

DICTIONARY OF DATA ELEMENTS

Illinois Traffic Crash Report (SR 1050)

Crash Information System (CIS)

Fatality Analysis Reporting System (FARS) Associated Fields

Effective January 2013

Illinois Department of Transportation
Division of Traffic Safety
Crash Information Section

Last Modified: 2/19/2014

Dictionary of Data Elements: Illinois Traffic Crash Report (SR 1050) and Crash Information System (CIS) – Effective January 1, 2013

Data elements are included in the Crash Information System (CIS) except where noted.

Data Element Number	Data Element	CIS Element Reference	Element Description and Attributes/Designations	SR 1050 Required Elements*		MMUCC Element Reference	Law Enforcement Instruction Manual	Rationale/IDOT Use	FARS Element Reference
				Crash Type A	Crash Type B				
1	Control Number (SFE)	C	Unique report-generated bar code and number referenced on original crash report. Should be used on any subsequent submissions related to the specific crash.	Y	Y	C01	page 8	Used by IDOT to identify and manage crash reports and related documents. Also used for inventory control, report/data linkage and retrieval, etc.	MICMIS IDENTIFIER-unless changes are made
2	Form Version Number	C	5-digit barcode used to track which version of the form is being used	Y	Y	C01	page 7	Used by IDOT to identify and manage crash reports and related documents. Also used for inventory control, report/data linkage and retrieval, etc.	N/A
		x	P0109						
		x	P0113						
-	IDOT Control Number (ICN)	C	Unique number electronically assigned in CIS to a crash once an official SR 1050 is received. This number does not exist on the original SR 1050 but will appear at the top of the scanned image.	N	N	C01	page 7	Used by IDOT to identify and manage crash reports and related documents. Also used for inventory control, report/data linkage and retrieval, etc.	Additional State Information (1)
-	Fatal Number	P	Unique number, by year, assigned to a fatal crash. This number does not exist on the SR 1050, but is handwritten on the document and entered into CIS.	N	N	C01	page 7	Used by IDOT to identify and manage fatal crash reports and related documents. Also used for inventory control, report/data linkage and retrieval, etc.	Additional State Information (2)
3	Investigating Agency	C	Identification of Reporting Agency.	Y	Y	C09	page 8	Necessary for agency identification. Used in crash investigation and for quality control purposes. Indicated as name on SR1050 and as numerical identifier in CIS.	N/A
4	Reporting Threshold	C	Dollar amount of damage as determined by Reporting Officer:	Y	Y	N/A	page 8	Primarily used in reference to Safety Responsibility Law regarding mandatory insurance and property damage reporting threshold.	N/A
		x	\$ 500 or less						
		x	\$ 501 - \$ 1,500						
		x	Over \$ 1,500						
5	Type of Report	C	Specific report origination or submission type:	Y	Y	N/A	page 8	Used by IDOT to identify and manage crash reports and related documents. Also used for quality control purposes.	N/A
		x	On Scene						
		x	Not on Scene (Desk Report)						
		x	Amended						
6	Crash Type	C	Crash Type (A or B) as determined by the Reporting Officer:	Y	Y	N/A	page 9	Crash Type determines which data elements must be completed on the crash report. May be compared with Towed in Data Element 41 for quality control purposes.	N/A
		x	A – No Injury/Drive Away						

* Data elements required on crash report (SR 1050), determined by Crash Type A (property damage only with vehicles driven away from scene) or Type B (injury and/or tow due to crash).

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				Crash Type A	Crash Type B				
		x	B – Injury and/or Tow Due to Crash						
7	Agency Crash Report No.	C	Case number assigned by Investigating Agency. Consists of Year, followed by sequential agency assigned number.	N	Y	N/A	page 9	Used by the Investigating Agency to identify and manage specific crash reports/data.	N/A
-	Crash Location: Latitude/Longitude	C	Latitude/longitude for all crashes except those on alleys or ring roads (parking lots).	-	-	C05	-	Used to indicate a specific location where crashes occurred. Used for collision diagrams, etc.	Global Position - Latitude/Longitude (C15)
-	Crash Location: XY Coordinates	C	XY Coordinates for all crashes except those on alleys or ring roads (parking lots).	-	-	C05	-	Used to indicate a specific location where crashes occurred. Used for collision diagrams, etc.	CONVERTS TO LATITUDE AND LONGITUDE
-	Crash Location: Milestations	C	Milestations for crashes on state-maintained roadways. Starting in 2011, only for marked routes.	-	-	C05	-	Used to indicate a specific location where crashes occurred. Used for collision diagrams, etc.	MilePoint (C14) -ONLY STATE MARKED ROUTES AND INTETRSTATES (state maintained are coded as state routes with no MS.
8	Address Number	C	Street Address Number closest to location of crash, if applicable.	Y	Y	C05	page 9	Data elements 7-11 are used together or separately to indicate a specific location where the crash occurred. Used in crash investigation.	N/A
9	Highway or Street Name	C	Specific roadway name or number where crash occurred.	Y	Y	C05	page 9	Data elements 7-11 are used together or separately to indicate a specific location where the crash occurred. Important for data analysis, crash investigation, problem identification, evaluation.	Trafficway Identifier (1)-BACKGROUND DATA AFTER BEING LOCATED
10	"At Intersection With" check box, with Name of Intersecting Street/Highway; OR Distance and Direction to Nearest Intersection or Road Feature, with Name of Intersection or Road Feature	C	Intersecting or relational roadway designation.	Y	Y	C05	page 9	Data elements 7-11 are used together or separately to indicate a specific location where the crash occurred. Important for data analysis, crash investigation, problem identification, evaluation.	Trafficway Identifier (2)-BACKGROUND DATA AFTER BEING LOCATED-only if we are at an intersection
11	City or Township name, with check box to indicate "City" or "Township"	C	Designation of City or Township where crash occurred.	Y	Y	C04	page 9	Data elements 7-11 are used together or separately to indicate a specific location where the crash occurred. Important for data analysis, crash investigation, problem identification, evaluation.	City (Code) (C7)-if it is an incorporated city
12	County	C	Name of County where crash occurred.	Y	Y	C03	page 9	Data elements 7-11 are used together or separately to indicate a specific location where the crash occurred. Important for data analysis, crash investigation, problem identification, evaluation.	County (Code) (C6) -AFTER CRASH IS LOCATED

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				Crash Type A	Crash Type B				
13	Intersection Related	C	Indicates whether the crash was related to Intersection operations:	Y	Y	C15	page 10	Used to identify whether the crash was related to the intersection itself (e.g., traffic control devices, queuing, etc.). Crashes do not have to happen at the intersection to be intersection-related. Not all crashes that occur at an intersection are intersection-related. Important for data analysis, crash investigation, problem identification, evaluation.	Relation to Junction (C20)
		x		Yes					
		x		No					
14	Private Property	C	Designates whether crash occurred on Private Property:	Y	Y	N/A	page 10	Used to indicate location of crash – not to indicate private property damage. Private Property crashes are not included in IDOT reportable crash data.	N/A
		x		Yes					
		x		No					
15	Hit & Run	C	Designates whether Hit & Run:	Y	Y	V23	page 10	Used to identify hit and run crashes.	Hit-And-Run (V6)
		x		Yes					
		x		No					
16	Date of Crash	C	Month, Day, and Year that crash occurred (mm/dd/yy).	Y	Y	C02	page 10	Necessary for data management, retrieval, data analysis, crash investigation, problem identification, evaluation, and other purposes. May be compared with Day of the Week (Data Element 16) and Date Police Notified (Data Element 54) for quality control purposes. Used with other data elements to calculate ages of persons involved in crash.	Crash Date (C8)
17	Time	C	Time of day (Hour:Minute) crash occurred, with AM/PM check box.	Y	Y	C02	page 10	Important for data analysis, crash investigation, problem identification, evaluation. May be compared with Lighting Condition (Data Element 73) and Time Notified (Data Element 55) for quality control purposes.	Crash Time (C9)-FARS uses military time
18	Dooring with Pedalcyclist	C	New type of incident involving a Pedalcyclist colliding with an open door of a parked or non-moving vehicle					Typically occurs in dense urban areas where a driver or passenger opens the parked car's door into the path of the on-coming Pedalcyclist causing a collision to occur.	N/A
19	Number Motor Vehicles Involved	C	Number of Motor Vehicles Involved in Crash.	Y	Y	CD2	page 10	Used for quality control purposes, data analysis.	Number of Vehicle Forms Submitted (C4)
20	LARS Codes	C	Local Accident Reference System codes (2 fields).	N	Y	N/A	page 11	Used by cities and counties participating in LARS.	N/A

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				Crash Type A	Crash Type B				
-	Unit Number	P	This number assigned electronically in CIS and does not appear on CIS Entry or SR 1050	Y	Y			Used to identify the Unit involved in the crash. If Unit is Train, do not provide Unit information for Engineer	Vehicle Number (V3)
21	Unit Type	P	Used to identify Unit control. Labeled in CIS Entry as Vehicle Controller Type	Y	Y	P03/V02/P12/P21	page 11	Used to identify type of Unit involved, with Unit 1 generally being the Unit at-fault. Important for data analysis, crash investigation, problem identification, evaluation, identification of persons for Safety Responsibility purposes, driver history, BAC/drug test results, death certificates, etc. Included in CIS Entry and SR 1050 group Unit 1, Unit 2, etc.	Person Type (P7)-only if the controller type is a driver, ped, or pedal.
		x	Driver						
		x	Parked - No Driver						
		x	Driverless						
		x	Ped (Pedestrian)						
		x	Pedal (Pedalcyclist)						
		x	Eques (Equestrian)						
		x	NMV (Occupant of Non-Motor Vehicle)						
		x	NCV (Non-Contact Vehicle)						
22	Unit Name	P	Unit Last, First, Mid Name.	Y	Y			Used to identify the Unit, if Unit Type is a person. Name may be compared with Driver's License Number (Data Element 30) for quality control purposes. Included in CIS Entry and SR 1050 group Unit 1, Unit 2, etc.	N/A-----need for FARS out of state requests
23	Unit Date of Birth	P	Birth Date of Person identified as Unit (mm/dd/yyyy).	Y	Y	P01	page 11	Used specifically as date of birth or to determine age at time of crash. Important for data analysis, crash investigation, problem identification, evaluation, identification of persons for Safety Responsibility purposes, driver history, death certificates, etc. Date of Birth may be compared with Driver's License Number (Data Element 30) for quality control purposes. Included in CIS Entry and SR 1050 group Unit 1, Unit 2, etc.	N/A-----need for FARS out of state requests
-	Unit Age	P	Age of Person identified as Unit.	-	-	P01	—	Age is an electronically calculated field in CIS Entry based on Date of Crash and Date of Birth (Data Elements 15 and 21). Does not appear on SR 1050. Included in CIS Entry and SR 1050 group Unit 1, Unit 2, etc.	Person Age (P5)
24	Unit Street Address	P	Street Address of Person identified as Unit.	Y	Y	N/A	page 11	Used for Safety Responsibility purposes, etc. Included in CIS Entry and SR 1050 group Unit 1, Unit 2, etc.	N/A-----need for FARS out of state requests
			Included in CIS for fatal crashes and crashes reported electronically.						

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				Crash Type A	Crash Type B				
25	Unit Sex	P	Gender of Person identified as Unit	Y	Y	P02	page 11	Important for data analysis, crash investigation, problem identification, evaluation, identification of persons for Safety Responsibility purposes, obtaining driver history, etc. Gender may be compared with Driver's License Number (Data Element 30) for quality control purposes. Included in CIS Entry and SR 1050 group Unit 1, Unit 2, etc.	Sex (P6)
			1	Male					
			2	Female					
			9	Unknown					
26	Unit Safety Equipment Used (SAFT)	P	Safety Equipment Use by Person identified as Unit	Y	Y	P07	page 11	Used for data analysis, crash investigation, problem identification, evaluation. Included in CIS Entry and SR 1050 group Unit 1, Unit 2, etc.	Restraint System/Helmet Use (P10)
			1	None Present					
			2	Safety Belt Used					
			3	Safety Belt Not Used					
			4	Helmet Used					
			5	Helmet Not Used					
			6	Child Restraint Used					
			7	Child Restraint Used Improperly					
			8	Child Restraint Not Used					
9	Usage Unknown								
27	Unit Air Bag Deployed (AIR)	P	Status of Air Bag Deployment for Person identified as Unit	Y	Y	P08	page 12	Used for data analysis, crash investigation, problem identification, evaluation. Included in CIS Entry and SR 1050 group Unit 1, Unit 2, etc.	Air Bag Deployed (P12)
			3	Not Applicable					
			4	Did Not Deploy					
			5	Deployed, Front					
			6	Deployed, Side					
			7	Deployed, Other (knee, air belt, etc.)					
			8	Deployed, Combination					
			9	Deployment Unknown					
28	Unit City, State, Zip	P	City, State, and Zip Code for Person identified as Unit	Y	Y	N/A	page 12	Used for Safety Responsibility purposes, etc. Also used in data analysis and crash investigation. Included in CIS Entry and SR 1050 group Unit 1, Unit 2, etc.	N/A---need for FARS out of state requests
			<i>Included in CIS for fatal crashes and crashes reported electronically.</i>						

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				Crash Type A	Crash Type B				
29	Unit Injury Classification (INU)	P	Injury Severity of Person identified as Unit	N	Y	P04	page 12	Necessary to determine severity of crash. Important for data analysis, crash investigation, problem identification, evaluation. Included in CIS Entry and SR 1050 group Unit 1, Unit 2, etc.	Injury Severity (P8)
		K	Fatal Injury						
		A	Incapacitating Injury						
		B	Non-Incapacitating Injury						
		C	Reported, not evident						
		0	No Indication of Injury						
30	Unit Ejection or Extrication (EJCT)	P	Ejection or Extrication of Person Identified as Unit	N	Y	P09	page 12	Used for data analysis, crash investigation, problem identification, evaluation. Included in CIS Entry and SR 1050 group Unit 1, Unit 2, etc.	Ejection (P13), Extrication (P15)
		1	None						
		2	Totally Ejected						
		3	Partially Ejected						
		4	Trapped/Extricated						
		9	Unknown						
31	Unit Telephone	P	Telephone Number of Person identified as Unit	Y	Y	N/A	page 12	Used for Safety Responsibility purposes. Included in CIS Entry and SR 1050 group Unit 1, Unit 2, etc.	N/A
			<i>Included in CIS for fatal crashes and crashes reported electronically.</i>						
32	Unit Driver License No.	P	Driver's License Number for Person identified as Unit, as appropriate.	Y	Y	P11	page 12	Used for identification of persons for Safety Responsibility purposes, crash investigation, driver history, etc. May be compared with Name, Date of Birth, and Sex (Data Elements 20, 21, 23) for quality control purposes. Included in CIS Entry and SR 1050 group Unit 1, Unit 2, etc.	N/A-----need for FARS out of state requests
33	Unit State	P	State of Driver License Issuance for Person identified as Unit	Y	Y	P10	page 12	Used for data analysis, crash investigation, problem identification, evaluation, and identification of persons for Safety Responsibility purposes, driver history, etc. Included in CIS Entry and SR 1050 group Unit 1, Unit 2, etc.	Driver's License State (D5)
34	Unit Class	P	Driver's License Classification for Person identified as Unit. For Illinois driver: exact license class. For out-of-state license: driver's, chauffeur's, etc.	Y	Y	P11	page 12	Used for data analysis, crash investigation, problem identification, evaluation, and identification of persons for Safety Responsibility purposes, driver history, etc. Included in CIS Entry and SR 1050 group Unit 1, Unit 2, etc.	Non-CDL License Type/Status (D7), Commercial Motor Vehicle License Status (D8), License Compliance with Class of Vehicle (D10). Compliance with CDL Endorsments (D9), Comply with License Restrictions (D11)?

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				Crash Type A	Crash Type B				
35	Unit Taken to	P	Name of hospital, doctor's office, mortuary, or other place to which the Person identified as Unit was taken. If person refused treatment, such is indicated. <i>Included in CIS for fatal crashes and crashes reported electronically.</i>	N	Y	P28	page 12	EMS data. Used in crash investigation. Included in CIS Entry and SR 1050 group Unit 1, Unit 2, etc.	N/A
36	Unit EMS Agency	P	Name of EMS Responding Agency and EMS run number for Person identified as Unit <i>Included in CIS for fatal crashes and crashes reported electronically.</i>	N	Y	P28	page 12	EMS data. Used in crash investigation. Included in CIS Entry and SR 1050 group Unit 1, Unit 2, etc.	N/A
37	Unit Make/Model/Year	V	Description of Unit 1 Vehicle, as appropriate.	Y	Y	V05,V06,V07	page 12	Used for data analysis, crash investigation, identification of vehicle. Compared with VIN (Data Element 37) for quality control purposes. Included in CIS Entry and SR 1050 group Unit 1, Unit 2, etc.	Vehicle Make (V9), Vehicle Model (V10), Model Year (V12)
38	Unit Plate Number/State/Year	V	Registration Information for Unit 1 Vehicle. <i>Included in CIS for fatal crashes and crashes reported electronically.</i>	Y	Y	V03,V04	page 12	Used for quality control purposes, data analysis, crash investigation, identification of vehicle. Included in CIS Entry and SR 1050 group Unit 1, Unit 2, etc.	Registration State (V7)
39	Unit VIN	V	Unit 1 Vehicle Identification Number.	Y	Y	V01	page 12	Used in data analysis, crash investigation, identification of vehicle. Compared with Make/Model/Year (Data Element 35) for quality control purposes. Included in CIS Entry and SR 1050 group Unit 1, Unit 2, etc.	Vehicle Identification Number (V13)
40	Unit Vehicle Owner (Last Name, First Name, Middle Initial)	V	Unit 1 Vehicle Owner Name.	Y	Y	N/A	page 12	Important for Safety Responsibility purposes, vehicle-related information, crash investigation. Included in CIS Entry and SR 1050 group Unit 1, Unit 2, etc.	N/A-----need for FARS out of state requests
41	Unit Owner Address	V	Address of Unit 1 Vehicle Owner: <i>Included in CIS for fatal crashes and crashes reported electronically.</i>	Y	Y	N/A	page 13	Used for Safety Responsibility purposes, etc. Included in CIS Entry and SR 1050 group Unit 1, Unit 2, etc.	N/A-----need for FARS out of state requests
42	Unit Vehicle Damage	V	Damaged Areas of Unit 1 Vehicle indicated by (A) and (B) below: (A) Area(s) (numbered 1-9) circled on a 9-point Diagram AND/OR indication of the following code(s):	Y	Y	V19, V24	page 13	Used in crash investigation and to evaluate injury severity in relation to motor vehicle impact and crash severity. May be compared with event and collision information for quality control purposes. Included in CIS Entry and SR 1050 group Unit 1, Unit 2, etc.	Areas of Impact - Initial/Most Damaged (V28)

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				Crash Type A	Crash Type B				
		00	None						
		10	Under Carriage						
		11	Total (all areas)						
		12	Other						
		99	Unknown						
			(B) Entry in Point of First Contact box of code 1-9 (from 9-point Diagram) OR code 52 when the only damage to a multi-unit combination vehicle is to the unpowered, towed portion of the unit.						
43	Unit Vehicle Additional Damage Information	V	Additional Damage Information related to Unit 1 Vehicle:	Y	Y	V24	page 13	Primarily used for crash investigation, for hazardous material or commercial vehicle related items, and to identify crashes involving towed vehicles or fire. "Towed" may also be used for quality control purposes as it pertains to Crash Type (Data Element 5). Included in CIS Entry and SR 1050 group Unit 1, Unit 2, etc.	Vehicle Removal (V30), Fire Occurrence (V34), Driver Distracted By (PC16), Hazardous Material Involvement/Placard (V20), Motor Carrier Identification Number (V16)
		x	Towed (due to crash)						
		x	Fire						
		x	Cellphone						
		x	Exceeding Speed Limit						
		x	Commercial Vehicle						
44	Unit Insurance Co.		Name of Insurance Company, or "Self-Insured" if appropriate.	Y	Y	N/A	page 13	Necessary for administration of Safety Responsibility Law (mandatory insurance), administered by IDOT and Secretary of State. Used in conjunction with Reporting Threshold (Data Element 3), among others. Included in CIS Entry and SR 1050 group Unit 1, Unit 2, etc.	N/A
			<i>Included in CIS for crashes reported electronically. For fatal crashes not reported electronically, whether insured (YES or NO) is included.</i>						
45	Unit Policy Number		Insurance Policy Number.	Y	Y	N/A	page 13	Used for Safety Responsibility purposes. Included in CIS Entry and SR 1050 group Unit 1, Unit 2, etc.	N/A
			<i>Included in CIS for fatal crashes and crashes reported electronically.</i>						
46	Unit 2		Information for Additional Unit(s) involved in crash. "Train" is noted if Train was involved. CIS Entry and SR 1050	Y	Y	Various	page 13	Data elements for each involved Unit are the same as those for Unit (Data Elements 20-43), throughout crash report and data systems. CIS Entry and SR 1050	Same as Unit above
47	Passenger/Witness Information		Identification of Passengers and Witnesses, similar to information for Data Elements 20-34 (Unit)	See below	Y	P01-P09	page 13	Used in data analysis, crash investigation, problem identification, evaluation. May also be used for quality control purposes.	See Below

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				Crash Type A	Crash Type B				
			Unit #, and indicating W if Witness	Y					Vehicle Number (P3)
			Seating Position of 11 Positions (SEAT)	Y					Seating Position (P9)
			Date of Birth (DOB)	Y					N/A---Need in FARS
			Sex	Y					Sex (P6)
			Safety Equipment Used (SAFT)	Y					Restraint System/Helmet Use (P10)
			Air Bag Deployed (AIR)	Y					Air Bag Deployed (P12)
			Injury Classification (INU)	N					Injury Severity (P8)
			Ejection or Extrication (EJCT)	N					Ejection (P13)
			Name, Address, Telephone	N					N/A---Name if deceased in Early Notification
			Hospital (HOSP)	N					N/A----FARS uses hospital Number
			EMS Agency (EMS)	N					N/A
			<i>For passengers: Name, Address, Telephone, HOSP, and EMS is included in CIS for fatal crashes and crashes reported electronically. No witness information is included in CIS.</i>						
-	AGE		Age of Passenger.	Y	Y	P01-P09	—	Age is an electronically calculated field in CIS based on Date of Crash and Date of Birth (Data Elements 15 and 45).	Age (P5)
48	Damaged Property Owner Name		Last Name, First Name, Middle Initial of Property Owner; OR Railroad Company Name if Train; OR "State of Illinois" if State property (including wild animals).	Y	Y	N/A	page 14	Used for crash investigation, Safety Responsibility purposes, and IDOT claims (if State property).	N/A
49	Damaged Property		Description of Damaged Property other than vehicles.	Y	Y	N/A	page 14	Used for crash investigation, Safety Responsibility purposes, and IDOT claims (if State property).	N/A---Part of FARS sequence of events
50	Property Owner Address		Street, City, State, Zip Code for Owner of Damaged Property.	Y	Y	N/A	page 14	Used for identification and for quality control purposes related to crash investigation.	N/A
			<i>Included in CIS for fatal crashes and crashes reported electronically.</i>						
51	Contributory Cause(s)		Primary and secondary contributing causes, determined by the officer, to be the most significant factors in the crash:	Y	Y	C13/14, P13,V25	page 14	Contributing causes, based on officer judgment, are used cautiously in data analysis, crash investigation, problem identification, evaluation. Data are not driver/vehicle/person specific. Specific Contributory Causes may be used with other data elements for quality control purposes.	
		01	Exceeding Authorized Speed Limit						Speed Related (D22)
		02	Failing to Yield Right of Way						Related Factors (D24)
		03	Following Too Closely						Related Factors (D24)
		04	Improper Overtaking/Passing						Related Factors (D24)
		05	Driving on Wrong Side/Wrong Way						Related Factors (D24)

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				Crash Type A	Crash Type B				
		06	Improper Turning/No Signal						Related Factors (D24)
		07	Turning Right on Red						Related Factors (D24)
		08	Under the Influence of Alcohol/Drugs (when arrest is effected)						Violations Charged (D21)
		10	Equipment – Vehicle Condition						Contributing Circumstances (PC4)
		11	Weather						Atmospheric Conditions (C25)
		12	Road Engineering/ Surface/Marking Defects						Related Factors (C31)
		13	Road Construction/Maintenance						Related Factors (C31)
		14	Vision Obscured (signs, tree limbs, buildings, etc.)						Driver's Vision Obscured By (PC14)
		15	Driving Skills/Knowledge/Experience						Related Factors (D24)
		17	Physical Condition of Driver						Related Factors (D24)
		18	Unable to Determine						?
		19	Had Been Drinking (when arrest is not made)						Condition (Impairment) at Time of Crash (D23/NM14)
		20	Improper Lane Usage						Related Factors (D24)
		21	Animal						?
51	Contributory Cause(s)		Primary and secondary contributing causes, determined by the officer, to be the most significant factors in the crash:	Y	Y	C13/14, P13,V25	page 14	Contributing causes, based on officer judgment, are used cautiously in data analysis, crash investigation, problem identification, evaluation. Data are not driver/vehicle/person specific. Specific Contributory Causes may be used with other data elements for quality control purposes.	
(continued)		22	Disregarding Yield Sign						Related Factors (D24)
		23	Disregarding Stop Sign						Related Factors (D24)
		24	Disregarding Other Traffic Signs						Related Factors (D24)
		25	Disregarding Traffic Signals						Related Factors (D24)
		26	Disregarding Road Markings						Related Factors (D24)
		27	Exceeding Safe Speeds for Conditions						Related Factors (P26)
		28	Failing to Reduce Speed to Avoid Crash						?
		29	Passing Stopped School Bus						Related Factors (D24), Related Factors (P26)
		30	Improper Backing						Related Factors (D24), Related Factors (P26)
		32	Evasive Action Due to Animal, Object, Non-Motorist						Related Factors (D24), Related Factors (P26), Driver Maneuvered to Avoid (PC15)
		40	Distraction – from Outside Vehicle						Driver Distracted By (PC16)
		41	Distraction – from Inside Vehicle						Driver Distracted By (PC16)
		43	Distraction – from Other Electronic Device (navigation device, DVD player, etc.)						Driver Distracted By (PC16)
		44	Texting						Driver Distracted By (PC16)
		45	Cell Phone Use Other Than Texting						Driver Distracted By (PC16)
		50	Operating Vehicle in Erratic, Reckless, Careless, Negligent, or Aggressive Manner						Related Factors (D24)
		60	Motorcycle Advancing Legally on Red Light						N/A

* Data elements required on crash report (SR 1050), determined by Crash Type A (property damage only with vehicles driven away from scene) or Type B (injury and/or tow due to crash).

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				Crash Type A	Crash Type B				
		61	Bicycle Advancing Legally on Red Light						N/A
		99	Not Applicable						?
52	Posted Speed Limit		Speed limit posted for roadway on which crash occurred. <i>Included in CIS for fatal crashes.</i>	N	Y	V12	page 14	If crash occurred at intersection, posted speed limit is for the primary roadway. Used in crash investigation.	Speed Limit (PC7)
53	Arrest Name		Name of person(s) arrested.	N	Y	N/A	page 14	Used in crash investigation and to determine fault. Compared with Unit 1 information for quality control purposes.	N/A---need in FARS if driver person type
54	Section		Identification of violation by Section Number from the Illinois Vehicle Code (IVC)/Illinois Compiled Statutes (ILCS).	N	Y	P14	page 14	Used for quality control purposes and in crash statistics and crash investigation. If a specific violation cannot be identified in the data system, a zero ("0") is used to denote that a citation was issued.	N/A-----CIS uses Section code not citation number
55	Citation Number(s)		Complete number of the Illinois Uniform Citation and Complaint form issued. <i>Included in CIS for fatal crashes and crashes reported electronically.</i>	N	Y	P14	page 14	Used for enforcement/adjudication purposes. Could be used for linkage.	Violations Charged (D21)
56	Date Police Notified		Month, Day, Year the police were notified of crash (mm/dd/yy). <i>Included in CIS for fatal crashes and crashes reported electronically.</i>	Y	Y	C10	page 14	Used in crash investigation. Compared with Date of Crash (Data Element 15) for quality control purposes.	Crash Date (C8)
56	Time Notified		Time (Hour:Minute), with AM/PM check box indicating when police were notified of crash. <i>Included in CIS for fatal crashes and crashes reported electronically.</i>	N	Y	C10	page 14	Used in crash investigation. Compared with Time of crash (Data Element 17) for quality control purposes.	Crash Time (C9)
57	Officer ID		Investigating Officer's Identification Number.	Y	Y	N/A	page 14	Used for identification and quality control purposes.	N/A
58	Signature		Investigating Officer's Signature. <i>Not included in CIS.</i>	Y	Y	N/A	page 14	Used for identification and quality control purposes.	N/A
59	Beat/District		Investigating Officer's Beat/District, Zone and/or Precinct, as applicable.	N	Y	N/A	page 14	Used for identification and quality control purposes.	N/A
60	Supervisor ID		Identification Number and/or Name of the Sworn Officer reviewing the completed report. <i>Not included in CIS.</i>	N	Y	N/A	page 14	Used for identification and quality control purposes.	N/A

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				Crash Type A	Crash Type B				
61	Court Date		Date of court appearance (mo/day/year). <i>Included in CIS for fatal crashes and crashes reported electronically.</i>	N	Y	N/A	page 14	Used for enforcement/adjudication purposes.	N/A
61	Court Time		Court appearance Time (Hour:Minute), with AM/PM check box. <i>Included in CIS for fatal crashes and crashes reported electronically.</i>	N	Y	N/A	page 14	Used for enforcement/adjudication purposes.	N/A
62	Work Zone Crash		Did crash occur in a designated Work Zone? Workers do not have to be present.	Y	Y				Work Zone (C23)
		x	Yes						
		x	No						
63	Work Zone Type		If Crash Occurred in a Work Zone, What Type of Work Zone	Y	Y				Work Zone (C23)
		x	Construction						
		x	Maintenance						
		x	Utility						
		x	Unknown						
64	Workers Present		Were there workers present at the time of the crash?	Y	Y				N/A
		x	Yes						
		x	No						
65	Event (EVNT)		Sequence of 3 Events that occurred, for each Unit:	Y	Y	V20/V21	page 15	Used in conjunction with Data Elements 63, 64, Type of Collision (Data Element 74), diagram (Data Element 88), narrative (Data Element 89), and other information to help determine what happened before and during the crash. In Type A Crash, Data Elements 62, 63 and 64 may replace a diagram and narrative. Used for crash investigation, data quality control purposes, etc.	Crash Events (C17), Sequence of Events (V31)
			NONCOLLISION						
		1	Ran off the Roadway						
		2	Overturn						
		3	Fire/Explosion						
		4	Immersion						
		5	Jackknife						
		6	Cargo Shift/Loss						
		7	Separation						
		8	Downhill Runaway						
		9	Other Noncollision						
		99	Unknown						
			COLLISION WITH NOT-FIXED OBJECTS						

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				Crash Type A	Crash Type B				
		11	Motor Vehicle in Traffic						
		12	Pedestrian						
		13	Pedalcyclist						
		14	Railway Train						
		15	Deer						
		16	Other Animal						
		17	Falling Load						
		18	Hit Parked Vehicle						
65	Event (EVNT)		Sequence of 3 Events that occurred, for each Unit:	Y	Y	V20/V21	page 15	Used in conjunction with Data Elements 63, 64, Type of Collision (Data Element 74), diagram (Data Element 88), narrative (Data Element 89), and other information to help determine what happened before and during the crash. In Type A Crash, Data Elements 62, 63 and 64 may replace a diagram and narrative. Used for crash investigation, data quality control purposes, etc.	Crash Events (C17), Sequence of Events (V31)
(continued)			COLLISION WITH NOT-FIXED OBJECTS						
		19	Thrown/Falling Object						
		20	Other Object						
		99	Unknown						
			FIXED OBJECTS						
		21	Crash Cushion						
		22	Guardrail Face						
		23	Guardrail End						
		24	Concrete Median Barrier						
		25	Bridge Support						
		26	Bridge End						
		27	Bridge Rail						
		28	Bridge Underside						
		29	Traffic Signal						
		30	Light Support						
		31	Utility Pole						
		32	Delineator Post						
		33	Railroad Signal/Gates						
		34	Other Pole or Post						
		35	Culvert						

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				Crash Type A	Crash Type B				
65	Event (EVNT)		Sequence of 3 Events that occurred, for each Unit:	Y	Y	V20/V21	page 15	Used in conjunction with Data Elements 63, 64, Type of Collision (Data Element 74), diagram (Data Element 88), narrative (Data Element 89), and other information to help determine what happened before and during the crash. In Type A Crash, Data Elements 62, 63 and 64 may replace a diagram and narrative. Used for crash investigation, data quality control purposes, etc.	Crash Events (C17), Sequence of Events (V31)
(continued)			FIXED OBJECTS						
			36 Curb						
			37 Ditch/Embankment						
			38 Snowbank						
			39 Fence						
			40 Mailbox						
			41 Tree or Shrub						
			42 Building/Structure						
			43 Other Fixed Object						
			44 Cable Barrier						
			99 Unknown						
66	Event Location (LOC)		Location of Each Event:	Y	Y	C7	page 15	Location of each of the 3 Events entered for Data Element 62. Used in conjunction with Data Elements 62, 64, Type of Collision (Data Element 74), diagram (Data Element 88), narrative (Data Element 89), and other information to help determine what happened before and during the crash. In Type A Crash, Data Elements 62, 63 and 64 may replace a diagram and narrative. Used for crash investigation, quality control purposes, etc.	Relation to Junction (C20), Relation to Trafficway (C22)
			1 On Pavement (roadway)						
			2 Off Pavement – Left						
			3 Off Pavement – Right						
			4 Intersection						
			5 Other						
			9 Unknown						
67	Most Severe Event (MOST)		Most Severe Event (check box) for each Unit.	Y	Y	V21	page 15	Indicates the Most Severe Event of the 3 Events entered for Data Element 62 (for each Unit). Used in conjunction with diagram and narrative (Data Elements 88, 89), and other information to help determine what happened before and during the crash. In Type A Crash, Data Elements 62, 63 and 64 may replace a diagram and narrative. Used for crash investigation, quality control purposes, etc.	Most Harmful Event (V32)

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				Crash Type A	Crash Type B				
68	Driver's Apparent Physical Condition (DRAC)		Apparent Physical Condition of each Driver prior to the crash:	Y	Y	P16	page 16	Used to identify any adverse physical condition of driver that may have contributed to crash. Compared with other information, such as BAC (Data Element 85), for quality control purposes. Used especially for crash statistics and crash investigation.	Condition (Impairment) at Time of Crash (D23)/NM(14)
		1	Normal						
		2	Impaired – Alcohol						
		3	Impaired – Drugs						
		4	Illness/Fainted						
		6	Medicated						
		7	Had Been Drinking						
		8	Fatigued/Asleep						
		9	Unknown						
		10	Other						
		11	Emotional						
		12	Removed by EMS						
		69	Pedestrian/Bike Visibility (PEDV)		Visibility of Pedestrian or Bike (Pedalcyclist):	N	Y		
1	No Contrasting Clothing								
2	Contrasting Clothing								
3	Reflective Material								
4	Other Light Source Used								
70	Traffic Control Device (TRFD)		Traffic Control Device present at crash location:	Y	Y	V17	page 16	Used for data analysis, crash investigation, problem identification, evaluation. May also be used with other data elements for quality control purposes. If the crash is intersection-related, the type of device indicated is that at the intersection, regardless of device proximity to the crash location or relevance to the crash.	Traffic Control Device (PC12)
		1	No Controls						
		2	Stop Sign/Flasher						
		3	Traffic Signal						
		4	Yield						
		5	Police/Flagman						
		6	RR Crossing Gate						
		7	Other RR Crossing						
		8	School Zone						
		9	No Passing						
		10	Other Regulatory Sign						
		11	Other Warning Sign						
		12	Lane Use Marking						
		13	Other						
14	Delineators								

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Data Element Number	Data Element	CIS Element Reference	Element Description and Attributes/Designations	SR 1050 Required Elements*		MMUCC Element Reference	Law Enforcement Instruction Manual	Rationale/IDOT Use	FARS Element Reference
				Crash Type A	Crash Type B				
		99	Unknown						
71	Traffic Control Device Condition (TRFC)		Traffic Control Device Condition:	Y	Y	V17	page 16	Used in crash investigation and to identify effectiveness/functionality of traffic control device at specific location. May also help identify equipment in need of replacement or repair.	Device Functioning (PC13)
		1	No Controls						
		2	Not Functioning						
		3	Functioning Improperly						
		4	Functioning Properly						
		5	Worn Reflective Material						
		6	Missing						
		7	Other						
		9	Unknown						
72	Weather Condition (WEAT)		Weather at the time of the crash:	Y	Y	C10	page 16	Used for data analysis, crash investigation, problem identification, evaluation. Compared with Date of Crash (Data Element 15), Roadway Surface Condition (Data Element 82), and other information for quality control purposes.	Atmospheric Conditions (C25)
		1	Clear						
		2	Rain						
		3	Snow						
		4	Fog/Smoke/Haze						
		5	Sleet/Hail						
		6	Severe Cross Wind						
		7	Other						
		8	Cloudy/Overcast						
		9	Unknown						
73	Driver Action (DRVA)		For each driver, Driver Action that contributed to the crash:	N	Y	P13	page 16	Used for crash investigation and statistics.	Related Factors (D24/P26)
		1	None						
		2	Failed to Yield						
		3	Disregarded Control Devices						
		4	Too Fast for Conditions						
		5	Improper Turn						
		6	Wrong Way/Side						
		7	Followed Too Closely						
		8	Improper Lane Change						
		9	Improper Backing						
		10	Improper Passing						
		11	Improper Parking						
		12	License Restrictions						
		13	Stopped School Bus						

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				Crash Type A	Crash Type B				
		14	Emergency Vehicle on Call						
		15	Evading Police Vehicle						
		16	Other						
		44	Texting						
		45	Cell Phone Use Other Than Texting						
		99	Unknown						
74	Driver Vision (VIS)		For each driver, object or condition that may have obscured that Driver's Vision:	N	Y	C13	page 16	Used in crash investigation and to help identify roadside safety issues.	Driver Vision Obscured By (PC14)
		1	Not Obscured						
		2	Windshield (water/ice)						
		3	Trees, Plants						
		4	Buildings						
		5	Embankment						
		6	Signboard						
		7	Hillcrest						
		8	Parked Vehicles						
		9	Moving Vehicles						
		10	Blinded – Headlights						
		11	Blinded – Sunlight						
		12	Blowing Materials						
		13	Other						
		99	Unknown						
75	Vehicle Defects (VEHD)		For each vehicle, Vehicle Defects or apparent malfunctions:	N	Y	V25	page 16	Used in crash investigation and to identify defects or malfunctions of vehicle equipment that may have contributed to the crash.	Contributing Circumstances Motor Vehicle (PC4)
		1	None						
		2	Brakes						
		3	Steering						
		4	Engine/Motor						
		5	Suspension						
		6	Tires						
		7	Exhaust						
		8	Lights						
		9	Signals						
		10	Windows						
		11	Restraint System						
		12	Wheels						
		13	Trailer Coupling						
		14	Cargo						
		15	Fuel System						
		16	Other						
		99	Unknown						

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				Crash Type A	Crash Type B				
76	Lighting Condition (LGHT)		Lighting Condition at the time of the crash:	Y	Y	C11	page 16	Used for crash investigation. May be compared with the Time that crash occurred (Data Element 17) for quality control purposes.	Light Condition (C24)
		1	Daylight						
		2	Dawn						
		3	Dusk						
		4	Darkness						
		5	Darkness, Lighted Road						
		9	Unknown						
77	Type of Collision (COLL)		Type of First Crash (Collision), identifying what caused the first damage/injury:	Y	Y	C6/C8	page 17, 24, 25	Used to identify what caused the first damage/injury (not the most harmful). A single vehicle crash occurs when a motor vehicle's <u>first</u> damage/injury is with someone/something other than another motor vehicle. A multiple vehicle crash occurs when a motor vehicle's <u>first</u> damage/injury is with another motor vehicle. For multiple vehicle crashes, the intended direction of travel of each vehicle before onset of the crash (Direction Travel Prior, Data Element 87) determines collision type. Used in conjunction with various data elements to help determine what happened before and during the crash and for quality control purposes. Important for data analysis, crash investigation, problem identification, evaluation.	First Harmful Event (C18)
			SINGLE VEHICLE CRASH						
		1	Pedestrian						
		2	Pedalcyclist						
		3	Train						
		4	Animal						
		5	Overtuned						
		6	Fixed Object						
		7	Other Object						
		8	Other Non-Collision						

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				Crash Type A	Crash Type B				
77	Type of Collision (COLL)		Type of First Crash (Collision), identifying what caused the first damage/injury:	Y	Y	C6/C8	page 17, 24, 25	Used to identify what caused the first damage/injury (not the most harmful). A single vehicle crash occurs when a motor vehicle's <u>first</u> damage/injury is with someone/something other than another motor vehicle. A multiple vehicle crash occurs when a motor vehicle's <u>first</u> damage/injury is with another motor vehicle. For multiple vehicle crashes, the intended direction of travel of each vehicle before onset of the crash (Direction Travel Prior, Data Element 87) determines collision type. Used in conjunction with various data elements to help determine what happened before and during the crash and for quality control purposes. Important for data analysis, crash investigation, problem identification, evaluation.	Manner of Collision (C19)

(continued)

MULTIPLE VEHICLE CRASH	
9	Parked Motor Vehicle
10	Turning
11	Rear End
12	Sideswipe Same Direction
13	Sideswipe Opposite Direction
14	Head On
15	Angle

78	Vehicle Maneuver Prior (MANV)		Vehicle Maneuver Prior to the crash, for each unit:	Y	Y	V18	page 17	Used in conjunction with various data elements to help determine what happened before and during the crash. Important in crash investigation. Also used for quality control purposes, data analysis, problem identification, evaluation.	Pre-Event Movement (Prior to Recognition of Critical Event) (PC17)
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1	Straight Ahead
2	Passing/Overtaking
3	Turning Left
4	Turning Right
5	Turning on Red
6	U-Turn
7	Starting in Traffic
8	Slow/Stop – Left Turn
9	Slow/Stop – Right Turn
10	Slow/Stop – Load/Unload
11	Slow/Stop in Traffic
12	Driving Wrong Way
13	Changing Lanes
14	Avoiding Vehicles/Objects

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				Crash Type A	Crash Type B				
78	Vehicle Maneuver Prior (MANV)		Vehicle Maneuver Prior to the crash, for each unit:	Y	Y	V18	page 17	Used in conjunction with various data elements to help determine what happened before and during the crash. Important in crash investigation. Also used for quality control purposes, data analysis, problem identification, evaluation.	Pre-Event Movement (Prior to Recongnition of Critical Event) (PC17)
(continued)		15	Skidding/Control Loss						
		16	Entering Traffic Lane from parking						
		17	Leaving Traffic Lane to park						
		18	Merging						
		19	Diverging						
		20	Enter from Drive/Alley						
		21	Parked						
		22	Parked in Traffic Lane						
		23	Backing						
		24	Driverless						
		25	Other						
		26	Negotiating a Curve						
		99	Unknown/NA						
79	Ped/Pedal Action (PPA)		Action of the Pedestrian/Pedalcyclist prior to the crash:	Y	Y	P22/P23	page 17	Used in conjunction with Ped/Pedal Location (Data Element 77) and other information to help determine what a pedestrian or pedalcyclist was doing before the crash. Important in crash investigation. Also used for quality control purposes, data analysis, problem identification, evaluation. Code 53: School Bus (within 50 feet) is used to indicate a school-aged (5-19) pedestrian struck within 50 feet of a school bus by either the bus or another vehicle.	Non-Motorist Action/Circumstatnces Prior to Crash (NM11)
		3	Turning Left						
		4	Turning Right						
		20	Enter from Drive/Alley						
		50	No Action						
		51	Crossing – with Signal						
		52	Crossing – against Signal						
			ENTERING/LEAVING/CROSSING						
		53	School Bus (within 50 ft)						
		54	Parked Vehicle						
		55	Not at Intersection						
			WALKING/RIDING						
		56	With Traffic						
		57	Against Traffic						
		58	To/From Disabled Vehicle						

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				Crash Type A	Crash Type B				
79	Ped/Pedal Action (PPA)		Action of the Pedestrian/Pedalcyclist prior to the crash:	Y	Y	P22/P23	page 17	Used in conjunction with Ped/Pedal Location (Data Element 77) and other information to help determine what a pedestrian or pedalcyclist was doing before the crash. Important in crash investigation. Also used for quality control purposes, data analysis, problem identification, evaluation. Code 53: School Bus (within 50 feet) is used to indicate a school-aged (5-19) pedestrian struck within 50 feet of a school bus by either the bus or another vehicle.	Non-Motorist Action/Circumstances Prior to Crash (NM11)
	(continued)		OTHER						
			59	Waiting for School Bus					
			60	Playing/Working on Vehicle					
			61	Playing in Roadway					
			62	Standing in Roadway					
			63	Working in Roadway					
			64	Other Action					
			65	Intoxicated Ped/Pedal					
			99	Unknown/NA					
80	Ped/Pedal Location (PPL)		Location of the Pedestrian/Pedalcyclist prior to the crash:	Y	Y	P24	page 17	Used in conjunction with Ped/Pedal Action (Data Element 76) and other information to help determine what a pedestrian or pedalcyclist was doing before the crash. Important in crash investigation. Also used for quality control purposes, data analysis, problem identification, evaluation.	Non-Motorist Location at Time of Crash (NM10)
			1	In Roadway					
			2	In Crosswalk					
			5	Driveway Access					
			6	Not in Roadway					
			7	Bikeway					
			9	Unknown/NA					
81	Trafficway Description (TRFW)		Description of the Trafficway:	Y	Y	V14	page 17	Used for crash investigation, data analysis, problem identification, evaluation. Compared with other roadway information and various data elements for quality control purposes.	Trafficway Description (PC5)
			TWO-WAY						
			1	Not Divided					
			2	Divided - w/median (not raised)					
			3	Divided, with Median Barrier					
			4	Center Turn Lane					
			OTHER						
			5	One-Way or Ramp					
			6	Alley or Driveway					

* Data elements required on crash report (SR 1050), determined by Crash Type A (property damage only with vehicles driven away from scene) or Type B (injury and/or tow due to crash).

Dictionary of Data Elements: Illinois Traffic Crash Report (SR 1050) and Crash Information System (CIS) – Effective January 1, 2013

Data elements are included in the Crash Information System (CIS) except where noted.

Data Element Number	Data Element	CIS Element Reference	Element Description and Attributes/Designations	SR 1050 Required Elements*		MMUCC Element Reference	Law Enforcement Instruction Manual	Rationale/IDOT Use	FARS Element Reference
				Crash Type A	Crash Type B				
		7	Parking Lot						
		8	Other						
		9	Unknown						
		10	One-Way						
		11	Ramp						
		12	Alley						
		13	Driveway						
82	Vehicle Type (VEHT)		General Vehicle Type, for each motor vehicle involved in the crash.	Y	Y	V8	page 17	Important to data analysis, crash investigation, problem identification, evaluation. Used with Unit information, in particular, for quality control purposes.	Body Type (V11)
		1	Passenger						
		2	Pickup						
		3	Van/Mini-Van						
		4	Bus up to 15 Passengers						
		5	Bus over 15 Passengers						
		6	Truck – Single Unit						
		7	Tractor with Semi Trailer						
		8	Tractor without Semi Trailer						
		9	Farm Equipment						
		10	Motorcycle (over 150 cc)						
		11	Motor Driven Cycle						
		12	Snowmobile						
		13	All-Terrain Vehicle (ATV)						
		14	Other Vehicle with Trailer						
		15	Sport Utility Vehicle (SUV)						
		16	Other						
		99	Unknown/NA						
83	Number of Lanes (NO. LANES)		Number of Through-Lanes present in both directions.	N	Y	V15	page 17	Used to indicate number of through-lanes present in both directions, regardless of whether the roadway is divided by a median. Left, right, and bi-directional turn lanes are not counted. A zero ("0") indicates that the crash occurred at an intersection. Compared with other roadway information and various data elements for quality control purposes. Used in crash investigations and statistics.	Total Lanes in Roadway (PC6)
84	Alignment (ALGN)		Roadway Alignment:	N	Y	V16	page 18	Used for crash investigation, problem identification, evaluation. Compared with other roadway information and various data elements for quality control purposes.	Roadway Alignment (PC8)
		1	Straight and Level						
		2	Straight on Grade						
		3	Straight on Hillcrest						

* Data elements required on crash report (SR 1050), determined by Crash Type A (property damage only with vehicles driven away from scene) or Type B (injury and/or tow due to crash).

Dictionary of Data Elements: Illinois Traffic Crash Report (SR 1050) and Crash Information System (CIS) – Effective January 1, 2013

Data elements are included in the Crash Information System (CIS) except where noted.

Data Element Number	Data Element	CIS Element Reference	Element Description and Attributes/Designations	SR 1050 Required Elements*		MMUCC Element Reference	Law Enforcement Instruction Manual	Rationale/IDOT Use	FARS Element Reference
				Crash Type A	Crash Type B				
		4	Curve, Level						
		5	Curve on Grade						
		6	Curve on Hillcrest						
85	Road Surface Condition (RSUR)		Surface Condition of the roadway at the time of the crash:	Y	Y	C12	page 18	Used for data analysis, crash investigation, problem identification, evaluation. Compared with Date of Crash (Data Element 15), Weather (Data Element 69), and other information for quality control purposes.	Roadway Surface Conditions (PC11)
		1	Dry						
		2	Wet						
		3	Snow or Slush						
		4	Ice						
		5	Sand, Mud, Dirt						
		6	Other						
		9	Unknown						
86	Vehicle Use (VEHU)		Intended or actual Vehicle Use (of each motor vehicle) at the time of the crash:	Y	Y	V8/V10/V22	page 18	Used for data analysis, crash investigation, problem identification, evaluation. Compared with other vehicle information for quality control purposes.	Bus Use (V21), Special Use (V22), Emergency Use (V23)
		1	Not in Use						
		2	Personal						
		3	Driver Education						
		4	Ambulance						
		5	Fire						
		6	Police						
		7	School Bus						
		8	CTA						
		9	Mass Transit						
		10	Other Transit						
		11	Military						
		12	Agriculture						
86	Vehicle Use (VEHU)		Intended or actual Vehicle Use (of each motor vehicle) at the time of the crash:	Y	Y	V8/V10/V22	page 18	Used for data analysis, crash investigation, problem identification, evaluation. Compared with other vehicle information for quality control purposes.	Bus Use (V21), Special Use (V22), Emergency Use (V23)
	(continued)	13	Tow Truck						
		14	Construction/Maintenance						
		15	House Trailer						
		16	Camper/RV – towed/multi-unit						
		17	Camper/RV – single unit						
		18	Taxi/For Hire						
		20	Commercial – multi-unit						
		21	Commercial – single unit						

* Data elements required on crash report (SR 1050), determined by Crash Type A (property damage only with vehicles driven away from scene) or Type B (injury and/or tow due to crash).

Dictionary of Data Elements: Illinois Traffic Crash Report (SR 1050) and Crash Information System (CIS) – Effective January 1, 2013

Data elements are included in the Crash Information System (CIS) except where noted.

Data Element Number	Data Element	CIS Element Reference	Element Description and Attributes/Designations	SR 1050 Required Elements*		MMUCC Element Reference	Law Enforcement Instruction Manual	Rationale/IDOT Use	FARS Element Reference
				Crash Type A	Crash Type B				
		22	State Owned						
		24	Lawn Care/Landscaping						
		98	Other						
		99	Unknown/NA						
87	Road Defects (RDEF)		Road Defects at the time of the crash:	N	Y	C14	page 18	Used for data analysis, crash investigation, problem identification, evaluation. Compared with various data elements for quality control purposes. Codes 2, 3, 4, or 5 are used to indicate that the crash occurred in or in the vicinity of the work zone type indicated.	Related Factors (C31)
		1	No Defects						
		6	Shoulder Defect						
		7	Rut, Holes						
		8	Worn Surface						
		9	Debris on Roadway						
		10	Other						
		99	Unknown						
88	Driver BAC Test Result (BAC)		Blood Alcohol Concentration, for each driver:	Y	Y	P18	page 18	Used to identify driver alcohol-related impairment. Compared with other information, such as Apparent Physical Condition (Data Element 65), for quality control purposes. Necessary for data analysis, crash investigation, problem identification, evaluation.	Alcohol Test (P18)
		##	Actual BAC Result (.## or .###)						Subfield 3 - Test Result
		95	Test Refused						Subfield 1 - Test Status
		96	Test Not Offered						Subfield 1 - Test Status, Subfield 2 - Test Type, Subfield 3 - Test Result
		97	Test Performed, Results Unknown						Subfield 3 - Test Result
89	Number of Occupants (# OCCS)		Number of Occupants, including the driver, for each Unit.	Y	Y	V09	page 18	Used primarily for quality control and statistical purposes.	Number of Motor Vehicle Occupant Forms Submitted (CS)
90	Direction Travel Prior (DIRP)		Direction of Travel Prior to the crash, for each Unit:	Y	Y	V13	page 18	Used to determine Type of First Crash (Collision) for multiple vehicle crashes. Used in conjunction with various data elements to help determine what happened before and during the crash and for quality control purposes. Important for data analysis, crash investigation, problem identification, evaluation.	N/A
		1	North						
		2	NorthEast						
		3	East						
		4	SouthEast						
		5	South						
		6	SouthWest						

* Data elements required on crash report (SR 1050), determined by Crash Type A (property damage only with vehicles driven away from scene) or Type B (injury and/or tow due to crash).

Dictionary of Data Elements: Illinois Traffic Crash Report (SR 1050) and Crash Information System (CIS) – Effective January 1, 2013

Data elements are included in the Crash Information System (CIS) except where noted.

Data Element Number	Data Element	CIS Element Reference	Element Description and Attributes/Designations	SR 1050 Required Elements*		MMUCC Element Reference	Law Enforcement Instruction Manual	Rationale/IDOT Use	FARS Element Reference
				Crash Type A	Crash Type B				
		7	West						
		8	NorthWest						
91	Diagram		Illustration of what happened during the crash.	N	Y	N/A	page 19	Required for all crashes involving death, injury, or one or more Units being towed from the scene because of damage incurred from the crash. Used for crash investigation, quality control purposes, and to supplement other information.	N/A
			<i>Not included in CIS.</i>						
92	Narrative		Written description of the main events of the crash, including information not provided elsewhere on the crash reporting form.	N	Y	N/A	page 19	Required for all crashes involving death, injury, or one or more Units being towed from the scene because of damage incurred from the crash. Used for crash investigation, quality control purposes, and to supplement other information. Used to describe contributing circumstances or significant details not covered elsewhere on the crash reporting form, such as information pertinent to drug testing.	N/A
			<i>Included in CIS for crashes reported electronically.</i>						
93	Local Use Only		Reporting Agency Use Only.	N	N	N/A	page 19	May be used to record information not entered elsewhere on the crash reporting form. Includes an area for vehicle color and towing information.	N/A
			<i>Included in CIS for crashes reported electronically.</i>						

* Data elements required on crash report (SR 1050), determined by Crash Type A (property damage only with vehicles driven away from scene) or Type B (injury and/or tow due to crash).

Dictionary of Data Elements: Illinois Traffic Crash Report (SR 1050) and Crash Information System (CIS) – Effective January 1, 2013

Commercial Motor Vehicle (CMV) Data Elements 91-106 - Used for vehicles defined below:

Commercial motor vehicle means any self propelled or towed vehicle used on public highways in interstate and intrastate commerce to transport passengers or property when:

- (a) The vehicle has a gross vehicle weight, gross vehicle weight rating, gross combination weight, or gross combination weight rating of 10,001 or more pounds; or
- (b) The vehicle is designed to transport more than 15 passengers, including the driver; or
- (c) The vehicle is designed to carry 15 or fewer passengers and is operated by a contract carrier transporting employees in the course of employment; or
- (d) The vehicle is used or designed to transport 9-15 passengers, including the driver, for direct compensation beyond 75 air miles from the driver's work reporting location; or
- (e) The vehicle is used in the transportation of hazardous materials in a quantity requiring placarding under the Illinois Hazardous Materials Transportation Act.

This definition does not include farm machinery, fertilizer spreaders, and other special agricultural movement equipment described in Section 3 -809 [625 ILCS 5/3-809] or implements of husbandry as defined in Section 1 -130 [625 ILCS 5/1-130].

Data Element Number	Data Element	Element Description and Attributes/Designations	SR 1050 Required Elements*		MMUCC Element Reference	Law Enforcement Instruction Manual	Rationale/IDOT Use	FARS Element Reference
			Crash Type A	Crash Type B				

CMV data elements are included in CIS for crashes reported electronically.

94	Carrier Name and Address	Name and Corporate Address of Motor Carrier.	Y	Y	V26.03/04	page 20	Required by the Federal Motor Carrier Safety Administration CFR 350.201. Used to identify potentially unsafe motor carriers/units and to conduct safety reviews. Also used in crash investigation.	N/A
95	US DOT and ILCC Numbers	Identification Numbers: US DOT federal census number and Illinois Commerce Commission (ILCC) number.	Y	Y	V26.01	page 20	Used for CMV/MCS purposes.	Motor Carrier Identification Number (V16)
96	Source of Carrier Name and Address	Check box Identifying Source of Motor Carrier Name and Address:	Y	Y	N/A	page 20	Used for CMV/MCS purposes.	N/A
		<input checked="" type="checkbox"/> Side of Truck						
		<input checked="" type="checkbox"/> Papers						
		<input checked="" type="checkbox"/> Driver						
		<input checked="" type="checkbox"/> Log Book						

*Data elements required on crash report (SR 1050), determined by Crash Type A (property damage only with vehicle driven away from scene) or Type B (injury and/or tow due to crash).

Dictionary of Data Elements: Illinois Traffic Crash Report (SR 1050) and Crash Information System (CIS) – Effective January 1, 2013

Data Element Number	Data Element	Element Description and Attributes/Designations	SR 1050 Required Elements*		MMUCC Element Reference	Law Enforcement Instruction Manual	Rationale/IDOT Use	FARS Element Reference
			Crash Type A	Crash Type B				

CMV data elements are included in CIS for crashes reported electronically.

97	Gross Vehicle Weight Rating (GVWR)	Gross Vehicle Weight Rating, or if not available, the Gross Combination Weight Rating (GCWR).	Y	Y	V27	page 20	Used for CMV/MCS purposes. Also used in crash investigation.	Gross Vehicle Weight Rating/Gross Combination Weight Rating (V17)
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98	HAZMAT Placards	Presence of Hazardous Materials Placards (YES or NO check boxes):	Y	Y	V30	page 20	Used for CMV/HAZMAT/MCS purposes. Also used in crash investigation.	Hazardous Material Involvement/Placard (V20)
		<input checked="" type="checkbox"/> YES						
		Name on Placard						
		4-digit number from center of placard						
		1-digit placard number						
<input checked="" type="checkbox"/> NO								

*Data elements required on crash report (SR 1050), determined by Crash Type A (property damage only with vehicle driven away from scene) or Type B (injury and/or tow due to crash).

Dictionary of Data Elements: Illinois Traffic Crash Report (SR 1050) and Crash Information System (CIS) – Effective January 1, 2013

			SR 1050 Required Elements*						
Data Element Number	Data Element		Element Description and Attributes/Designations	Crash Type A	Crash Type B	MMUCC Element Reference	Law Enforcement Instruction Manual	Rationale/IDOT Use	FARS Element Reference

CMV data elements are included in CIS for crashes reported electronically.

99	Additional HAZMAT information		Additional Hazmat Information:	Y	Y	V30	page 21	Used for CMV/HAZMAT/MCS purposes. Also used in crash investigation.	
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HAZMAT spill from vehicle?	
<input checked="" type="checkbox"/>	Yes
<input checked="" type="checkbox"/>	No
<input checked="" type="checkbox"/>	Unknown
HAZMAT Regulations violation?	
<input checked="" type="checkbox"/>	Yes
<input checked="" type="checkbox"/>	No
<input checked="" type="checkbox"/>	Unknown
Motor Carrier Safety (MCS) violation?	
<input checked="" type="checkbox"/>	Yes
<input checked="" type="checkbox"/>	No
<input checked="" type="checkbox"/>	Unknown
Driver/Vehicle Exam Report completed?	
HAZMAT	
<input checked="" type="checkbox"/>	Yes
<input checked="" type="checkbox"/>	No
<input checked="" type="checkbox"/>	Unknown
HAZMAT Out of Service?	
<input checked="" type="checkbox"/>	Yes
<input checked="" type="checkbox"/>	No
MCS	
<input checked="" type="checkbox"/>	Yes
<input checked="" type="checkbox"/>	No
<input checked="" type="checkbox"/>	Unknown
MCS Out of Service?	
<input checked="" type="checkbox"/>	Yes
<input checked="" type="checkbox"/>	No

*Data elements required on crash report (SR 1050), determined by Crash Type A (property damage only with vehicle driven away from scene) or Type B (injury and/or tow due to crash).

Dictionary of Data Elements: Illinois Traffic Crash Report (SR 1050) and Crash Information System (CIS) – Effective January 1, 2013

Data Element Number	Data Element	Element Description and Attributes/Designations	SR 1050 Required Elements*		MMUCC Element Reference	Law Enforcement Instruction Manual	Rationale/IDOT Use	FARS Element Reference
			Crash Type A	Crash Type B				
CMV data elements are included in CIS for crashes reported electronically.								
100	IDOT Permit Number	Oversize/Overweight Permit Number.	Y	Y	N/A	page 21	Used for CMV/MCS purposes.	N/A
101	Wide Load	Indication of Wide Load:	Y	Y	N/A	page 21	Used for CMV/MCS purposes. Also used in crash investigation.	N/A
		x Yes						
		x No						
102	Trailer Width(s)	Width of trailing unit(s), indicated by check boxes:	Y	Y	N/A	page 21	Used for CMV/MCS purposes. Also used in crash investigation.	N/A
		TRAILER 1						
		x 0-96"						
		x 97-102"						
		x Greater than 102"						
		TRAILER 2						
		x 0-96"						
x 97-102"								
x Greater than 102"								
103	Trailer Length(s)	Length of trailing unit(s), to the nearest foot for each trailer.	Y	Y	N/A	page 21	Used for CMV/MCS purposes. Also used in crash investigation.	N/A
104	Total Vehicle Length	Total length of power unit and trailer(s), to the nearest foot.	Y	Y	N/A	page 21	Used for CMV/MCS purposes. Also used in crash investigation.	N/A
105	Number of Axles	Total number of operating axles, including those on power unit and trailer(s).	Y	Y	N/A	page 21	Used for CMV/MCS purposes. Also used in crash investigation.	N/A

*Data elements required on crash report (SR 1050), determined by Crash Type A (property damage only with vehicle driven away from scene) or Type B (injury and/or tow due to crash).

Dictionary of Data Elements: Illinois Traffic Crash Report (SR 1050) and Crash Information System (CIS) – Effective January 1, 2013

				SR 1050 Required Elements*					
Data Element Number	Data Element		Element Description and Attributes/Designations	Crash Type A	Crash Type B	MMUCC Element Reference	Law Enforcement Instruction Manual	Rationale/IDOT Use	FARS Element Reference
CMV data elements are included in CIS for crashes reported electronically.									
106	Vehicle Configuration		Physical configuration of Vehicle, illustrated pictorially:	Y	Y	V28	page 21	Used for CMV/MCS purposes. Also used in crash investigation.	Vehicle Configuration (V18)
		1	Bus						
		2	Single Unit Truck, 2 axles, 6 tires						
		3	Single Unit Truck, 3 or more axles						
		4	Truck/Trailer						
		5	Truck/Tractor						
		6	Tractor/Semi-Trailer						
		7	Tractor/Doubles						
		9	Unknown Heavy Truck						
107	Cargo Body Type		Description of Cargo Body Type, illustrated pictorially:	Y	Y	V29	page 21	Used for CMV/MCS purposes. Also used in crash investigation.	Cargo Body Type (V19)
		1	Bus						
		2	Van/Enclosed Box						
		3	Tank						
		4	Flatbed						
		5	Dump						
		6	Concrete Mixer						
		7	Auto Transporter						
		8	Garbage/Refuse						
		9	Other						
108	Load Type		Description of Cargo Load:	Y	Y	N/A	page 21	Used for CMV/MCS purposes. Also used in crash investigation.	N/A
		1	Farm Equipment						
		2	Construction Equipment						
		3	Building Materials						
		4	Steel Coils						
		5	Other						
		9	Unknown						

*Data elements required on crash report (SR 1050), determined by Crash Type A (property damage only with vehicle driven away from scene) or Type B (injury and/or tow due to crash).

Changes to SR 1050 Effective January 1, 2013

Data Element Number	Data Element Name	Update Description
18	Dooring with Pedalcyclist	New Element - Replaces Day of Week
21	Controller Type	Add Driverless
23	Unit Date of Birth	Two digit year changed to four digit
43	Unit Vehicle Additoinal Damage Information	Add Cellphone
		Replace HazMat Spill with Exceeding Speed Limit
51	Contributory Cause(s)	Remove 42 Distraction - from Electronic Communication Device (cell phone, texting, etc.)
		Add 60 Motorcycle Advancing Legally on Red Light
		Add 61 Bicycle Advancing Legally on Red Light
62	Work Zone Crash	New - Removed from Road Defects (RDEF)
63	Work Zone Type	New - Removed from Road Defects (RDEF)
64	Workers Present	New
68	Driver's Apparent Physical Condition (DRAC)	Replace 4 Illness with 4 Illness/fainted
		Remove 5 Asleep/fainted
		Replace 8 Fatigued with 8 Fatigued/asleep
		Replace 9 Other/unknown with 9 Unknown
		Add 10 Other
		Add 11 Emotional
		Note: Emotional = depressed, angry, disturbed
		Add 12 Removed by EMS
72	Weather Condition (WEAT)	Add 8 Cloudy/Overcast
73	Driver Action (DRVA)	Add 44 Texting
		Add 45 Cell phone use other than texting
80	Ped/Pedal Location (PPL)	Remove 3 Not in available crosswalk
		Remove 4 Crosswalk not available
81	Trafficway Description	Replace Required Element - Crash Type A = N to Y
		Replace 2 Divided - no median barrier with 2 Divided - w/median (not raised)
		Replace 3 Divided - with median barrier with 3 Divided - median barrier
		Add 10 One-way
		Add 11 Ramp
		Add 12 Alley
		Add 13 Driveway
87	Road Defects (RDEF)	Remove 2 Construction zone
		Remove 3 Maintenance zone
		Remove 4 Utility work zone
		Remove 5 Work zone (type unknown)
88	Driver BAC Test Result (BAC)	Replace Required Element - Crash Type A = N to Y
Commercial Motor Vehicle (CMV) Section		
95	US and IL ID Numbers	Order switched with 96 - Source of Carrier Name and Address
96	Source of Carrier Name and Address	Order switched with 95 - US and IL ID Numbers
	Crash Location Box	Remove