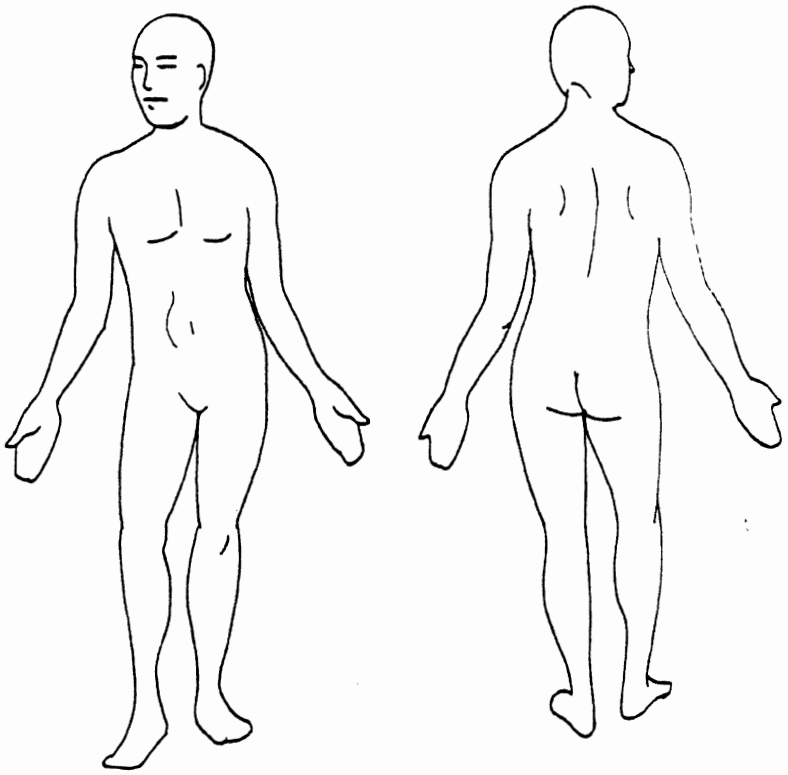
PASSENGER/PEDESTRIAN INFORMATION

EJECTION	PUNCH CODE	CARD COL.
DEGREE OF EJECTION (2) NONE (4) PARTIAL (5) COMPLETE (0) UNKNOWN (3) Not applicable	V1022	42
AREA OF EJECTION (03) NOT APPLICABLE (01) SERVICE DOOR,SIDE-FRONT (02) SERVICE DOOR, SIDE-MID (04) SERVICE DOOR,SIDE-REAR (05) WINDSHIELD,LEFT SIDE (06) WINDSHIELD,RIGHT SIDE (07) LEFT SIDE WINDOW-NO. ____ (08) RIGHT SIDE WINDOW-NO.____ (09) LEFT REAR WINDOW (10) RIGHT REAR WINDOW (11) WINDOW REAR EMERG.DOOR (12) REAR EMERGENCY DOOR (13) ROOF EMERGENCY DOOR (14) RENT IN VEHICLE STRUCTURE (00) UNKNOWN	V1023	43-44
EXIT USED (BY NON-EJECTED OCCUPANT) (03) NOT APPLICABLE (01) SERVICE DOOR,SIDE-FRONT (02) SERVICE DOOR,SIDE-MID (04) SERVICE DOOR,SIDE-REAR (05) WINDSHIELD,LEFT SIDE (06) WINDSHIELD,RIGHT SIDE (07) LEFT SIDE WINDOW-NO.____ (08) RIGHT SIDE WINDOW-NO.____ (09) LEFT REAR WINDOW (10) RIGHT REAR WINDOW (11) WINDOW REAR EMERG.DOOR (12) REAR EMERGENCY DOOR (13) ROOF EMERGENCY EXIT (14) RENT IN VEHICLE STRUCTURE (15) RESCUE-IMPROVISED EXIT (00) UNKNOWN	V1024	45-46
STATUS OF TRAUMATIC INJURIES (00) NONE (01) FIRST AID AT SCENE (02) TREATED AT HOSPITAL/ CLINIC BUT NOT ADMITTED (03) HOSPITALIZED (OBSERVATION LESS THAN 24 HRS.) (04) HOSPITALIZED FOR SIGNIFICANT TREATMENT (05) FATAL - DEAD AT SCENE (06) FATAL - DOA (07) FATAL - DEAD WITHIN 24 HRS (08) FATAL - DEAD 24 HRS-1 YR. (09) FATAL -DEAD, PERIOD UNKNOWN (99) UNKNOWN	V1025	47-48

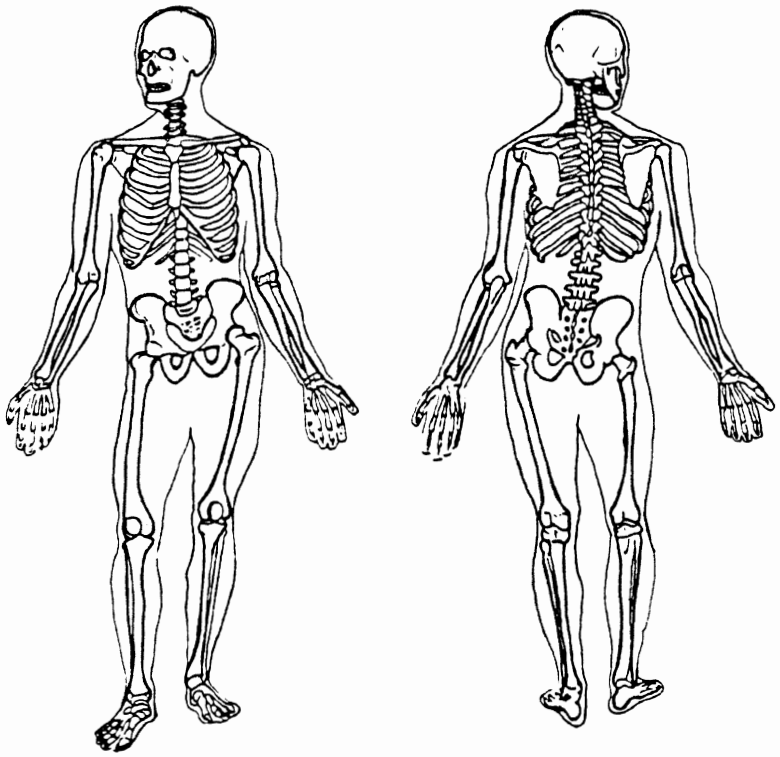
STATUS OF NON-TRAUMATIC MEDICAL CONDITION	PUNCH CODE	CARD COL.
(0) NONE (1) DEAD (CLINICAL DEATH BEFORE CRASH, HEART ATTACK, MEDICAL COMPLICATIONS, ETC) (2) NON-FATAL (HEART ATTACK, STROKE, ETC.) (3) DEAD (DIED POST CRASH, DROWNING, HEART ATTACK, FIRE, MEDICAL COMPLICATIONS) (9) UNKNOWN	V1026	49
OVERALL SEVERITY OF TRAUMATIC INJURIES (SEE INSIDE BACK COVER) (00) NONE (01) MINOR (02) NON-DANGEROUS, MODERATE (03) NON-DANGEROUS, SEVERE (04) DANGEROUS, SERIOUS (05) DANGEROUS, CRITICAL (06) FATAL LESION PLUS 1 REGION WITH SEVERE OR LESS (98) PRESENCE OF INJURY UNKNOWN (99) INJURED,BUT DETAILS UNKNOWN	V1027	50-51
AUTOPSY (1,2,3,0)*	V1028	52

ADDITIONAL NOTES (CLOTHING, PHYSICAL IMPAIRMENTS, PRE-CRASH MEDICAL HISTORY, COLLISION KINNEMATICS, ETC.)

INDICATE LOCATION OF INJURIES, INCLUDING MAJOR BRUISES



SOFT TISSUE INJURIES



SKELETAL INJURIES

SOURCE OF INFORMATION _____

1-9	CARD NUMBER 10-11	OCCUPATION NO. 12-14	BODY REGION	*ENTER CODE (S) FOR AREA(S) OF POSSIBLE CONTACT 15 16 17 18 19 20 21 22	ENTER SEVERITY CODES: OVERALL INJURY TO REGION 23	CONCUSSION 24	LACERATION 25	ABRASION 26	BRUISE 27	SPRAIN-STRAINS 28	FRACTURE 29	DISLOCATION 30	AVULSION 31	HEMORRHAGE 32	BURN 33	OTHER COMPLAINT OF PAIN 34	35
	15		HEAD														
DUPLICATE FROM PRECEDING CARD	16		BRAIN														
	17		FACE														
	18		NECK & CERVICAL SPINE														
	19		THORACIC SPINE & AREA														
	20		CHEST WALL														
	21		(A) LUNGS														
	22		(B) HEART & MEDIASTINUM														
	23		(C) CHEST-OTHER INTERNAL														
	24		(D) CHEST { INTERNAL / UNSPECIFIED														
	25		ABDOMINAL WALL														
	26		(A) LIVER														
	27		(B) SPLEEN														
	28		(C) KIDNEYS														
	29		(D) ABDOMEN-OTHER INTERNAL														
	30		(E) ABDOMEN { INTERNAL / UNSPECIFIED														
	31		LOWER BACK & LUMBAR SPINE														
	32		PELVIS														
	33		R. SHOULDER, ARM														
	34		R. ELBOW														
	35		R. FOREARM														
	36		R. WRIST, HAND														
	37		L. SHOULDER, ARM														
	38		L. ELBOW														
	39		L. FOREARM														
	40		L. WRIST, HAND														
	41		R. HIP, THIGH														
	42		R. KNEE														
	43		R. LEG														
	44		R. ANKLE, FOOT														
	45		L. HIP, THIGH														
	46		L. KNEE														
	47		L. LEG														
	48		L. ANKLE, FOOT														
	49		WHOLE BODY														

See the next page for variables derived from the injury data

OCCUPANT INJURY DETAIL

1. THIS PAGE IS ONLY FOR THE OCCUPANT JUST DESCRIBED.
2. ENTER OCCUPANT NUMBER FROM PAGE 32. (THIS REFERS ONLY TO THE ORDER IN WHICH OCCUPANT INFORMATION IS ENTERED, AND IS NOT RELATED TO SEATED POSITION.
3. ENTER SEVERITY CODE (ONLY ONE PER BOX) FOR EACH TYPE OF INJURY TO EACH BODY REGION. (MARK BOX WITH 1-6, X, Z ONLY, AS INSTRUCTED.
4. DO NOT FILL IN THE BOXES WHERE THERE WAS NO INJURY.
5. IF YOU ARE REASONABLY ASSURED THAT ONE OR MORE SPECIFIC COMPONENTS OR AREA(S) CONTACTED BY THIS OCCUPANT RESULTED IN AN ASSOCIATED INJURY, ENTER THE PROPER [illegible] IN THE STARRED SOLUTION. (SEE PAGE 73 FOR [illegible])
6. DO NOT FILL IN THE BOXES WHERE THERE WAS NO CONTACT.

VARIABLES DERIVED FROM THE OCCUPANT INJURY DETAIL

1) Variable 1029: BODY REGIONS INJURED

   The number of body regions for which an occupant injury report card was filled out.

2) Variable 1030: TEN DISTINCT CONTACTS

   The first ten distinct contact codes from columns 15-22 but not including the value "99."

3) Variables 1031 - 1042: NUMBER OF ...

   The number of recorded concussions, lacerations, etc., recorded for all body regions irrespective of injury level.

4) Variable 1043: PRIMARY AIS

   The highest AIS value recorded in "Overall Injury to Region" or the first recorded maximum value.

5) Variable 1044: PRI BODY REGION INJURED

   The specific body region that sustained the primary AIS.

6) Variable 1045: PRI AREAS OF CONTACT

   The four possible areas of contact for the primary AIS.

7) Variables 1046 - 1048

   Same as Variables 1043 - 1045 for the Secondary AIS.

8) Variables 1049 - 1051

   Same as Variables 1043 - 1045 for the Tertiary AIS.

COMMENTS OR ADDITIONAL DESCRIPTION			OCC NO REF	CARD NO REF	CARD COL REF
1-9	10-11-12	(NO MORE THAN 63 CHARACTERS INCLUDING BLANKS)	74	75-76	77-78	79-80
DUPLICATE FROM PRECEDING CARD	79				
	80				
	81				
	82				
	83				
	84				
	85				
	86				
	87				
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	91				
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	97				
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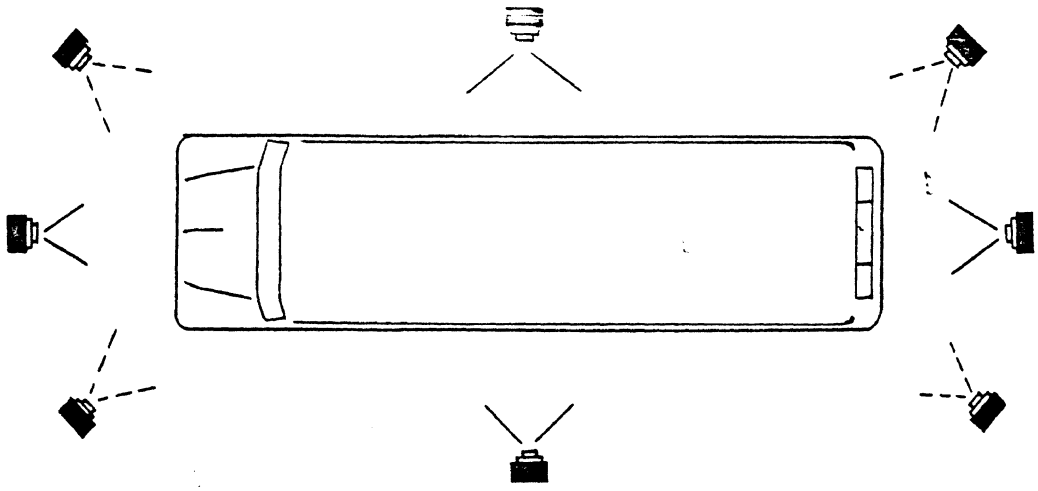
	99				
	100				
	101				
	102				
	103				
	104				
	105				

COLOR PHOTOGRAPHS TO BE TAKEN OF CASE VEHICLE BY FIELD INVESTIGATOR

PHOTO RECORDS ARE ESSENTIAL BECAUSE, IF DATA INTEREST SHIFTS TO OTHER AREAS NOT LISTED ON THE FORM. PHOTO INTERPRETATION CAN UPDATE THE REPORT. THEY ALSO VERIFY THE REPORTED DATA. IT IS RECOMMENDED THAT YOU USE AT LEAST ONE 20-EXPOSURE ROLL OF COLOR FILM (SLIDES PREFERRED) ON THE VEHICLE.

1. FOR A COMPLETE PHOTOGRAPHIC RECORD OF THE CASE VEHICLE, IT IS RECOMMENDED THAT DESCRIPTIVE PHOTOGRAPHS OF THE INSIDE AND OUTSIDE OF THE VEHICLE BE TAKEN FROM THE CAMERA POSITIONS SHOWN AND EXPLAINED BELOW:

EXTERIOR



2. TAKE THE 8 OVERALL EXTERIOR PHOTOS AS INDICATED ABOVE AS A MINIMUM. ALL VIEWS SHOULD SHOW THE ENTIRE VEHICLE, AS SEEN FROM EACH POSITION. CLOSE-UPS OF SPECIFIC DAMAGE AREAS SHOULD ALSO BE TAKEN ON AN INDIVIDUAL BASIS.

3. INTERIOR PHOTOS SERVE TO DOCUMENT THE BUS FURNISHINGS WHICH ARE OPTIONAL IN MOST BUSES. IT IS THEREFORE ESSENTIAL TO OBTAIN A MINIMUM NUMBER OF PHOTOS EVEN THOUGH THE INTERIOR IS UNDAMAGED. OCCASIONALLY, SEVERAL VIEWS FROM DIFFERENT ANGLES ARE HELPFUL TO ILLUSTRATE DAMAGED AREAS OF INTEREST, DUE TO THE TWO DIMENSIONAL LIMITATIONS OF MOST PHOTOGRAPHS. THE FOLLOWING GUIDE IS RECOMMENDED:

- INTERIOR SURFACES
  - SIDES
  - ENDS
  - ROOF
  - FLOOR
  - LUGGAGE RACKS
- DRIVER AREA & CONTROLS
- SEATS
  - TYPE
  - DAMAGE
  - OCCUPANT CONTACT SITES
- GLASS DAMAGE
- ALL OCCUPANT CONTACT SITES
- LOOSE CARRY-ON ITEMS (LUGGAGE, BOOKS, ETC.)
- FULL-LENGTH VIEW FROM EACH END

4. EXTRA PHOTOS SHOULD BE TAKEN OF EACH DAMAGED AREA AND ALL OCCUPANT CONTACT AREAS AT ANGLES DIFFERENT FROM THOSE IN THE ABOVE PHOTOS.

5. IF THE VEHICLE WAS IMPACTED NEAR THE FUEL TANK, PHOTOGRAPH THE TANK WHETHER DAMAGED OR NOT.

6. PHOTOGRAPHIC COVERAGE OF OTHER ITEMS YOU CONSIDER IMPORTANT OR INTERESTING IS ENCOURAGED

AMERICAN MEDICAL ASSOCIATION *
Abbreviated Injury Scale

SEVERITY CODE	SEVERITY CATEGORY/INJURY DESCRIPTION	POLICE CODE
0 (Zero)	NO INJURY	0 or D

1 — MINOR — C

GENERAL
- ---Aches all over.
- ---Minor lacerations, contusions, and abrasions (first aid--simple closure).
- ---All 1° or small 2° or small 3° burns.

HEAD AND NECK
- ---Cerebral injury with headache; dizziness; no loss of consciousness.
- ---"Whiplash" complaint with no anatomical or radiological evidence.
- ---Abrasions and contusions of ocular apparatus (lids, conjunctiva, cornea, uveal injuries); vitreous or retinal hemorrhage.
- ---Fracture and/or dislocations of teeth.

CHEST
- ---Muscle ache or chest wall stiffness.

ABDOMINAL
- ---Muscle ache; seat belt abrasion; etc.

EXTREMITIES
- ---Minor sprains and fractures and/or dislocation of digits.

2 — MODERATE — B

GENERAL
- ---Extensive contusions; abrasions; large lacerations; avulsions (less than 3" wide).
- ---10-20% body surface 2° or 3° burns..

HEAD AND NECK
- ---Cerebral injury with or without skull fracture, less than 15 minutes unconsciousness; no post-traumatic amnesia.
- ---Undisplaced skull or facial bone fractures or compound fracture of nose.
- ---Lacerations of the eye and appendages; retinal detachment.
- ---Disfiguring lacerations.
- ---"Whiplash" - severe complaints with anatomical or radiological evidence.

CHEST
- ---Simple rib or sternal fractures.
- ---Major contusions of chest wall without hemothorax or pneumothorax or respiratory embarrassment.

ABDOMINAL
- ---Major contusion of abdominal wall.

EXTREMITIES AND/OR PELVIC GIRDLE
- ---Compound fractures of digits.
- ---Undisplaced long bone or pelvic fractures.
- ---Major sprains of major joints.

3 — SEVERE (Not Life-Threatening) — B

GENERAL
- ---Extensive contusions; abrasions; large lacerations involving more than two extremities, or large avulsions (greater than 3" wide).
- ---20-30% body surface 2° or 3° burns.

HEAD AND NECK
- ---Cerebral injury with or without skull fracture, with unconsciousness more than 15 minutes; without severe neurological signs; brief post-traumatic amnesia (less than 3 hours).
- ---Displaced closed skull fractures without unconsciousness or other signs of intracranial injury.
- ---Loss of eye, or avulsion of optic nerve.
- ---Displaced facial bone fractures or those with antral or orbital involvement.
- ---Cervical spine fractures without cord damage.

CHEST
- ---Multiple rib fractures without respiratory embarrassment.
- ---Hemothorax or pneumothorax.
- ---Rupture of diaphragm.
- ---Lung contusion.

ABDOMINAL
- ---Contusion of abdominal organs.
- ---Extraperitoneal bladder rupture.
- ---Retroperitoneal hemorrhage.
- ---Avulsion of ureter.
- ---Laceration of urethra.
- ---Thoracic or lumbar spine fractures without neurological involvement.

EXTREMITIES AND OR PELVIC GIRDLE
- ---Displaced simple long-bone fractures, and/or multiple hand and foot fractures.
- ---Single open long-bone fractures.
- ---Pelvic fracture with displacement
- ---[illegible] at major joints
- ---Multiple amputations of digits.
- ---Lacerations of the major nerves or vessels of extremities

SEVERITY CODE	SEVERITY CATEGORY/INJURY DESCRIPTION	POLICE CODE

4 — SERIOUS (Life-Threatening, Survival Probable) — B

GENERAL
- ---Severe lacerations and/or avulsions with dangerous hemorrhage.
- ---30-50% surface 2° or 3° burns.

HEAD AND NECK
- ---Cerebral injury with or without skull fracture, with unconsciousness of more than 15 minutes, with definite abnormal neurological signs; post-traumatic amnesia 3-12 hours.
- ---Compound skull fracture.

CHEST
- ---Open chest wounds; flail chest; pneumomediastinum; myocardial contusion without circulatory embarrassment; pericardial injuries.

ABDOMINAL
- ---Minor laceration of intra-abdominal contents (to include ruptured spleen, kidney, and injuries to tail of pancreas).
- ---Intraperitoneal bladder rupture.
- ---Avulsion of the genitals.
- ---Thoracic and/or lumbar spine fractures with paraplegia.

EXTREMITIES
- ---Multiple closed long-bone fractures.
- ---Amputation of limbs.

5 — CRITICAL (Survival Uncertain) — A

GENERAL
- ---Over 50% body surface 2° or 3° burns.

HEAD AND NECK
- ---Cerebral injury with or without skull fracture with unconsciousness of more than 24 hours; post-traumatic amnesia more than 12 hours; intracranial hemorrhage; signs of increased intracranical pressure (decreasing state of consciousness, brady-cardia under 60, progressive rise in blood pressure or progressive pupil inequality).
- ---Cervical spine injury with quadriplegia.
- ---Major airway obstruction.

CHEST
- ---Chest injuries with major respiratory embarrassment (laceration of trachea, hemomediastinum, etc.).
- ---Aortic laceration.
- ---Myocardial rupture or contusion with circulatory embarrassment.

ABDOMINAL
- ---Rupture, avulsion or severe laceration of intra-abdominal vessels or organs, except kidney, spleen or ureter.

EXTREMITIES
- ---Multiple open limb fractures.

6 — FATAL (Within 24 Hours) — K

- ---Fatal lesions of single region of body, plus injuries of other body regions of Severity Code 3 or less.
- ---Fatal from burns regardless of degree.

7 — FATAL (Within 24 Hours) — K

- ---Fatal lesions of single region of body, plus injuries of other body regions of Severity Code 4 or 5.

8 — FATAL — K

- ---2 fatal lesions in 2 regions of body.

9 — FATAL — K

- ---[illegible] or more fatal injuries.
- ---Incineration by fire.

99 X — SEVERITY UNKNOWN

- ---Injured, but severity not known.

98 Z — PRESENCE UNKNOWN

- ---Presence of injury not known.

* Developed by the American Medical Association Committee on [illegible] Aspects of Automotive Safety, in cooperation with physicians representing medical specialties involved in the diagnosis, care and [illegible] of [illegible] and General Motors [illegible]

COMMENTS OR ADDITIONAL DESCRIPTION				OCC. NO. REF.	CARD NO. REF.	CARD COL. REF.
1-9	10-11	12	(NO MORE THAN 63 CHARACTERS INCLUDING BLANKS) 74	75-76	77-78	79-80
DUPLICATE FROM PRECEDING CARD	50					
	51					
	52					
	53					
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