7.0... TERMS, DEFINITIONS, AND LEGAL REFERENCES ............................................54
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9.0... ACCEPTABLE ABBREVIATIONS ........................................................................58
1.0 INTRODUCTION


This manual is a tool to facilitate the implementation of the Crash Records Information System (CRIS) in Texas and to guide peace officers in the completion of the Texas Peace Officer's Crash Report and the Commercial Motor Vehicle Supplement to the Texas Peace Officer's Crash Report as required by Section 550.063 of the Texas Transportation Code. State statutes and city ordinances govern reporting and investigation requirements.

The assignment of crashes to a geographical location, such as a city or county, indicates only that the crash occurred within the geographical limits of the jurisdiction. These assignments do not imply that the jurisdiction is responsible for identified crashes or that it could have prevented them.

Prepared and Distributed by:

Texas Department of Transportation
TRF-CR
125 E. 11th St.
Austin, Texas 78701-2483
2.0 GENERAL INSTRUCTIONS

1. A law enforcement officer, who in the regular course of duty, investigates a motor vehicle crash resulting in injury to or death of any person is required by Texas Transportation Code Section 550.062 to forward a crash report to the Texas Department of Transportation (TxDOT) not later than the 10th day after the date of the crash. Additionally, a report should be submitted to TxDOT for any investigated crash that results in property damage to the apparent extent of $1,000 or more.

2. If a person dies within 30 days of the crash due to injuries sustained during the crash, a supplemental report must be submitted to TxDOT.

3. When reporting crash data, please provide sufficient details about the crash; this will enable TxDOT to accurately classify the crash using nationally accepted standards. Therefore, whenever possible, please provide death certificates, blood alcohol content results (BAC), coroner rulings or other pertinent data along with the crash report to aid TxDOT in classifying the crash.

4. Non-contact traffic units should be identified and reported. A non-contact traffic unit is a vehicle, pedestrian, etc., which contributes to a crash by unusual or illegal behavior but strikes nothing and suffers neither damage nor injury. Information on a non-contact unit, including any factors contributing to the crash, should be reported on the crash report the same as if it had been in actual contact; i.e., the vehicle and driver information should be shown in the space provided for units in the crash.

5. Sometimes, in the same location and within a short time, several motor vehicles may be involved in crashes. In chain reaction crashes, it is sometimes difficult to determine whether the event was one crash or several crashes, with a moment of stabilization between separate crashes. For purposes of uniformity, consider such chain reaction crashes to be a single motor vehicle crash, unless a stabilized situation can be established between several events.

   When a chain of events is definitely broken by time or place, the events should be reported as separate crashes. Example: A car plows into a crash which has occurred a few minutes before; a car strikes a parked car, drives down the street for some distance and hits another. Such cases should be reported as separate crashes on two reports.

6. If a crash does not involve injury or property damage, but is investigated, it is not necessary to submit the report to TxDOT.

7. These instructions have been written to cover most situations which arise in motor vehicle crash investigations. A few situations may arise where these instructions are not completely applicable. In such instances, use the instructions most applicable and explain under "Investigator's Narrative Opinion of What Happened" so that the proper classification may be determined.

8. Both sides of the report must be completed. A separate Commercial Motor Vehicle Supplement Form, CR-3C, must be completed and attached to the CR-3 for each commercial motor vehicle involved in a motor vehicle traffic crash (see page 40).
2.0 GENERAL INSTRUCTIONS (Continued)

9. Crash data can only be submitted to the Texas Department of Transportation (TxDOT) using one of the approved formats.

   a) Electronic submission: This method involves submitting crash data using the XML schema. See the CRIS website: TBD (must contact TxDOT Crash Records prior to implementation).

   b) Web data entry: This method involves logging into CRIS to key crash data directly into the application (must contact TxDOT Crash Records prior to implementation).

   c) Paper forms: This method involves using the CR-3 and CR-3C forms developed by TxDOT Crash Records (http://www.dot.state.tx.us/forms/traffic.htm) to submit crash data. The forms must be mailed to:

      Texas Department of Transportation
      Crash Records Section
      PO Box 149349
      Austin, Texas 78701-2483

      No other formats have been approved by TxDOT for submitting crash data.
3.0 CHANGES AND REVISIONS FOR INSTRUCTIONS TO POLICE

In updating the *Instructions to Police for Reporting Crashes (CR-100)* manual, we have made changes to how certain data elements should be reported and have attempted to clarify other instructions. The most significant changes or revisions are listed below.

**CHANGES AND CLARIFICATIONS**

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**NEW ADDITION(S)**

1. TERMS, DEFINITIONS AND LEGAL REFERENCES ................................................... 54
2. CONTACT INFORMATION ......................................................................................... 59

*Indicates sections that contain topics of change, clarification and new additions throughout the CR-100 manual.*
4.0 FRONT OF BASIC REPORT

4.1 CLASSIFICATION IDENTIFIERS

Classification identifiers are to be used to identify specific events that occurred during the crash that affect other stake-holders (i.e. - Motor Carrier, Driver Improvement, Texas Department of Transportation, etc.). More than one box may be checked for greater clarity. These check-boxes are to be marked at the time of submission by the reporting agency; however, if they are not, the TxDOT Crash Analyst will mark the appropriate box at the time the report is processed. The classification identifiers are listed below.

- **Fatal** - Check this box if the crash resulted in a fatality. *If a person dies within 30 days of the crash, submit a supplement indicating the change of severity code and include the date of death in the appropriate place.*
- **CMV Involved** - Check this box if the crash involved a commercial motor vehicle. If this box is selected, the investigator must include the CR-3C with the original CR-3 report.
- **School Bus Related** - Check this box if the crash involved or was related to a school bus.
- **Railroad Related** - Check this box if the crash involved or was related to a train engine, railcar, or railroad crossing.
- **Medical Advisory Board** - Check this box if the crash involved a driver who was taking medications, physically ill, or mentally unstable.
- **Hit and Run** - Check this box if the crash resulted in a hit and run.
- **Amendment/Supplement** - Check this box if this report is an amendment, supplement, revision, or correction.

4.2 PLACE WHERE CRASH OCCURRED

The location and classification of a crash is determined by the first harmful event. The first harmful event is the first occurrence in a traffic crash that results in damage or injury. This occurrence determines the time and place of the crash.

Crash investigation and reporting on private ways and parking lots should provide sufficient information so that the type of parking area or private property may be determined. In accordance with TRC 550.041, crashes which should not be investigated by peace officers are those which occur on:

a. A privately owned residential parking area; or
b. A privately owned parking lot where a fee is charged for parking or storing a vehicle.

(continued)
4.2 PLACE WHERE CRASH OCCURRED (continued)

A general guide to apply when deciding if a report should be made is to ask, "Is the facility intended to be open for use by the public?" If the answer is "yes", and injury, death, or property damage to an extent of at least $1,000 occurred, the investigator should submit a crash report to TxDOT.

COUNTY - Always show the county in which the crash occurred.

CITY OR TOWN - Always show the name of the city or town in which the crash occurred if the crash occurred inside the city limits.

If the crash occurred outside a city or town, leave blank and fill in the information indicating the distance and direction from the nearest town.

Note: Cities reproducing this form may modify this section to suit local needs as long as city and county identification is clearly shown.

DISTANCE AND DIRECTION FROM NEAREST TOWN - If the crash occurred inside a city or town, leave blank.

DISTANCE - Show the distance from the city limits of the nearest city or town, or the city or town from which the crash location can most easily be established. For example: A city or town five miles away on the same road as that on which the crash occurred would be better to use than one three miles away using back roads and short cuts. The distance must be shown in miles. For distances less than a mile, convert to decimal form.

DIRECTION - Check the appropriate box or boxes, as "S" for south, "S" and "W" for southwest, etc.

OF - Show the name of city or town from which the distance was measured.

4.3 SPECIFIC AGENCY IDENTIFYING NUMBERS

LOCALITY NUMBER - Enter your agency's local number assigned to the report.

ORIGINATING NUMBER - Enter the TLETS originating agency identifier as the originating request or identifier.

DPS NUMBER - For DPS use only.

4.4 ROAD ON WHICH CRASH OCCURRED

BLOCK NUMBER - If the blocks are numbered, show the official block number.

STREET NAME, ROAD NAME OR ROUTE NUMBER - Use the official street name, number, or letter. If the road on which the crash occurred is a designated highway, show the highway designation and number, using commonly accepted abbreviations. When a designated highway system has more than one number within a designation (US 81 and US 77), report the lowest number. When a highway has a name and a number (Gulf Freeway/IH 45), report the highway system and number (IH 45).
4.4 ROAD ON WHICH CRASH OCCURRED (continued)

Frontage or service roads, entrance ramps, exit ramps, and crossovers must be distinguished from the major roadway but must retain the official highway designation and number as the basic identification. Abbreviations may be used and description of location shown as follows:

- **Frontage or Service Road** - Show direction from the major roadway, such as IH 35 East Frontage Road, which may be abbreviated as IH 35 E FR, or IH 35 West Frontage Road shown as IH 35 W FR.
- **Entrance or On Ramp** - Show as IH 35 ON RP.
- **Exit or Off Ramp** - Show as IH 35 OFF RP.
- **Crossover** - Show as IH 35 X-OVER.

If the road is not a designated highway, show the name or number of the street/county road.

If the street/county road name and/or number are unknown, show as unknown street/county road that extends from (name of town, community, or other reference point) to (name of town, community, or other reference point).

If the crash occurred on a parking lot or private drive, use the designated highway number, highway name, or the number and name of the street or county road with the name of the establishment. Include the words “parking lot” or “private drive” in parenthesis ( ).

**CONSTRUCTION ZONE** - Indicate whether or not this crash occurred within a posted construction or maintenance zone by checking the appropriate box. If the crash was related to the construction, explain briefly under "Investigator's Narrative Opinion of What Happened."

**WORKERS PRESENT** - Check the appropriate box to indicate if workers were present in the construction or maintenance zone during the crash.

**SPEED LIMIT** - Show the legal or posted speed limit for passenger cars on the road at this time and location regardless of existing conditions. This is not to be construed as "Safe Speed." (Yellow and black speed advisory signs on curves, exit ramps, etc., are not speed limit signs.)

4.5 INTERSECTING STREET OR RAILROAD CROSSING NUMBER

This line will be completed only when the crash occurred in an intersection with another public street or road or at a railroad crossing. If the first harmful event was not in an intersection or at a railroad crossing, leave this line blank and complete the information under "Not At Intersection."

**BLOCK NUMBER** - If the blocks of intersecting streets are numbered, show the official block number.

**STREET NAME, ROAD NAME OR ROUTE NUMBER** - Show official street name, number, or letter of intersecting street. If the intersecting street or road is a designated highway, show in the same manner as for the "Road On Which Crash Occurred."

**CONSTRUCTION ZONE** - Indicate whether or not the intersecting street where the crash occurred is in a posted construction or maintenance zone by checking appropriate box. If the crash is related to the construction, explain briefly under “Investigator’s Narrative Opinion of What Happened."
4.5 INTERSECTING STREET OR RAILROAD CROSSING NUMBER (continued)

WORKERS PRESENT - Check the appropriate box to indicate if workers were present in the construction or maintenance zone during the crash.

SPEED LIMIT - Show the legal or posted speed limit for passenger cars on the intersecting street at this time and location regardless of existing conditions. This is not to be construed as "Safe Speed." (Yellow and black advisory signs on curves, exit ramps, etc., are not speed limit signs.)

RAILROAD CROSSING NUMBER - The Texas Department of Transportation (TxDOT) has assigned numbers to all railroad grade crossings. This serial number on the crash report provides for accurate identification of the railroad crossing.

A sample of a crossing serial number is shown below. This number will be on a card approximately 3 x 7 inches and will normally be placed on the main upright of the railroad signal or sign just above eye level. There are instances, however, where the number may be attached to a nearby telephone pole or a post if no sign or signal is present.

SAMPLE

9989998E

U.S. DOT – AAR CROSSING INVENTORY NUMBER

Note: The Name of the Railroad will appear where the word “Sample” is located.

Show the appropriate railroad crossing serial number whenever a crash involves a railroad grade crossing as a factor, regardless of whether a train was hit. The number should be placed on the line for "Intersecting Street or RR X'ing Number" as shown in the following example:
4.6 NOT IN INTERSECTION

If the crash was not in an intersection, show the distance and direction from the nearest permanent reference point. Permanent reference points are milepost markers, intersections with designated highways, roads and streets or reference markers. Do not use local business names such as the HI-HO Club, etc.

**DISTANCE** - Show the distance from the reference point in feet unless the distance exceeds 500 feet, in which case show in miles and/or tenths of miles. Indicate whether feet or miles are used by checking appropriate box.

**DIRECTION** - Check the appropriate box or boxes, as "S" for south, "S" and "W" for southwest, etc.

**OF** - Name the permanent reference point used.

**EXAMPLES:**

**PLACE WHERE CRASH OCCURRED**

**COUNTY**

**IF CRASH WAS OUTSIDE CITY LIMITS**

**INDICATE FROM NEAREST TOWN**

**MILEPOST**

**LATITUDE**

**LONGITUDE**

**ROAD ON WHICH CRASH OCCURRED**

**BLOCK NUMBER STREET OR ROAD NAME**

**ROUTE NUMBER OR STREET CODE**

**INTERSECTING STREET OR RR X'ING NUMBER**

**CONSTRUCTION ZONE**

**SPREAD**

**SPEED LIMIT**

**DATE OF CRASH**

**TIME**

**FATAL**

**CMV INVOLVED**

**SCHOOL BUS RELATED**

**RAILROAD RELATED**

**MEDICAL ADVISORY BOARD**

**NOT AND RUN**

**AMENDMENT/SUPPLEMENT**

**MILEPOST** - A box is provided for the investigator to write in the milepost number.

**LATITUDE** - Add the appropriate latitude coordinates if the investigating agency is capable of collecting latitude information. This field holds a mask of 11 characters, 3 to the left of the decimal and 8 to the right. Range from 25.837 to 36.5.

**LONGITUDE** - Add the appropriate longitude coordinates if the investigating agency is capable of collecting longitude information. This field holds a mask of 11 characters and 1 symbol, 3 to the left of the decimal and 8 to the right. A negative (+) sign must be entered to the left of the first numerical value. Range from -106.646 to -39.508.

*When the Latitude/Longitude is provided, it does not replace the need for street address information. Always provide street address information when available.*
4.7 DATE OF CRASH

DATE - Show the actual date of the crash, giving the month, day, and year.

DAY OF WEEK - Show the day of the week on which the crash occurred, making sure this agrees with the date of the crash.

HOUR - Show the actual time of the crash as it can best be established after investigation, including AM or PM, by checking the appropriate box. If the crash occurred at exactly 12 Noon, show NOON, and if it occurred at exactly 12:00 Midnight, show MN. Do not report in military time.

4.8 TRAFFIC UNITS - GENERAL

Consider all motor vehicles (operated singly or in combination with another vehicle), pedestrians, pedalcyclists, ridden animals, trains, streetcars, animal-drawn vehicles, etc., as traffic units.

Information relating to a pushed or towed unit will be entered in a separate unit block and numbered in sequential order. Select #6 for "Vehicle Description" to indicate "towed".

EXAMPLE:

<table>
<thead>
<tr>
<th>YEAR</th>
<th>TYPE</th>
<th>COLOR</th>
<th>MAKE</th>
<th>MODEL</th>
<th>BODY</th>
<th>LICENSE PLATE</th>
<th>ALTERED</th>
<th>VEHICLE HEIGHT</th>
<th>OWNER</th>
<th>LIABILITY INSURANCE</th>
<th>VEHICLE DAMAGE RATING</th>
</tr>
</thead>
<tbody>
<tr>
<td>2006</td>
<td>1</td>
<td>Blue</td>
<td>Kenworth</td>
<td>Truck Tractor</td>
<td>1FUJYDSEB4YLB86807</td>
<td>YES</td>
<td>TX R4 PN 23</td>
<td>YES</td>
<td>NO</td>
<td>Allstate Insurance 12345678910B</td>
<td>12-FD-7</td>
</tr>
<tr>
<td>2006</td>
<td>6</td>
<td>Silver</td>
<td>Great Dane</td>
<td>Trailer Flatbed</td>
<td>1FUJYDSEB4YLB86807</td>
<td>YES</td>
<td>TX 48 869</td>
<td>NO</td>
<td>YES</td>
<td>Allstate Insurance 12345678910B</td>
<td>12-FD-7</td>
</tr>
</tbody>
</table>
### 4.9 UNIT NUMBER 1

<table>
<thead>
<tr>
<th>YEAR</th>
<th>MODEL</th>
<th>VIN #</th>
<th>BODY</th>
<th>LICENSE PLATE</th>
<th>ALTERED VEHICLE HEIGHT</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**UNIT NUMBER** – Enter number to identify the unit involved in the crash.

Next to Unit number box, enter the number of one of the eight types listed below that best describes the unit:

1. **Motor Vehicle** - A motorized road vehicle not operated on rails.
2. **Train** - A motorized railway vehicle or a land vehicle that is operated on rails.
3. **Pedalcyclist** - A non-motorized vehicle propelled by pedaling. (Complete casualty information on the back of the report.)
4. **Pedestrian** - Any person who is not an occupant of a motor vehicle in transport. Also includes motorized and non-motorized wheelchairs. (Complete casualty information on the back of the report.)
5. **Motorized Conveyance** - Smaller motorized vehicles such as pocket bikes, go-carts, riding lawn mowers, etc. (Complete casualty information on the back of the report.)
6. **Towed** - A unit drawn, pulled or pushed under another motor vehicle's control.
7. **Non-Contact** - A non-contact vehicle is one without injury or damage and may have contributed to the crash.
8. **Other** - A streetcar, animal carrying a person, animal-drawn carriage, etc.

If the unit is a person not in a vehicle, number the unit in sequential order and in the adjacent box select the appropriate numerical value from the choices provided on the CR form. Report the individual's name and if the unit is a person who sustained injury or was killed, always complete the back of CR-3 form in the sections labeled "Complete if Casualties Not in Motor Vehicle" and "Disposition of Killed or Injured."

**VEHICLE IDENTIFICATION NUMBER** - Show the vehicle identification number (VIN) as assigned by the manufacturer.

**ALTERED VEHICLE HEIGHT** - Check the appropriate box; if unknown, leave blank.

- **Yes** - Vehicle height has been lowered/raised from the original manufactured height.
- **No** - Vehicle height has not been altered.

**YEAR MODEL** - Show the year model of the vehicle as designated by the manufacturer.

**COLOR AND MAKE** - Show the color of vehicle and manufacturer's brand name (Ford, Chevrolet, Plymouth, Mercury, Pontiac, etc.).

(continued)
MODEL NAME - Show the manufacturer's trade name (Impala, Mustang, G6, etc.).

BODY STYLE - Show the body style of the vehicle. Vehicles typically will fall into one of the following categories: sedans, convertibles, station wagons, pickups, or sport utility vehicles (SUV). When listing body style, indicate whether the vehicle is a 2-door or 4-door.

LICENSE PLATE - Show the year, state of issue, and license plate numbers and letters.

When the license plates indicate “Exempt”, report the current year. For dealer plates, report the current year, the state where purchased, and DEALER for plate number. Dealer plates include: dealer, buyer and demo plates.

DRIVER'S NAME - Show the last name, first name, middle name or initial of the vehicle driver, pedestrian, pedalcyclist, etc., from the driver license or other means used in the investigation. If the name is taken from the driver license, use the exact spelling on the license (ex. John Franklin Smith should be shown as Smith, John Franklin, not Smith, John F. or Smith, J. F.) Also show the driver's current mailing address including the city, state, and zip code. If the driver is a member of the armed forces, show the military address.

If, at the time of the crash, there was no driver in the vehicle, such should be noted on this line as "Properly Parked," "Improperly Parked," "Driverless Moving Vehicle," "Previously Wrecked Vehicle," etc. This does not apply to a crash where a driver jumps or falls from a moving motor vehicle.

If, at the time of the crash, the driver of the vehicle is unknown, such as in a hit-and-run, the driver's name should show "Unknown." When the identity of the driver is established through subsequent investigation, a supplemental report should be submitted to show the driver's name. (See instructions for AMENDMENT/SUPPLEMENT REPORTS on page 20).

DRIVER LICENSE - Complete the fields in this section with as much information as possible. If license information is not known, indicate with "Unknown". Do not leave blank.

State of issue - List the state or province that issued the driver license.

Driver License Number - Includes any prefix or suffix.

Exceptions - Do not show a driver license number for the following:

♦ Train Engineer
♦ Streetcar Operator
♦ Pedalcyclist
♦ Pedestrian
♦ Motorized Conveyance
♦ Towed
♦ Other
♦ Parked
♦ Previously Wrecked Vehicle

(continued)
### 4.9 UNIT NUMBER 1 (continued)

**Class/Type** - If class/type is unknown, show “Unknown”.

Class: A, B, C, M, AM, BM, CM

A, B, C, and M licenses are issued to persons who are not required to obtain a Commercial Driver License. Drivers who hold a Class A, B, or C license with a Motorcycle Endorsement will be issued a Class AM, BM, or CM license.

<table>
<thead>
<tr>
<th>Type</th>
<th>Commercial Driver License (CDL)</th>
<th>Identification Card</th>
</tr>
</thead>
<tbody>
<tr>
<td>Instruction Permit</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Provisional License</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Classified Driver License</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Endorsements:**

<table>
<thead>
<tr>
<th>H</th>
<th>Hazardous materials - CDL only</th>
</tr>
</thead>
<tbody>
<tr>
<td>N</td>
<td>Tank vehicle - CDL only</td>
</tr>
<tr>
<td>P</td>
<td>Passenger - CDL only</td>
</tr>
<tr>
<td>S</td>
<td>School Bus - CDL only</td>
</tr>
<tr>
<td>T</td>
<td>Double-triple trailer CDL and non CDL</td>
</tr>
<tr>
<td>X</td>
<td>Combination of H and N</td>
</tr>
</tbody>
</table>

**Restrictions:**

<table>
<thead>
<tr>
<th>A</th>
<th>With Corrective Lenses</th>
</tr>
</thead>
<tbody>
<tr>
<td>B</td>
<td>LOFS age 21 or over</td>
</tr>
<tr>
<td>C</td>
<td>Daytime only</td>
</tr>
<tr>
<td>D</td>
<td>Not to exceed 45 MPH</td>
</tr>
<tr>
<td>E</td>
<td>No expressway driving</td>
</tr>
<tr>
<td>I</td>
<td>M/C not to exceed 250 cc</td>
</tr>
<tr>
<td>J</td>
<td>Licensed M/C operator age 21 or over in sight</td>
</tr>
<tr>
<td>K</td>
<td>Moped</td>
</tr>
<tr>
<td>L</td>
<td>Vehicle w/o air brakes - applies to vehicle requiring CDL</td>
</tr>
<tr>
<td>M</td>
<td>CDL Intrastate Commerce only</td>
</tr>
<tr>
<td>P</td>
<td>Stated on license</td>
</tr>
<tr>
<td>Q</td>
<td>LOFS 21 or over vehicle above Class B</td>
</tr>
<tr>
<td>R</td>
<td>LOFS 21 or over vehicle above Class C</td>
</tr>
<tr>
<td>S</td>
<td>Outside mirror or hearing aid</td>
</tr>
<tr>
<td>T</td>
<td>Automatic transmission</td>
</tr>
<tr>
<td>U</td>
<td>Applicable prosthetic devices</td>
</tr>
<tr>
<td>V</td>
<td>Applicable vehicle devices</td>
</tr>
<tr>
<td>W</td>
<td>Power steering</td>
</tr>
</tbody>
</table>

**D.O.B.** - Give the actual date of birth, taken from the driver license or after being established by other investigation.

**LICENSE STATUS** - Enter the appropriate number into the box. If the driver is unlicensed, leave this field blank.

1 - **Valid** - Indicates license is not suspended, canceled, and/or expired.

2 - **Not Valid** - Indicates license is suspended, revoked, or canceled in accordance with (TRC 521.457) "Driving While License Invalid".

3 - **Suspended/Revoked** - The Texas Department of Public Safety (TxDPS) has withdrawn the person’s privilege to operate a motor vehicle in this state. (See Terms and Definitions section page 54.)

4 - **Canceled/Denied** - Indicates the license was canceled or denied in accordance with (TRC 521.314) “Cancellation Authority”.

5 - **Expired** - The driver license has an "expiration date" that is not a future date or the current date.

6 - **Unknown** - Use only if absolutely unable to determine the status of license.

(continued)
If the driver does not hold a government issued driver's license, enter “NONE” in the space for driver license number.

**DRIVER'S ETHNICITY** - Enter the appropriate number into the box. Information is for identification purposes. Officers are encouraged to provide this information; however, if the person objects to having it included, the field may be left blank.

1 - White  
2 - Hispanic  
3 - Black  
4 - Asian  
5 - Other

**SEX** - Mark the box that corresponds with the driver's sex.

**DRIVER'S OCCUPATION** - Select from the list below the occupation category that best describes the driver's actual occupation. Do not show the place of employment.

- **Attorney** - Lawyer, public defender, litigator, etc.
- **Business Professional** - Paralegal, accountant, CPA, systems analyst, manager, etc.
- **Doctor** - Surgeon, pediatrician, family doctor, MD, etc.
- **DPS Officer** - State trooper, DPS Sergeant, DPS Narcotics, Texas Highway Patrol (THP).
- **Truck Driver** - Professional driver.
- **Laborer** - Construction worker, farm worker, road crew, etc.
- **Military** - An occupation that indicates a member of any branch of the armed forces. Army Private, Coast Guard Officer, Military Police, etc.
- **Peace Officer** - Any peace officer who is not a member of the Texas Department of Public Safety. Sheriff, police officer, constable, etc.
- **Student** - High school student, college student, etc.
- **Teacher** - Professor, elementary school teacher, coach, etc.
- **Unemployed** - Driver is not employed. Transient, jobless, etc.
- **Unknown** - Occupation of driver is unknown.
- **Other** - All other occupations that do not fall within one of the listed categories. Jailor, clerk, hairstylist, sales, minister, equipment operator, etc.

**POLICE, FIREFIGHTER, EMS ON EMERGENCY** - [TRC 550.064 (b), (2), (3)] - Check the box only if the driver is a peace officer, firefighter, or emergency medical services employee, who during an emergency, is involved in a crash while driving a law enforcement vehicle, fire department vehicle, or medical emergency service vehicle while performing the person’s duties. If this box is checked, a statement in the “Investigator's Narrative Opinion of What Happened” is required, describing the nature of the emergency. If a statement is not provided, the crash will be added to the driver history of the peace officer, firefighter, or emergency medical services employee operating the vehicle at the time of the crash.

(continued)
4.9 UNIT NUMBER 1 (continued)

TYPE OF ALCOHOL SPECIMEN TAKEN - Show the type of specimen taken for alcohol analysis using one of the codes listed. Do not leave blank.

   1 - Breath
   2 - Blood
   3 - Urine
   4 - None
   5 - Refused

TEST RESULTS (Alcohol) - Enter the test results using standardized alcohol breath results (i.e. .08 or .129). If alcohol results are obtained by using a Portable Breath Test (PBT) machine; those results shall only be shown in the “Investigator's Narrative Opinion of What Happened.”

Explain in the “Investigator's Narrative Opinion of What Happened” if: a specimen was taken, but no analysis was performed; the specimen was contaminated, lost, or the container broken; a hospital, medical examiner, etc., will not release the results to the investigating officer or agency.

TYPE OF DRUG SPECIMEN TAKEN - Show the type of specimen taken for drug analysis using one of the codes listed. Do not leave blank.

   1 - Blood
   2 - Urine
   3 - None
   4 - Refused

TEST RESULTS (Drug) - If a specimen was taken and a drug analysis performed, show the result of test as either negative or positive.

   N - Negative
   P - Positive
   U - Unknown - Use only when the analysis result is not ready at the time the crash report is submitted. When the result is available, submit a supplemental report showing the result. (See instructions for AMENDMENT/SUPPLEMENT REPORTS on page 20.)

Explain in the “Investigator's Narrative Opinion of What Happened” if: a specimen was taken, but no analysis was performed; the specimen was contaminated, lost, or the container broken; or a hospital, medical examiner, etc., will not release the results to the investigating officer or agency.

If alcohol or drug results are determined through autopsy or medical examiner’s report, indicate the results and make a notation in the “Investigator's Narrative Opinion of What Happened.”

(continued)
4.9 UNIT NUMBER 1 (continued)

*DRUG CATEGORY* - When the drug test results are negative, leave this field blank. When the drug test results are positive, list the drugs according to the highest concentration found in the specimen, with the highest content first. (Refer to Terms, Definitions, and Legal References on page 54).

Categories are:

♦ CNS Depressants
♦ CNS Stimulants
♦ Hallucinogens
♦ Disassociative Anesthetics
♦ Narcotic Analgesics
♦ Inhalants
♦ Cannabis
♦ Drugs - Use only when unable to identify the drug category.

LESSEE OR OWNER'S NAME - Check the appropriate box to indicate whether this person is the lessee or owner of the vehicle involved in the crash. Show the lessee or owner's last name, first name, middle name or initial, current mailing address including city and state if different than the driver. If the owner and driver are the same, write "Same" in this space.

*LIABILITY INSURANCE* - Check the appropriate box; if unknown, indicate “UNKNOWN” in the space for Liability Insurance.

Yes - Indicates the driver presented satisfactory evidence of minimum liability insurance; print the insurance company name, policy number and phone number. If the motor vehicle is exempt from the liability insurance requirement, print "exempt" and note the reason for the exemption in the space provided for the insurance company name.

No - Indicates the driver did not provide satisfactory evidence or proof of insurance.

Expired - Print the insurance company name, phone number, policy number, and policy expiration date.

*VEHICLE DAMAGE RATING* - Show the vehicle damage, derived by referencing the CR-80 (Vehicle Damage Guide). The damage rating is reported so that some correlation between direction and amount of impact force with the severity of injury and restraining device used can be established.

Note: Agencies desiring to use “Direction of Force” in addition to damage rating may do so if they choose. If used, the direction of force received by the vehicle at impact should be shown before the damage rating using numerals of a clock to indicate the direction the damage was received. As an example, a vehicle struck broadside, on the right side, (3:00 o'clock) would be shown as “3 RP” and followed by the damage scale rating.

(continued)
4.9 UNIT NUMBER 1 (continued)

Direction of Force - Describes the direction at which the vehicle damage was received in comparison to the numbers on a clock. Should be shown with a 1 or 2-digit numeric character (1-12) before the damage description.

Damage Description - Describes the area of the vehicle that received damage. Should be reported with a 2 or 3 alpha character code (as shown in the CR-80).

Damage Rating - Describes the severity of the damage received. Should be reported with a single-digit numeric character between 0-7 after the damage description.

EXAMPLES:

#1 - Very light metal or surface damage.
#2 - Generally surface metal, but not frame damage.
#4 - Some frame structure damage.
#6 - Heavy frame structure damage.

When a vehicle is damaged in more than one area in the same crash, each rating should be reported individually and not combined to arrive at a higher damage rating.

If the damage is FC-2 and BD-4, show the most severe damage first, such as BD-4, FC-2 or list one over the other: BD-4
    FC-2

When a crash involves a motor vehicle operated in combination with another vehicle (towed vehicle, trailer, etc.) and there is damage to the towed unit, such damage should be shown where the towed unit is listed and not in the space for damage rating to the towing vehicle.

When the type of vehicle does not lend itself to a damage rating (motorcycle, farm tractor, etc.) and whenever there is no impact force on the vehicle (burned car, undercarriage damage, etc.), use damage descriptions recommended in the CR-80 (Vehicle Damage Guide).

VB-1 - Vehicle burned, not due to collision (engine catches fire, cigarette burns upholstery, etc.).
VB-7 - Vehicle catches fire due to the collision (vehicle collides with object or another vehicle and fire starts).
TP- 0 - Top damage only.
VX- 0 - Undercarriage damage only.
MC-1 - Motorcycle, scooter, moped, etc.
Next to Unit number box, enter the number of one of the eight types listed below that best describes the unit:

1. **Motor Vehicle** - A motorized road vehicle not operated on rails.
2. **Train** - A motorized railway vehicle or a land vehicle that is operated on rails.
3. **Pedalcyclist** - A non-motorized vehicle propelled by pedaling. (Complete casualty information on the back of the report.)
4. **Pedestrian** - Any person who is not an occupant of a motor vehicle in transport. Also includes motorized and non-motorized wheelchairs. (Complete casualty information on the back of the report.)
5. **Motorized Conveyance** - Smaller motorized vehicles such as pocket bikes, go-carts, riding lawn mowers, etc. (Complete casualty information on the back of the report.)
6. **Towed** - A unit drawn, pulled or pushed under another motor vehicle's control.
7. **Non-Contact** - A non-contact vehicle is one without injury or damage and may have contributed to the crash.
8. **Other** - A streetcar, animal carrying a person, animal-drawn carriage, etc.

If the second unit is a person not in a vehicle, enter the unit number as "2," and in the adjacent box, select the appropriate numerical value from choices provided on the CR form. Report the individual's name, and if the unit is a person who sustained injury or was killed, always complete the back of the CR-3 form in the sections labeled "Complete if Casualties Not in Motor Vehicle" and "Disposition of Killed or Injured."

If the second unit is a trailer, enter unit number "2," and in the adjacent box, select #6 for "Vehicle Description" to indicate "towed."

**ADDITIONAL UNITS**

If additional traffic units were involved in the crash, use additional sheets as necessary, entering unit numbers on additional sheets to correspond to the actual unit number in the crash. Duplicate the Location, Road, and Date of Crash information from the first page to link multiple pages of the same report together.

All vehicles must have a unit number; this includes towed vehicles and/or trailers.
## 4.11 DAMAGE TO PROPERTY OTHER THAN VEHICLES

In this section describe any object, animal, etc., other than a traffic unit shown elsewhere on this report, which was struck by one or more of the traffic units involved. Describe the property and damages in dollars (if no damage, show "None"). This includes city, county, or state property such as road signs, guard posts, street lights, etc. (Notify, as soon as possible, the appropriate agency or owner if property is struck or damaged.) Also include damage to buildings, animals struck by vehicles, cargo carried in vehicles, etc. Fixed objects such as embankments, curbs, driveways, or landscaping (shrubs, trees, etc.) that are damaged should only be included if there is a replacement value. If a fixed or other object, not in the roadway, is struck, show the distance from the curb or pavement edge. Show the name and address of the owner of the damaged property. (A wild animal has no determined value or owner and should not be listed.)

### IN YOUR OPINION, DID THIS CRASH RESULT IN AT LEAST $1,000.00 DAMAGE TO ANY ONE PERSON'S PROPERTY?

*Do not leave this field blank.*

- **Yes** - Indicates the crash resulted in at least $1,000 in property damage.
- **No** - Indicates the crash did not result in at least $1,000 in property damage.

If "No" is checked and information is later received that the property damage was $1,000 or more, a *supplemental report* should be submitted indicating this change. (See instructions for AMENDMENT/SUPPLEMENT REPORTS on page 20.)

## 4.12 POLICE ACTIVITY

### CHARGES FILED

List any and all charges filed for law violations related to the crash. Record the last name, first name, middle name, charges, and citation number(s). If no charges were filed show "None". "Pending" may be used until final charges are filed. If charges are later filed after the report is completed, a *supplemental report* should be submitted indicating the charges. If no charges are filed, a *supplemental report* should be submitted to show “NONE”. (See instructions for AMENDMENT/SUPPLEMENT REPORTS on page 20.)

### TIME NOTIFIED OF CRASH

Show the date and time the investigating officer was notified. *Do not report in military time.*

### HOW

Show how the investigating officer was notified (dispatched, on sight, by citizen, walk-in, etc.).

### TIME ARRIVED AT SCENE OF CRASH

Show the date and the time the investigating officer arrived at the scene of crash. If there was no investigation made at the scene, show “NONE”.

### DATE OF REPORT

Show the date this report was prepared. If the report is an "AMENDMENT/SUPPLEMENT" report, this date should reflect the date the amendment/supplement was prepared.
4.12 POLICE ACTIVITY (continued)

**TYPED OR PRINTED NAME OF INVESTIGATOR** - The name of the investigator should be typed or printed in this space.

**IDENTIFICATION NUMBER** - Show the identification number (badge or other departmental identification number).

**AGENCY** - Show the Department or Agency for which the investigating officer is assigned (i.e. PD, SO, Constable, Highway Patrol, Campus Police, Airport Police, Beach Patrol).

**DISTRICT/AREA** - Texas Department of Public Safety (TxDPS) offices should show their assigned Region, District, and Sergeant Area. Other agencies may disregard.

**REPORT COMPLETE** - Check the appropriate box. If “No” is selected, when additional information is available, a *supplemental report* should be submitted indicating the changes. (See instructions for AMENDMENT/SUPPLEMENT REPORTS on page 20.)

*4.13 AMENDMENT/SUPPLEMENT REPORTS*

When it becomes necessary to amend a report that has previously been sent to TxDOT or to provide additional or supplemental information on a report previously sent to TxDOT, the investigator must submit a new report. The new report *must* have the check-box at the top of the report marked to reflect that the report is an Amended/Supplemental report.

The bottom of the new report *must include a new date* when an Amended/Supplemental report is completed.

A person other than the peace officer, who prepared the original report, may make a change in or a modification of a written report of a motor vehicle accident if the change is by written supplement to the report and clearly indicates the name of the person who originated the change. *Legal Reference: Section 550.068*

Additionally, **ALL Amended/Supplemental reports must be completed in their entirety.** If a data field was completed on the original crash report, the amended/supplemental report must also have that same data field completed.

*Note:* The Crash Records Information System (CRIS) will treat all crash reports *not* marked “Amendment/Supplement” as original crash reports.
5.0 BACK OF BASIC REPORT
COMPLETE THIS SIDE OF REPORT IN ALL CRASHES

5.1 UNIT NUMBER 1

UNIT NUMBER - Show the same unit number assigned to vehicle as provided on front of report.

TOWED DUE TO DISABLING DAMAGE

Yes - Indicates the vehicle was towed from the scene due to damage received in the crash.
No - Indicates the vehicle was towed from the scene due to mechanical failure, flat tire, or other conditions known prior to or not resulting from the crash. Also check "No" if the vehicle was capable of being driven from the scene.

VEHICLE REMOVED TO - Show the name and address of the garage or other place to which the vehicle was towed.

BY - Show the name and telephone number of the wrecker, tow truck, or other means used to remove the vehicle, or if driven away, state by whom (owner, driver, or name of other individual).

OCCUPANTS - The following data items should be completed on all occupants. The first occupant listed should be the driver of Unit #1. The address is not required, since it is shown on the front of report. All other fields must be completed.

SEAT POSITION - Show the proper space occupied by each occupant by number. When two occupants are occupying the same seat position, such as an adult holding a baby, the same seat position should be indicated for both.

1 - Front Left
2 - Front Center
3 - Front Right
4 - Second Seat Left
5 - Second Seat Center
6 - Second Seat Right
7 - Third Seat Left
8 - Third Seat Center
9 - Third Seat Right
10 - Cargo Area
11 - Outside Vehicle - use if an occupant was riding in the rear of a truck, on the hood, etc.
12 - Unknown - use when an occupant is a passenger on a bus or the seating arrangement cannot be determined.
5.1 UNIT NUMBER 1 (continued)

For motorcycles, report the seat positions as shown:

1 - Front Left - Driver  
2 - Front Seat Center - Sidecar  
4 - Second Seat Left - Passenger  

NAME - Show the last name, first name, middle name or initial for each occupant.

ADDRESS - Show the street address, city, state, and zip code for each occupant that is injured or killed. If any occupants have the same address, you may use "Same" for all except the first.

SOLICITATION (SOL) - Indicates a person's desire to receive solicitation offers from professional service providers such as attorneys, chiropractors, physicians, surgeons, private investigators, etc.

Y - Solicit  
N - No Solicit  

EJECTED - Describe the extent to which the person's body was expelled from the vehicle during any part of the crash using the following terms and definitions:

1 - No - Not ejected  
2 - Yes - Fully ejected  
3 - Yes, Partial - Some part of the body is ejected from the vehicle and receives an injury as a result of being outside the vehicle, such as part of the body is ejected outside of the door and is crushed when the car rolls over.  
4 - Not Applicable - Not relevant to the crash.  
5 - Unknown - Cannot be determined whether the body was ejected from the vehicle.

For motorcycles, report as Not Applicable.

RESTRANT USED - Show the type of restraint used by each occupant; do not leave blank. If no restraint was used, or if a motorcycle, indicate with 8-None.

1 - Shoulder & Lap Belt  
2 - Shoulder Belt Only  
3 - Lap Belt Only  
4 - Child Seat, Facing Forward  
5 - Child Seat, Facing Rear  
6 - Child Seat, Unknown  
7 - Booster Seat  
8 - None  
9 - Other  
10 - Unknown  

(continued)
5.1 UNIT NUMBER 1 (continued)

**AIRBAG** - This is an observational value only to determine if the vehicle is equipped with an airbag. If the vehicle/motorcycle is not equipped with an airbag indicate “1” - Not Applicable. If the airbag was not deployed, indicate “2” - Not Deployed.

1 - Not Applicable  
2 - Not Deployed  
3 - Deployed, Front  
4 - Deployed, Side  
5 - Deployed, Other  
6 - Unknown

**HELMET USE** - Indicate if a helmet was worn.

1 - Worn-Damaged  
2 - Worn-Not Damaged  
3 - Worn-Unknown If Damaged  
4 - Not Worn  
5 - Unknown If Worn

**AGE** - Show the age of each occupant at their last birth date. If an infant is less than one year old, show the months of age. *Example:* A ten month old infant would be shown as 10M.

**SEX** - Show the sex of each occupant.

**INJURY SEVERITY** - Show the most serious injury for each occupant. *Do not leave this field blank.*

- **K** - *Killed* - Died due to injuries sustained from the crash, within 30 days of the crash.
- **A** - *Incapacitating Injury* - Severe injury which prevents continuation of normal activities; includes broken or distorted limbs, internal injuries, crushed chest, etc.
- **B** - *Non-Incapacitating Injury* - Evident injury such as bruises, abrasions, or minor lacerations which do not incapacitate.
- **C** - *Possible Injury* - Injury which is claimed, reported, or indicated by behavior, but without visible wounds; includes limping or complaint of pain.
- **N** - *Not Injured* - The person involved in crash did not sustain an A, B, or C injury.
- **U** - *Unknown* - Unable to determine whether injuries exist. Some examples may include: Hit and Run, Fled Scene, FSRA, etc.

*If more space is needed for additional occupants use another crash report form (changing or assigning item numbers as required).*
5.2 UNIT NUMBER 2

When a crash involves more than one (1) vehicle, the unit number, towing information, driver and occupant information will be reported in this space in the same manner as for Unit #1 (See pages 11-17).

5.3 COMPLETE IF CASUALTIES NOT IN MOTOR VEHICLE

Use this space to capture casualties in the crash other than occupants of a motor vehicle.

CATEGORY TYPE - Show the category type from the list below.

- **Train** - A motorized railway vehicle or a land vehicle that is operated on rails.
- **Pedalcyclist** - A non-motorized vehicle propelled by pedaling.
- **Pedestrian** - Any person who is not an occupant of a motor vehicle in transport. Also includes motorized and non-motorized wheelchairs.
- **Motorized Conveyance** - Smaller motorized vehicles such as pocket bikes, go-carts, riding lawn mowers, etc.
- **Towed** - A unit drawn, pulled or pushed under another motor vehicle’s control.
- **Non-Contact** - A non-contact vehicle is one without injury or damage and may have contributed to the crash.
- **Other** - A streetcar, animal carrying a person, animal-drawn carriage, etc.

CASUALTY NAME - Show the casualty’s name (last, first, mi.); address, city, state, and zip code.

SOLICITATION (SOL) - Indicates a person's desire to receive solicitation offers from professional service providers such as attorneys, chiropractors, physicians, surgeons, private investigators, etc.

Y - Solicit
N - No solicit

(continued)
5.3 COMPLETE IF CASUALTIES NOT IN MOTOR VEHICLE (continued)

ALCOHOL SPECIMEN TAKEN - Show the type of specimen taken for alcohol analysis, using one of the codes listed. Do not leave blank.

1 - Breath
2 - Blood
3 - Urine
4 - None
5 - Refused

TEST RESULTS (Alcohol) - Use standardized alcohol breath results (i.e. .08 or .129). If alcohol results are obtained by using a Portable Breath Test (PBT) machine; those results shall only be shown in the “Investigator’s Narrative Opinion of What Happened.”

Explain in the “Investigator’s Narrative Opinion of What Happened” if: a specimen was taken, but no analysis was performed; the specimen was contaminated, lost, or the container broken; or a hospital, medical examiner, etc., will not release the results to the investigating officer or agency.

DRUG SPECIMEN TAKEN - Show the type of specimen taken for drug analysis using one of the codes listed. Do not leave blank.

1 - Blood
2 - Urine
3 - None
4 - Refused

TEST RESULTS (Drug) - If a specimen was taken and a drug analysis performed, show the result of the test as either negative or positive.

N - Negative
P - Positive
U - Unknown - (use only when the analysis result is not ready at the time the crash report is submitted).

When the result is available, a supplemental report should be submitted showing the result (See instructions for AMENDMENT/SUPPLEMENT REPORTS on page 20.)

Explain in the “Investigator’s Narrative Opinion of What Happened” if: a specimen was taken, but no analysis was performed; the specimen was contaminated, lost, or the container broken; or a hospital, medical examiner, etc., will not release the results to the investigating officer or agency.

If alcohol or drug results are determined through autopsy or medical examiner’s report, indicate the results and make a notation in the “Investigator’s Narrative Opinion of What Happened.”

(continued)
### 5.3 COMPLETE IF CASUALTIES NOT IN MOTOR VEHICLE (continued)

**HELMET** - Indicate if a helmet was worn.

- **1 - Worn - Damaged**
- **2 - Worn - Not Damaged**
- **3 - Worn - Unknown If Damaged**
- **4 - Not Worn**
- **5 - Unknown If Worn**

**AGE** - Show the age of each casualty on their last birth date. If an infant is less than one year old, show the months of age. *Example*: A ten month old infant would be shown as 10M.

**SEX** - Show the sex of each casualty.

**INJURY SEVERITY** - Show the most serious injury for each casualty.

- **K - Killed** - Died due to injuries sustained from the crash, within 30 days of the crash.
- **A - Incapacitating Injury** - Severe injury which prevents continuation of normal activities; includes broken or distorted limbs, internal injuries, crushed chest, etc.
- **B - Non-Incapacitating Injury** - Evident injury such as bruises, abrasions or minor lacerations which do not incapacitate.
- **C - Possible Injury** - Injury which is claimed, reported or indicated by behavior but without visible wound; includes limping, or complaint of pain.
- **N - Not Injured** - The person involved in crash did not sustain an A, B, or C injury.
- **U - Unknown** - Unable to determine whether injuries exist.

*If more space is needed for additional casualties, use another crash report form (changing or assigning item numbers as required).*

### 5.4 DISPOSITION OF KILLED OR INJURED

<table>
<thead>
<tr>
<th>ITEM # - The number assigned to each occupant, listed on the form next to the seat position. If the injured or killed person was not in a motor vehicle, indicate whether he/she was a pedestrian, pedalcyclist, etc.</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>TAKEN TO - Enter the name of the facility and city/county name where the facility is located. <em>Example</em>: Medical Examiner, Travis Co., Hopewell Methodist Hosp., Any City, Tx.</th>
</tr>
</thead>
</table>
5.4 DISPOSITION OF KILLED OR INJURED (continued)

BY - Enter the company name of the conveyance or ambulance used to transport the injured person(s). All casualties removed by the same conveyance or by ambulances of the same company and taken to a common destination should be grouped on one line, listed by their assigned item numbers. Extra lines should be used for each casualty removed by a different conveyance or to a different destination so that all casualties may be accounted for.

*If an ambulance or other conveyance is used, show:*

**TIME NOTIFIED** - Actual time the ambulance or other conveyance was notified or dispatched. *Do not report in military time.*

**TIME ARRIVED AT SCENE** - Time the ambulance or other conveyance arrived at the scene. *Do not report in military time.*

*Note:* The time the ambulance or other conveyance was notified and the time the ambulance or other conveyance arrived at the scene should not be prior to the time the crash occurred.

**AMBULANCE UNIT #** - The ambulance or other conveyance unit # that transported persons.

**# OF ATTENDANTS INCLUDING DRIVER** - The number of ambulance attendants, including the driver.

**# OF PERSONS TRANSPORTED FOR TREATMENT** - Total number of persons involved in the crash who were transported for treatment. *If none, enter zero (0).*

5.5 COMPLETE THIS SECTION IF PERSON KILLED

If a person died as a result of injuries sustained in the crash, enter the appropriate information. If the person died within 30 days of the crash due to injuries sustained in the crash, a supplemental report should be submitted indicating date of death. (See instructions for AMENDMENT/SUPPLEMENT REPORTS on page 20).

**ITEM NUMBER** - List the appropriate item number(s), as shown on pages 21-23 to identify the seating position of person(s) killed. If the fatality was not in a motor vehicle, indicate whether the person was a pedestrian, pedalcyclist, etc.

*Note:* The date and time of death shall not be prior to the time of the crash.

**DATE OF DEATH** - Enter the date that the deceased was pronounced dead.

**TIME OF DEATH** - Enter the time that the deceased was pronounced dead. *Do not report in military time.*
5.6 INVESTIGATOR'S NARRATIVE OPINION OF WHAT HAPPENED

This space is for the investigator's opinion of what happened. It should be concise, but complete. When coupled with the diagram, it must describe the main events of the crash, including the direction of travel prior to the crash and the point of impact.

Describe the major factors and describe how the crash happened. For brevity, avoid repeating names, license numbers, makes of vehicles, etc. Refer to units by number, being careful to use the same number the particular unit was assigned in the report. Use abbreviations for directions, such as "N" for north, "E" for east, etc. Avoid vague statements, such as "Unit #1 and Unit #2 collided," with no further explanation.

Emphasize or explain as necessary any pertinent facts not fully explained elsewhere. Describe mechanical failures or any other contributing factors necessary for a full understanding of what occurred.

If the crash involved a peace officer, EMS employee, or fire fighter operating a work vehicle in pursuit of his/her duties, and the crash occurred during an emergency, the investigator must provide a brief explanation regarding the nature of the emergency (see TRC 550.064).

In any crash where the driver's physical or mental condition causes an officer to question the driver's ability to safely operate a motor vehicle, this fact should be noted in the narrative. This would include such things as suspecting the driver of being asleep, ill, blacking out, having missing limbs, etc.

If the Portable Breath Test (PBT) was used and BAC results are indicated on the front of the report, the investigator may state this in the narrative.

If the space is not adequate, use additional report forms, or a plain 8-1/2" x 11" sheet of paper to complete the narrative.
5.7 DIAGRAM

North direction should be indicated by an arrow.

Indicate the type of roadway. If the crash occurred in a parking lot, leave this field blank.

1 - Two Way, Not Divided
2 - Two Way, Divided, Unprotected Median
3 - Two Way, Divided, Protected Barrier
4 - One way
9 - Unknown

A small sketch, not necessarily to scale, should be drawn in space provided. Units may be shown by arrows. Number the arrows to correspond to unit numbers as reported in previous sections. This diagram should detail all the events occurring in the crash including direction of travel prior to impact (by use of a solid line), area of impact and the path to final positions (by use of a dotted line).

If the diagram space is insufficient and/or if investigating agencies desire, they may submit a larger, more comprehensive diagram (not to exceed 8-1/2" x 11" sheet). In this case, the small diagram on the CR-3 may be omitted.

5.8 FACTORS/CONDITIONS LISTED ARE THE INVESTIGATOR'S OPINION

This section of the report is designed for the investigating officer to determine which factor(s) or condition(s) contributed to the crash for each unit. He/she may not have enough evidence to file a traffic charge but does have enough data to render an opinion as to the causes of the crash.

(continued)
Most of the contributing factors can be applied to a non-contact unit as well. If a factor is not on the list, select "74-Other factor" and write the factor on the line provided below that option.

**Unit #** - Indicate the unit number using the numbers assigned to each unit on the front of report.

**FACTORS/CONDITIONS CONTRIBUTING** - The investigator should classify by priority for each unit the factors or conditions which contributed the most to the crash.

- **FACTOR 1** - List the factor that primarily contributed to the crash.
- **FACTOR 2** - List the factor that was a secondary cause in the crash.
- **FACTOR 3** - List the factor that was an additional cause in the crash.

**OTHER FACTORS/CONDITIONS MAY OR MAY NOT HAVE CONTRIBUTED** - It is sometimes difficult to form an opinion as to whether a factor or condition did or did not contribute to a crash. This section is to record the fact that the condition was present, but the investigator is unable to determine whether the factor/condition contributed.

- **FACTOR 1** - List the factor that may/may not have primarily contributed to the crash.
- **FACTOR 2** - List the factor that may/may not have secondary cause in the crash.
- **FACTOR 3** - List the factor that may/may not have additionally caused the crash.

**VEHICLE DEFECTS CONTRIBUTING** - The investigator should classify by priority for each unit the vehicle defects which contributed the most to the crash, utilizing factors 5-13.

- **DEFECT 1** - List the primary defect contributing to the crash.
- **DEFECT 2** - List the defect that was a secondary cause of the crash.

**VEHICLE DEFECTS MAY HAVE CONTRIBUTED** - It is sometimes difficult to form an opinion as to whether a vehicle defect did or did not contribute to a crash. This section is to record the fact that the vehicle defect was present; however, the investigator is unable to determine whether the vehicle defect contributed.

- **DEFECT 1** - List the primary defect that may have contributed to the crash.
- **DEFECT 2** - List the defect that may have been the secondary cause of the crash.

*(continued)*
5.8 FACTORS/CONDITIONS LISTED ARE THE INVESTIGATOR’S OPINION (continued)

CHOOSING FACTORS:

EXAMPLE #1

An investigating officer determines through his investigation of a crash that Unit No. 1 was speeding and ran a stop sign when it collided with Unit No. 2. If the officer's opinion is that the primary factor contributing to the crash was the running of the stop sign and the speeding factor was a secondary factor, and there were no evident factors for Unit No. 2, the factors should be listed as follows:

<table>
<thead>
<tr>
<th>UNIT #</th>
<th>FACTORS/CONDITIONS CONTRIBUTING</th>
<th>OTHER FACTORS/CONDITIONS MAY OR MAY NOT HAVE CONTRIBUTED</th>
<th>VEHICLE EFFECTS CONTRIBUTING</th>
<th>VEHICLE EFFECTS MAY HAVE CONTRIBUTED</th>
</tr>
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<tr>
<td>1</td>
<td>16 61</td>
<td>1</td>
<td>1</td>
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<tr>
<td>2</td>
<td>1 2</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
</tbody>
</table>

EXAMPLE #2

In the same crash, Unit No. 2's driver was under the influence and was arrested; however, in the officer's opinion, this did not contribute to the crash. The factors should be reported as follows:

<table>
<thead>
<tr>
<th>UNIT #</th>
<th>FACTORS/CONDITIONS CONTRIBUTING</th>
<th>OTHER FACTORS/CONDITIONS MAY OR MAY NOT HAVE CONTRIBUTED</th>
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<th>VEHICLE EFFECTS MAY HAVE CONTRIBUTED</th>
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<tbody>
<tr>
<td>1</td>
<td>16 61</td>
<td>1</td>
<td>1</td>
<td>1</td>
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<tr>
<td>2</td>
<td>1 2</td>
<td>67</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

EXAMPLE #3

If in the officer's opinion, speeding was the primary cause of this crash, the factors should be reported as follows:

<table>
<thead>
<tr>
<th>UNIT #</th>
<th>FACTORS/CONDITIONS CONTRIBUTING</th>
<th>OTHER FACTORS/CONDITIONS MAY OR MAY NOT HAVE CONTRIBUTED</th>
<th>VEHICLE EFFECTS CONTRIBUTING</th>
<th>VEHICLE EFFECTS MAY HAVE CONTRIBUTED</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>61 16</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>2</td>
<td>1 2</td>
<td>67</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

(continued)
**5.8 FACTORS/CONDITIONS LISTED ARE THE INVESTIGATOR’S OPINION (continued)**

**EXAMPLE #4**

A crash occurs when Unit No. 2 fails to yield at a yield sign. The driver of Unit No. 1 has defective brakes preventing him/her from taking proper evasive action. In the investigator's opinion, the predominant causative factor in the crash is Unit No. 2's failure to yield. The factors should be reported as follows, and a statement of the predominant causative factor in the crash may be included in the “Investigator's Narrative Opinion of What Happened.”

### FACTORS AND CONDITIONS LISTED ARE THE INVESTIGATOR’S OPINION

<table>
<thead>
<tr>
<th>UNIT</th>
<th>FACTORS/CONDITIONS CONTRIBUTING</th>
<th>OTHER FACTORS/CONDITIONS MAY OR MAY NOT HAVE CONTRIBUTED</th>
<th>VEHICLE EFFECTS CONTRIBUTING</th>
<th>VEHICLE EFFECTS MAY HAVE CONTRIBUTED</th>
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<td>1</td>
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<tr>
<td>2</td>
<td>39</td>
<td></td>
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</tr>
</tbody>
</table>

**5.9 LIST OF FACTORS AND/OR CONDITIONS**

Legal Reference - Where only the number is shown, reference is to the Texas Transportation Code.

1. **ANIMAL ON ROAD, DOMESTIC** - When a vehicle receives damage as a result of striking a domestic animal, such as a cow, dog, or chicken; or when a domestic animal's presence on the road contributes to the crash.

2. **ANIMAL ON ROAD, WILD** - When a vehicle receives damage as a result of striking a wild animal, such as a deer, coyote, turkey, buzzard, etc.; or when a wild animal's presence on the road contributes to the crash.

3. **BACKED WITHOUT SAFETY** - When a driver makes an unsafe backing movement and the action contributes to the crash. *Legal Reference: Section 545.415(a)*

4. **CHANGED LANE WHEN UNSAFE** - When a vehicle on a multi-lane roadway moves outside its lane of travel and the action contributes to the crash. *Legal Reference: Section 545.060*

5. **DEFECTIVE OR NO HEADLAMPS** - When a vehicle is not equipped with headlamps or when headlamps are defective to any extent that they contribute to the crash. Consideration should be given to the time of day or conditions requiring use and proper mounting. *Legal Reference: Sections 547.302 and 547.321*

6. **DEFECTIVE OR NO STOP LAMPS** - When the lack or malfunction of stop lamps contributes to the crash. *Legal Reference: Section 547.323*

7. **DEFECTIVE OR NO TAIL LAMPS** - When the lack or malfunction of tail lamps contributes to the crash. Consideration should be given to factors in the crash such as time of day and lighting conditions and not statute requirements. *Legal Reference: Section 547.322*

8. **DEFECTIVE OR NO TURN SIGNAL LAMPS** - When the lack of or malfunction of turn signals contributes to the crash. *Legal Reference: Section 547.324*

9. **DEFECTIVE OR NO TRAILER BRAKES** - Applies to brakes on trailers, semi-trailers, and pole trailers when the lack of this equipment or malfunction contributes to the crash. Do not check this section when the vehicle's stopping ability had no bearing on the crash. *Legal Reference: Sections 547.401 and 547.402*

10. **DEFECTIVE OR NO VEHICLE BRAKES** - When the lack of or malfunction of brakes on motor vehicles, motorcycles, etc., contributes to the crash. Also applies in the case of inadequate parking brakes resulting in a collision. *Legal Reference: Sections 547.401 and 547.402*
11. DEFECTIVE OR NO STEERING MECHANISM - When there is a malfunction of either manual or power steering and the malfunction contributes to the crash. **Legal Reference: Section 548.051**

12. DEFECTIVE OR SLICK TIRES - When a lack of tire traction due to excessive tread wear or a blow out of a tire contributes to the crash. **Legal Reference: Section 547.612**

13. DEFECTIVE TRAILER HITCH - When malfunction or poorly designed hitch contributes to the crash. Does not apply when the separation of a trailer and towing unit occurred as a result of an impact that the hitch mechanism could not be expected to withstand. **Legal Reference: Section 545.004**

14. DISABLED IN TRAFFIC LANE - When the traffic unit is actually disabled in a traffic lane on the main traveled portion of the road and this contributes to the crash. **Legal Reference: Section 545.301**

15. DISREGARD STOP AND GO SIGNAL - When a vehicle fails to stop or comply with a traffic light exhibiting alternating red, yellow, or green lights for controlling traffic and the action contributes to the crash. **Legal Reference: Sections 544.007**

16. DISREGARD STOP SIGN OR LIGHT - When a driver fails to stop for a stop sign or a flashing red light used in lieu of or in conjunction with a stop sign and the action contributes to the crash. If a vehicle stops, then fails to yield right-of-way, refer to factor 35. **Legal Reference: Sections 544.008(a), 545.151 and 545.153.**

17. DISREGARD TURN MARKS AT INTERSECTION - When a vehicle fails to follow the directed course as required by official traffic control devices within or adjacent to an intersection and the action contributes to the crash. **Legal Reference: Section 545.101**

18. DISREGARD WARNING SIGN AT CONSTRUCTION - When a driver encountering a construction zone disregards warning signs and the action contributes to the crash. **Legal Reference: Section 472.022**

19. DISTRACTION IN VEHICLE - When the driver's actions or the actions of others in his/her vehicle are such that a lack of observance and/or vehicle control occurs to the extent it contributes to the crash. **Example:** Driver swats at a bee; a dog gets under the driver's feet, etc.

20. DRIVER INATTENTION - When a driver's lack of attention to the roadway, highway or traffic occurs and contributes to the crash. **Example:** Driver was trying to attend to a child in the back seat, and turned head, taking eyes off the road.

21. DROVE WITHOUT HEADLIGHTS - When lighting conditions or time of day dictates use of headlights for safe operation to perceive actual hazards and a lack of compliance contributes to the crash. **Legal Reference: Section 547.302**

22. FAILED TO CONTROL SPEED - When an operator drives at a speed greater than is reasonable and prudent under the existing circumstances. **Note:** Factors 22, 60, and 61 cannot apply to the same unit. **Legal Reference: Section 545.351**

23. FAILED TO DRIVE IN A SINGLE LANE - When a driver on a multi-laned roadway failed to keep his vehicle entirely within his lane of travel and the action contributes to the crash. **Legal Reference: Section 545.060**

24. FAILED TO GIVE HALF OF ROADWAY - When a driver is meeting an oncoming vehicle on a roadway wide enough for one lane of traffic in each direction and the driver fails to give the oncoming vehicle fully one-half (1/2) of the roadway and the action contributes to the crash. **Legal Reference: Section 545.052**

25. FAILED TO HEED WARNING SIGN - When failure to use proper caution in obedience to an official traffic control device or a warning sign contributes to the crash. **Legal Reference: Sections 544.004 and 544.009**

(continued)
26. FAILED TO PASS TO LEFT SAFELY - When a vehicle passing to the left infringes on the space of the overtaken vehicle and the action contributes to the crash. (Do not confuse with number 53.) Legal Reference: Section 545.053(a)

27. FAILED TO PASS TO RIGHT SAFELY - When a vehicle passing to the right infringes on the space of the overtaken vehicle and the action contributes to the crash. Legal Reference: Section 545.057

28. FAILED TO SIGNAL OR GAVE WRONG SIGNAL - When failure to give the appropriate signal or giving a wrong signal contributes to the crash. Legal Reference: Sections 545.104, 545.105, 545.106

29. FAILED TO STOP AT PROPER PLACE - When a vehicle fails to stop at a crosswalk or clearly marked stop line before entering an intersection, or at a proper distance from a R.R. grade crossing, and the action contributes to the crash. Legal Reference: Sections 544.007(d), 544.007(g), and 544.008(a)

30. FAILED TO STOP FOR SCHOOL BUS - When a vehicle fails to stop (or remain stopped) for a school bus stopped on the roadway, with required visual signals in operation to receive or discharge school children, and the action contributes to the crash. Legal Reference: Section 545.066

31. FAILED TO STOP FOR TRAIN - When a vehicle disregards a R.R. crossing gate or flagman, R.R. crossing signal, or approaching train that is plainly visible and in hazardous proximity to the crossing and the action contributes to the crash. Legal Reference: Section 545.251

32. FAILED TO YIELD RIGHT OF WAY - EMERGENCY VEHICLE - When a vehicle fails to yield the R.O.W. to a legally authorized emergency vehicle responding to an actual emergency in compliance with statutes and the action contributes to the crash. Legal Reference: Section 545.156

33. FAILED TO YIELD RIGHT OF WAY - OPEN INTERSECTION - When a vehicle fails to yield R.O.W. to a vehicle at an intersection not controlled by traffic signs or signals and the action contributes to the crash. Legal Reference: Section 545.151

34. FAILED TO YIELD RIGHT OF WAY - PRIVATE DRIVE - When a driver of a vehicle fails to yield R.O.W. before entering or crossing a roadway from an alley, building, private road, or driveway and the action contributes to the crash. Legal Reference: Sections 545.155 and 545.256

35. FAILED TO YIELD RIGHT OF WAY - STOP SIGN - When a vehicle stops for a stop sign and then fails to yield R.O.W. to a vehicle at an intersection controlled by a stop sign and the action contributes to the crash. Legal Reference: Sections 545.151 and 545.153

36. FAILED TO YIELD RIGHT OF WAY - TO PEDESTRIAN - When a vehicle fails to yield R.O.W. to a pedestrian legally on the roadway and the action contributes to the crash. Legal Reference: Sections 544.007, 552.001, 552.002, 552.003(a), 552.003(c) and 552.006(c)

37. FAILED TO YIELD RIGHT OF WAY - TURNING LEFT - When a vehicle intending to turn left at an intersection or into an alley, private road, or driveway fails to yield R.O.W. to any vehicle approaching from the opposite direction and the action contributes to the crash. Legal Reference: Section 545.152

38. FAILED TO YIELD RIGHT OF WAY - TURN ON RED - When a vehicle facing a steady red signal at an intersection stops; then enters the intersection to turn without yielding R.O.W. to other vehicles or pedestrians lawfully using the intersection and the action contributes to the crash. Legal Reference: Section 544.007(d)

39. FAILED TO YIELD RIGHT OF WAY - YIELD SIGN - When a vehicle fails to yield R.O.W. to another vehicle at an intersection controlled by a yield sign and the action contributes to the crash. Legal Reference: Sections 545.151 and 545.153

(continued)
40. FATIGUED OR ASLEEP - When, due to exhaustion or weariness, the driver of a vehicle goes to sleep or into a period of mental inactivity which impairs his reaction time or perception and the condition contributes to the crash.

41. FAULTY EVASIVE ACTION - When a driver takes no evasive action at all when it is reasonable to assume he/she should have, and when the action could have prevented the collision; or in an effort to avoid the collision, the driver takes improper evasive action and the action contributes to the crash.

42. FIRE IN VEHICLE - When a fire is accidentally ignited in a vehicle or a fire is started by some mechanical failure, or after collision, but before events have stabilized.

43. FLEEING OR EVADING POLICE - When a driver of a vehicle intentionally flees from a person he/she knows is a peace officer attempting to arrest him/her, and the fleeing results in any type of collision. Legal Reference: Section 545.421

44. FOLLOWED TOO CLOSELY - When a vehicle is following too close to take proper evasive action and the action contributes to the crash. Legal Reference: Section 545.062

45. HAD BEEN DRINKING - When, in the investigator's opinion, the driver of a vehicle, pedestrian or pedalcyclist in the crash had been drinking an alcoholic beverage, but not to the extent to be considered intoxicated. (Show in other factors/conditions sections). Note: Both factors 45 and 67 should not be indicated on one driver.

46. HANDICAPPED DRIVER (Explain in Narrative) - When a driver of a vehicle in the crash has a physical handicap and the condition contributes to the crash.

47. ILL (Explain in Narrative) - When a driver of a vehicle in the crash has a physical or mental illness and the condition contributed to the crash.

48. IMPAIRED VISIBILITY (Explain in Narrative) - When a driver's view is obstructed by the vehicle's load or occupants; or when vehicles and/or objects, on or near the highway obstruct a driver's view of pedestrians and/or traffic. This also includes impaired visibility due to weather or objects/material placed over windows.

49. IMPROPER START FROM PARKED POSITION - When a driver makes an unsafe movement from a parked position and the action contributes to the crash. Legal Reference: Section 545.402

50. LOAD NOT SECURED - When an unsecured or improperly secured load shifts or falls from a vehicle and contributes to the crash. Legal Reference: Section 725.002

51. OPENED DOOR INTO TRAFFIC LANE - When a door of a vehicle is opened into a traffic lane and contributes to the crash. Legal Reference: Section 545.418

52. OVERSIZE VEHICLE OR LOAD - When a vehicle with an oversize load or an oversize vehicle, or manufactured housing, because of its oversize, contributes to the crash. Legal Reference: Chapter 621, Texas Transportation Code

53. OVERTAKE AND PASS INSUFFICIENT CLEARANCE - When an overtaking vehicle does not have sufficient space to safely return to the right side of the roadway, because of oncoming traffic, and the action contributes to the crash by interfering with the oncoming vehicle or the vehicle overtaken. Legal Reference: Section 545.054(a)

54. PARKED AND FAILED TO SET BRAKES - When failure to set the brakes on a vehicle that was parked and left unattended contributes to the crash. Legal Reference: Section 545.404(4)

55. PARKED IN TRAFFIC LANE - When any vehicle is not legally stopped, standing, or parked and the action contributes to the crash. Legal Reference: Sections 545.301 (a), 545.302 and 545.303

56. PARKED WITHOUT LIGHTS - When a vehicle is parked without lights in violation of any provision of Section 547.383 and the action contributes to the crash. Legal Reference: Section 547.383

(continued)
5.9 LIST OF FACTORS AND/OR CONDITIONS (continued)

57. PASSED IN NO PASSING ZONE - When a vehicle overtakes and passes another vehicle in a no passing zone and the action contributes to the crash. **Legal Reference:** Section 545.055

58. PASSED ON RIGHT SHOULDER - When a vehicle is illegally overtaking or passing another vehicle on the right shoulder and the action contributes to the crash. **Legal Reference:** Section 545.058

59. PEDESTRIAN, PEDALCYCLIST, MOTORIZED CONVEYANCE FAILED TO YIELD RIGHT OF WAY TO VEHICLE - When a pedestrian, pedalcyclist, or person operating a motorized conveyance fails to yield to vehicular traffic and the action contributes to the crash. **Legal Reference:** Sections 552.003, 552.004, and 552.005

60. SPEEDING - UNSAFE UNDER LIMIT - When an operator drives at a speed greater than is reasonable and prudent under existing circumstances. **Note:** Factors 22, 60, and 61 cannot apply to the same unit. **Legal Reference:** Section 545.351

61. SPEEDING - OVER LIMIT - When an operator drives at a speed greater than is reasonable and prudent under existing circumstances. **Note:** Factors 22, 60, and 61 cannot apply to the same unit. **Legal Reference:** Sections 545.351 and 545.352

62. TAKING MEDICATION (Explain in Narrative) - When a driver is taking medication (prescription or over the counter). List medications in narrative.

63. TURNED IMPROPERLY - CUT CORNER ON LEFT - When a vehicle starts its left turn too soon and the action contributes to the crash. **Legal Reference:** Section 545.101

64. TURNED IMPROPERLY - WIDE RIGHT - When a vehicle turns right on a roadway and fails to keep as near as practical to the right curb or edge of roadway but not to the degree that it could be called "turn from wrong lane," and the action contributes to the crash. **Legal Reference:** Section 545.101 (a)

65. TURNED IMPROPERLY - WRONG LANE - When a vehicle turns right or left from the wrong lane and the action contributes to the crash. **Legal Reference:** Sections 545.101 and 545.101 (a)

66. TURNED WHEN UNSAFE - When a vehicle turns right or left or moves from a direct course when the turn or movement could not be made safely and the action contributes to the crash. **Legal Reference:** Section 545.103

67. UNDER INFLUENCE - ALCOHOL - When the intoxicated condition of the driver, pedestrian or pedalcyclist, due to consuming alcoholic beverages, is a factor that contributes to the crash. **Note:** Both factors 45 and 67 should not be indicated for one driver. **Legal Reference:** Chapter 49, Penal Code

68. UNDER INFLUENCE - DRUG - When the intoxicated condition of a driver, pedestrian or pedalcyclist, due to taking drugs, is a factor that contributes to the crash. **Legal Reference:** Chapter 49, Penal Code

69. WRONG SIDE - APPROACH OR IN INTERSECTION - When a vehicle is overtaking and passing another vehicle left of the center of the roadway, either approaching or traversing an intersection and the action contributes to the crash. **Legal Reference:** Section 545.056

70. WRONG SIDE - NOT PASSING - When a vehicle is driven on the wrong side of the roadway not in the act of overtaking and passing another vehicle traveling in the same direction and the action contributes to the crash. **Legal Reference:** Section 545.051

71. WRONG WAY - ONE-WAY ROAD - When a vehicle is driven the wrong way on a one-way roadway or the wrong way on a divided highway and the action contributes to the crash. **Legal Reference:** Section 545.059

(continued)
5.9 LIST OF FACTORS AND/OR CONDITIONS (continued)

72. DRIVER INATTENTION - CELL/MOBILE PHONE USE - When the driver's actions, while using or handling a cell/mobile phone, are such that lack of observance and/or control of the vehicle occur to the extent that it contributes to the crash.

73. ROAD RAGE - An assault with a motor vehicle or other dangerous weapon by the operator or passengers of one motor vehicle on the operator or passengers of another motor vehicle or vehicles resulting from an incident which occurred on a roadway.

74. OTHER FACTOR (Write in on line below) - Additional other factors may be written on the form in the space above Vehicle Defects.

5.10 TRAFFIC CONTROL

Show the traffic control affecting the crash by entering the appropriate number in the box. If more than one traffic control is present, show the one most affecting this crash. Note: If the traffic control device is inoperative, it must be explained in the narrative.

1 - None 10 - Warning Sign
2 - Inoperative 11 - Center Stripe/Divider
3 - Officer 12 - No Passing Zone
4 - Flagman 13 - RR Gate/Signal
5 - Signal Light 14 - School Zone
6 - Flashing Red Light 15 - Crosswalk
7 - Flashing Yellow Light 16 - Bike Lane
8 - Stop Sign 17 - Other
9 - Yield Sign

*5.11 ROADWAY RELATION

Show roadway relation that best describes where the first harmful or damage producing event occurred by entering the appropriate number in the box.

1 - On Roadway - Part of trafficway designed, improved and used for motor vehicle travel.
2 - Off Roadway - Event occurred off the roadway.
3 - Shoulder - Part of trafficway contiguous with the roadway for emergency use, for accommodation of stopped road vehicles, and for lateral support of the roadway structure.
4 - Median - Area of a trafficway between parallel roads separating travel in opposite directions. A median should be four or more feet wide.

EXAMPLE: This example reflects the Roadway Relation as median where first harmful event occurred.
5.12 PART OF THE ROADWAY

Show the selection that best describes the part of the roadway the vehicle(s) was traveling on prior to the crash.

1 - Main Lane
2 - Service Road
3 - Entrance Ramp
4 - Exit Ramp
5 - Connector
6 - Detour
7 - Other

EXAMPLES: These examples reflect Part of Roadway as main lanes where vehicles were traveling prior to the crash.

5.13 ROADWAY ALIGNMENT

Indicate the geometric characteristics that best describe the layout of the roadway where the crash occurred by entering the appropriate number in the box.

1 - Straight, level
2 - Straight, grade
3 - Straight, hillcrest
4 - Curve, level
5 - Curve, grade
6 - Curve, hillcrest
7 - Other
8 - Unknown

5.14 LIGHT CONDITION

Select the type/level of light that existed at the time of the crash by entering the appropriate number in the box.

1 - Daylight
2 - Dark, Not lighted
3 - Dark, Lighted
4 - Dark, Unknown Lighting
5 - Dawn
6 - Dusk
8 - Other
9 - Unknown
5.15 TYPE OF ROAD SURFACE

Select the type of road surface present at the place of the crash by entering the appropriate number in the box.

1 - Concrete
2 - Blacktop
3 - Brick
4 - Gravel
5 - Dirt
6 - Other
7 - Unknown

5.16 WEATHER

Show the predominate weather condition present at the time and place of the crash by entering the appropriate number in the box.

1 - Clear/Cloudy
2 - Rain
3 - Sleet/Hail
4 - Snow
5 - Fog
6 - Blowing Sand/Snow
7 - Severe Crosswinds
8 - Other
9 - Unknown

5.17 SURFACE CONDITION

Show the surface condition present at the time and place of the crash by entering the appropriate number in the box.

1 - Dry
2 - Wet
3 - Standing Water
4 - Snow
5 - Slush
6 - Ice
7 - Sand, Mud, and Dirt
8 - Other
9 - Unknown
6.0 INSTRUCTIONS FOR COMMERCIAL MOTOR VEHICLE SUPPLEMENT

The Commercial Motor Vehicle Enforcement Supplement (CR-3C) has been designed to collect information regarding the involvement of commercial motor vehicles in traffic crashes. The data will be used to satisfy the requirements of the Commercial Driver License Law and to provide data for the regulation of motor carriers through the Motor Carrier Safety Program.

Commercial motor vehicle information may affect a number of stakeholders (i.e. State Motor Carrier, Federal Motor Carrier, Texas Department of Transportation, and US Department of Transportation). TxDOT has referenced the *Federal Motor Carrier Safety Regulations Handbook, April 1, 2004.*

6.1 GENERAL

A separate commercial supplement (CR-3C) is to be completed on each commercial motor vehicle involved in a motor vehicle crash. Supplement(s) must be attached to the basic peace officer’s crash report. A commercial motor vehicle for supplemental reporting is:

1. Any motor vehicle or towed vehicle with a Gross Vehicle Weight Rating (GVWR) or a Registered Gross Vehicle Weight (RGVW), whichever is greater, of 10,001 lbs. or more, or any combination of vehicles when the Gross Combined Weight Rating (GCWR) or the total RGVW of the combination is 10,001 lbs. or more.

- GVWR and RGVW are both defined as the weight of the fully equipped vehicle plus its net carrying capacity. The GCWR is the combined weight rating of a motor vehicle and towed unit(s). On occasion, the GVWR and the RGVW will differ. In those situations, the greater weight value will be used to determine if this form must be completed.
- The GVWR of a motor vehicle normally can be found on an information plate on the driver's door or door post. The GVWR of a trailer normally can be found on an information plate near the front left portion of the trailer. If the vehicle does not have an information plate or it is illegible, use the RGVW.
- On vehicles registered in Texas, the RGVW is shown on the registration receipt under "gross weight". Commercial motor vehicles are required to carry the registration receipt.
- In the event the registration receipt is not available, the RGVW can normally be obtained by a complete registration check. *Exception:* If the vehicle has exempt license plates (i.e. owned by a government entity), or is an older vehicle or heavy equipment, no RGVW will be shown. In those instances, the GVWR must be used.
- If the GVWR is used to determine the need to complete this supplement, the GVWR for the motor vehicle and each trailer(s) must be obtained and shown in the appropriate blanks.
- If the RGVW is used to determine the need to complete this supplement, the RGVW should be obtained for each motor vehicle and trailer in the combination unless the combination is registered as a *combination/token* vehicle or as an *apportioned* vehicle. In those situations the license plates will indicate combination/token or apportioned. If the vehicle is registered as a combination/token or apportioned vehicle, the entire registered gross weight will be shown on the power unit and the trailer will not carry a RGVW. In those instances, show the RGVW of the combination in the power unit and show zero (0) on the trailer(s).
- The RGVW for out-of-state vehicles and trailers may be obtained from registration receipts issued by the licensing state, temporary permits, cab cards, or other documents.

(continued)
6.1 GENERAL (continued)

2. Any vehicle with a passenger seating capacity of nine (9) or more (including the driver) and used for the transportation of persons. The seating capacity of a bus (excluding school buses) shall be determined by allowing one (1) passenger for each sixteen (16) inches of seat space. The seating capacity of a school bus shall be determined by allowing one (1) passenger for each thirteen (13) inches of seat space.

3. Any motor vehicle hauling hazardous materials which is required to be placarded under the Hazardous Materials Transportation Act.

6.2 CLASSIFICATION IDENTIFIERS (TOP OF FORM)

Mark the criteria which necessitates the investigator to complete the CR-3C. At least one criterion is required to be selected; all three could apply.

♦ 10,001 lbs. or more
♦ 9 or more passenger capacity
♦ Hazardous material

6.3 CRASH INFORMATION (Items 1-5)

Items 1-5 must be completed in this section exactly as shown on the Texas Peace Officer's Crash Report form CR-3. This is to allow an accurate link of the supplemental information to the appropriate CR-3.

6.4 SPECIFIC AGENCY IDENTIFYING NUMBERS

LOCALITY NUMBER - Enter your agency's local number assigned to the report.

ORIGINATING NUMBER - Enter the TLETS originating agency identifier.

DPS NUMBER - For Texas Department of Transportation (TxDPS) use only.

6.5 ROADWAY ACCESS

Only one access control characteristic is required to be selected which best describes the roadway the vehicle was traveling on at the time of the crash.

♦ Full Access Control - An expressway or freeway where the only means of entry to or exit from the roadway is by ramps and/or wye connections that connect to service roads, streets, or highways.
♦ No Access Control - A street or highway where driveways provide access to and egress from adjacent properties and where cross streets intersect at grade.
♦ Partial Access Control - A street or highway which does not clearly fit the above definitions.
6.6 DRIVER INFORMATION (Items 6-7)

Items 6-7 must be completed using same guidelines provided for the basic report (CR-3). This is to allow an accurate link of the supplemental information to the appropriate unit/driver on the CR-3.

6.7 CARRIER INFORMATION (Items 8-12)

Item 8 - Only one item is required to be selected in Item 8 to indicate whether the operation of the commercial motor vehicle is defined as:

- **Interstate Commerce** - Transportation of property which originated in one state or country and passed through or terminated in another state or country.
- **Intrastate Commerce** - Transportation of property that does not cross a state or international boundary.
- **Not in Commerce/Personal** - The occasional transportation of personal property by individuals, neither for compensation nor in the furtherance of a commercial enterprise.
- **Government** - Transportation is provided by the Federal Government, State, or any political subdivision of a State, or an agency established under a compact between States that has been approved by the Congress of the United States.

The identification of the type of commerce is critical since it determines which laws and regulations apply to the operation of the vehicle. The bill of lading and destination information may be one source available to make this determination.

EXAMPLES:

1. A shipment of property which originates in Atlanta, Georgia has a final destination of El Paso, Texas. This property is off-loaded at a terminal in Dallas and transferred to another vehicle for completion of the journey. Based on these circumstances, if the bill of lading shows origin as Atlanta, Georgia and final destination as El Paso, Texas, the leg of the trip from Dallas to El Paso is still considered **Interstate Commerce**, even though the vehicles may not have actually traveled outside of Texas.

2. Under the same set of circumstances in Example 1, the Dallas terminal is a distribution warehouse of some type, and the bill of lading shows origin in Atlanta, Georgia and the final destination point as Dallas.

The subsequent transportation of the property from Dallas to El Paso would be considered **Intrastate Commerce**, provided the bill of lading indicated Dallas as origin and El Paso as destination and the actual transportation of the property did not cross a state or international border.

(continued)
3. A load of property is being transported from El Paso to Lubbock. The bill of lading indicates El Paso as the point of origin and Lubbock as the point of destination. The driver cuts through New Mexico to save time and mileage. This would be Interstate Commerce.

4. A commercial truck owned by a business and primarily operated for business commerce, but temporarily being used by the driver for personal use would be considered Not in Commerce.

5. A person operating a large truck for the purpose of moving their own household items would be considered Personal.

6. An employee of the Texas Department of Transportation is driving a dump truck in their regular line of duty or an employee of the Texas Department of Public Safety is driving a Department bus taking recruits from one site to another; both examples are considered Government.

Items 9 and 10 must be completed by indicating the carrier’s corporate name and primary business address. A motor carrier is defined as any “for hire” (common, specialized, or contract) carrier of property or passengers by motor vehicle or any private carrier of property by motor vehicle. This may or may not be the actual owner of the vehicle as shown on the registration receipt.

EXAMPLES:

1. John Doe is the registered owner and operator of a truck leased to ABC Transport, a "for hire" carrier. ABC Transport is the motor carrier.

2. A truck owned by and registered to a bona fide leasing company and leased to ABC Transport (lessee) and is involved in a crash while being operated by an employee of the lessee, should show the name of the lessee.

3. A person rents a motor vehicle from U-Haul or another bona fide leasing company to move his/her household furniture under a short term rental agreement. In this situation, the registered owner (rental company) should be shown.

Item 11 must be completed by indicating the carrier identification type. Most carriers operating a commercial motor vehicle should be assigned an identification number by one or more regulatory agencies. For example, carriers operating interstate commerce normally will have a U.S. Department of Transportation (USDOT) number. They may also have an Interstate Commerce Commission (ICC) number, Texas Department of Transportation (TxDOT) number, or an ID number issued by another state. If a carrier has more than one ID number, priority should be given in this order: USDOT, ICC, TxDOT, or other. If no ID is available, check NONE.

Item 12 must be completed by entering the Carrier ID Number. Check the ID number type in Item 11 for the Carrier ID number entered in Item 12. Information can be found on the side of the power unit or the cab card.

The Federal Motor Carrier Safety Administration (FMCSA) has created a unique website called SAFER (Safety and Fitness Electronic Records System) to assist in verifying carrier information. The website address is: http://www.safer.fmcsa.dot.gov/CompanySnapshot.aspx
Company Snapshot: The Company Snapshot is a concise electronic record of a company's identification, size, commodity information, and safety record, including the safety rating (if any), a roadside out-of-service inspection summary, and crash information. The Company Snapshot is available via an ad-hoc query (one carrier at a time) free of charge.

Search Criteria: Users may search by DOT Number, MC/MX Number, or Company Name.

6.8 MOTOR VEHICLE INFORMATION (Items 13-15)

<table>
<thead>
<tr>
<th>Item 13</th>
<th>Item 14</th>
<th>Item 15</th>
</tr>
</thead>
<tbody>
<tr>
<td>UNIT NUMBER ON CR-3</td>
<td>LICENSE PLATE</td>
<td>GROSS VEHICLE WEIGHT RATING (GVWR)</td>
</tr>
</tbody>
</table>

Item 13 must be completed by entering the unit number as shown for the same motor vehicle on the CR-3.

Item 14 must be completed by entering the registration year, state, and license plate number.

Item 15 must be completed by indicating either the Gross Vehicle Weight Rating (GVWR), found on the Vehicle Manufacturer Identification Plate or the Registered Gross Vehicle Weight (RGVW) determined by looking at the Registration Receipt required to be carried in the vehicle or by requesting a registration check through TLETS. Check the appropriate box and enter the GVWR or RGVW as applicable.

6.9 VEHICLE TYPE (Item 16)

<table>
<thead>
<tr>
<th>Item 16</th>
</tr>
</thead>
<tbody>
<tr>
<td>PASSENGER CAR (ONLY IF VEHICLE DISPLAYS HM PLACARDS)</td>
</tr>
<tr>
<td>LIGHT TRUCK (ONLY IF VEHICLE DISPLAYS HM PLACARDS)</td>
</tr>
<tr>
<td>BUS (SEATS FOR 15 PEOPLE, INCLUDING DRIVER)</td>
</tr>
<tr>
<td>SINGLE UNIT TRUCK (2 AXLES, 6 TIRES)</td>
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<tr>
<td>SINGLE UNIT TRUCK (3 OR MORE AXLES)</td>
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<tr>
<td>TRUCK TRAILER</td>
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<td>TRUCK TRACTOR (BOBTAIL)</td>
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<tr>
<td>TRACTOR-Semitrailer</td>
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<tr>
<td>TRACTOR/DOUBLE TRAILER</td>
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<tr>
<td>TRACTOR/TRIPLEX TRAILER</td>
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<tr>
<td>UNKNOWN HEAVY TRUCK OVER 10,000 LBS. (CANNOT CLASSIFY)</td>
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</tbody>
</table>

Item 16 must be completed from the list provided by indicating the description which best describes the commercial motor vehicle involved in the crash.

A light truck (pickup pulling a trailer) when the combination weight would make the combination a commercial vehicle (unless Hazardous Material placard is required) could be shown as Number 7.

(continued)
6.9 VEHICLE TYPE (Item 16) (continued)

The specific vehicle types for each code value are defined as follows:

1. **Passenger Car**

   Only if vehicle is required to display HM placards. A passenger car is a motor vehicle other than a motorcycle or utility vehicle consisting of a transport device designed for carrying ten or fewer persons.

   ![Passenger Car](image)

2. **Light Truck**

   Only if vehicle is required to display HM placards. A light truck is a truck which has a gross vehicle weight rating of less than 10,000 lbs.

   ![Light Truck](image)

3. **Bus (seats 9-15 people, including driver)**

   A motor vehicle consisting primarily of a transport device designed to carry more than eight (8) and fewer than sixteen (16) persons.

   ![Bus](image)

4. **Bus (seats >15 people including driver)**

   A motor vehicle consisting primarily of a transport device designed to carry sixteen (16) or more persons.

   ![Bus](image)

5. **Single Unit Truck (2 axles, 6 tires)**

   A single unit truck is a truck consisting primarily of a single motorized transport device. When connected to a trailer, such a device may be part of a truck combination.

   ![Single Unit Truck](image)

(continued)
6.9 VEHICLE TYPE (Item 16) (continued)

6. Single Unit Truck (3 or more axles)

A single unit truck is a truck consisting primarily of a single motorized transport device. When connected to a trailer, such a device may be part of a truck combination.

7. Truck-Trailer

A truck combination is a truck consisting primarily of a transport device which is a single unit truck with one or more attached trailers.

8. Truck-Tractor (Bobtail)

A truck-tractor is a motor vehicle consisting of a single motorized transport device designed primarily for towing trailers.

9. Tractor/Semi-trailer

A truck-tractor with a semi-trailer as a trailer. Semi-trailer is defined as a trailer, other than a pole trailer, designed for carrying property and so constructed that part of its weight rests upon or is carried by the towing road vehicle.

10. Tractor/Double Trailer

A truck-tractor with a double trailer (semi or full).

11. Tractor/Triple Trailer

A truck tractor with a triple trailer (semi or full).

99. Unknown Heavy Truck over 10,000 lbs that cannot be classified or any other type of motor vehicle, including cranes.
6.10 CARGO BODY STYLE (ITEM 17)

<table>
<thead>
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<th>Item</th>
<th>Description</th>
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<tr>
<td>1.</td>
<td>BUS (seats for 9-15 people, including driver)</td>
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<td>BUS (seats for &gt; 15 people, including driver)</td>
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<td>3.</td>
<td>VAN/ENCLOSED BOX</td>
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<td>4.</td>
<td>CARGO TANK</td>
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<td>DUMP</td>
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<td>CONCRETE MIXER</td>
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<td>AUTO TRANSPORTER</td>
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<td>9.</td>
<td>GARBAGE/REFUSE</td>
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<td>10.</td>
<td>GRAIN CHIPS, GRAVEL</td>
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<tr>
<td>11.</td>
<td>POLE</td>
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<td>98.</td>
<td>OTHER</td>
</tr>
<tr>
<td>12.</td>
<td>NOT APPLICABLE</td>
</tr>
</tbody>
</table>

**Item 17** must be complete from the list provided by indicating the closest description of the cargo body style for the commercial vehicle or combination of vehicles involved in the crash. On single unit trucks, indicate the closest description of the cargo body style. For combination vehicles, the cargo body style is derived from the trailer type and for truck-tractors pulling a trailer or trailers, indicate the most common body style for that combination.

For vehicles not fitting descriptions listed, use 98-OTHER and write in the description.

1. **Bus (seats 9-15 people, including driver)**

A motor vehicle consisting primarily of a transport device designed to carry more than eight (8) and fewer than sixteen (16) persons.

![Bus](image)

2. **Bus (seats > 15 people, including driver)**

A motor vehicle consisting primarily of a transport device designed to carry sixteen (16) or more persons.

![Bus](image)

3. **Van/Enclosed Box**

A truck or trailer having an enclosed body. Applies also to refrigerated vans.

![Van/Enclosed Box](image)
6.10 CARGO BODY STYLE (ITEM 17) (continued)

4. Cargo Tank

Any motor vehicle that is designed to transport liquid or gaseous materials within a tank that is permanently or temporarily attached to the vehicle or the chassis.

5. Flatbed

A truck with a flat load bearing surface which normally does not have fixed, permanent sides, but may be equipped with removable side-boards.

6. Dump

A truck designed to haul rock, dirt, sand, gravel, and smaller materials and equipped with mechanical means for unloading.

7. Concrete Mixer

A truck with a body specifically designed to mix or agitate concrete.

(continued)
8. Auto Transporter

A truck with a body specifically designed to transport vehicles (do not include tow trucks).

9. Garbage/Refuse

A truck with a body style specifically designed to collect and transport garbage or refuse. This includes both conventional rear loading and over-the-top bucket-loading garbage trucks.

10. Grain, Chips, Gravel (Belly Dump Truck)

A truck with a body style specifically designed to haul grain, chips, and gravel equipped with mechanical means for unloading through a center opening within the bed.

11. Pole

A pole trailer is a trailer designed to be attached to the towing road vehicle by means of a reach, pole, or by being boomed or otherwise secured to the towing road vehicle, and ordinarily used for carrying property of a long or irregular shape such as poles, pipes, or structural members that are generally capable of sustaining themselves as beams between the supporting connections.

12. Not applicable (Unit not equipped for cargo)

98. Other (Unit description not listed)
6.11 HAZARDOUS MATERIAL (ITEM 18)

**Item 18** must be completed by indicating whether the vehicle or truck trailer combination was transporting hazardous material. This information may be available on the bill of lading or shipping papers. If unavailable, the class and ID numbers may be taken from the placard.

**Transporting Placardable Hazardous Material** – Must check yes or no box. If yes is selected, the following three fields must be completed:

- **Hazardous Materials Released or Spilled** – Must check yes or no box *(do not include fuels from the vehicle’s fuel tank)*.
- **One Digit Class Number** - Insert a single digit.
- **Four Digit Identification Number** - Insert four digits.

**EXAMPLE:**

If this unit is a truck-tractor/semi-trailer combination, and only the semi-trailer is loaded with hazardous materials, the proper coding in Item 18 would be YES. Class, ID Number and discharge information should be completed.

The hazardous materials class and ID numbers should be taken from the shipping papers or bill of lading. The following diagram is only illustrative since shipping papers and bills of lading may differ in format.

**EXAMPLE:**

Shipping papers must be carried in the vehicle.

If the shipping papers or bill of lading are not available or if the class and ID numbers cannot be located on these documents, the class and ID numbers may be taken directly from the placarding.

*(continued)*
6.11 HAZARDOUS MATERIAL (ITEM 18) (continued)

The hazardous material class can often be located in the lower corner of the diamond shaped hazardous material warning placard.

**EXAMPLE:**

![Hazardous Material Placard](image)

There are nine (9) classes of hazardous materials:

- **Class 1** - Explosives
- **Class 2** - Gases
- **Class 3** - Flammable Liquids
- **Class 4** - Flammable Solids: spontaneous combustible materials and materials that are dangerous when wet.
- **Class 5** - Oxidizers and Organic Peroxides
- **Class 6** - Toxic Materials and Substances
- **Class 7** - Radioactive Materials
- **Class 8** - Corrosives
- **Class 9** - Miscellaneous Hazardous Materials

The ID number can also be found in the diamond shaped label or on an orange panel on tank vehicles.

**EXAMPLES:**

![ID Number and Label](image)

Also include if hazardous material was released to the environment.

A ruptured fuel tank would not classify as a hazardous material release.
6.12 TRAILER INFORMATION (ITEMS 19-22)

Items 19 and 21 must be completed by providing the registration information for the trailer including the year of registration, state of registration, and license number.

Items 20 and 22 must be completed by indicating the Gross Vehicle Weight Rating (GVWR) found on the Vehicle Manufacturer Identification Plate or, the Registered Gross Vehicle Weight (RGVW) determined by looking at the Registration Receipt required to be carried in the vehicle and/or by requesting a registration check through TLETS.

Complete Trailer Type information by indicating in the box the description number, which most closely indicates the type of trailer(s) being towed.

*6.13 SEQUENCE OF EVENTS (Item 23)*

Item 23 - Provide the Unit # on the line, and then select the sequence of events, based on the CMV actions. This includes both non-collision as well as collision events regardless of injury and/or property damage. There are 4 spaces provided but not always 4 events occur. If more than 4 events occur, choose the 4 that best describe the overall crash. The first listed event should reflect the first event that occurred and not the first event to produce injury and/or damage.

EXAMPLES:

A tractor/semi-trailer goes out of control on an icy roadway and eventually strikes a bridge abutment and overturns. The tractor then becomes engulfed in flames.

Event #1: Ran off road.
Event #2: Collision involving a fixed object.
Event #3: Overturn or rollover.
Event #4: Explosion or fire.

A single unit truck sideswipes a vehicle in the right lane. As a result of the impact he overturns.

Event #1: Collision involving a motor vehicle in transport.
Event #2: Overturn or rollover.
6.14 AXLES AND TIRES (Items 24-25)

Axles - Report the total number of axles on the power unit and trailer(s).
Tires - Report the total number of tires on the power unit and trailer(s).

6.15 OFFICER’S PRINTED INFORMATION (Item 26)

The investigator completing this supplement must sign, print, or type their name, indicate the name of the department or investigating agency, and date the supplement.
7.0 TERMS, DEFINITIONS, AND LEGAL REFERENCES

Commercial Motor Vehicle (*TRC 522.003*)

1. Any motor vehicle or towed vehicle with a Gross Vehicle Weight Rating (GVWR) or a Registered Gross Vehicle Weight (RGVW), whichever is greater, of 10,001 lbs. or more, or any combination of vehicles where the Gross Combined Weight Rating (GCWR) or the total RGVW of the combination is 10,001 lbs. or more.

2. Any vehicle with a passenger seating capacity of nine (9) or more (including the driver) and used for the transportation of persons.

3. Any motor vehicle hauling hazardous materials which is required to be placarded under the Hazardous Materials Transportation Act.

Contributing Factor – Any circumstance contributing to a result without which the result could not have occurred; an element which is necessary to produce the result, but not by itself, sufficient.

Driverless Vehicle – A vehicle without a driver. Vehicle could be illegally parked, previously wrecked, or set in motion by jumping gears or defective parking brake, etc. Does not apply to a vehicle where a driver jumps or falls from a moving motor vehicle.

Drug Categories – National Highway Traffic Safety Administration (NHTSA) recognizes these classifications. The list of examples is not inclusive.

1. CNS Depressants - Barbiturates, Anti-Depressants, Non-Barbiturates, Anti-Psychotic (Major) Tranquilizers, Anti-Anxiety (Minor) Tranquilizers, Combinations (Limbitrol, Triavil).

2. CNS Stimulants - Amphetamine, Amphetamine Sulfate, Benzedrine, Cocaine, Desoxyn, Dexedrine, Methamphetamine, Preludin, Ritalin, Cylert.

3. Hallucinogens - DOM (STP), DMT, LSD, MDMA (Ecstasy), MDA, Peyote, Psilocybin, TMA.

4. Disassociative Anesthetics - Ketamine, PCP (and its analogs), Dextromethorphan (DXM), Sernyl, Sernylan.

5. Narcotic Analgesics - (Opiates and Synthetics) - Natural Alkaloids of Opium, Synthetic Opiates, Opium Derivatives.

6. Inhalants - Volatile Solvents (Toluene), Aerosols (hydrocarbon gases), Anesthetic Gases.


Expressway – A high-speed divided highway for through traffic with access partially or fully controlled and grade separations at major intersections.

Freeway (*TRC 541.302*) – A toll-free divided highway for through traffic with full control of access and grade separations at intersections.

Grade Separation – The crossing at different levels of two trafficways, or trafficway and railway. (TxDOT Glossary)

Gross Combined Weight Rating (GCWR) (*TRC 522.003*) – The combined weight rating of a motor vehicle and towed unit(s).

(continued)
7.0 TERMS, DEFINITIONS, AND LEGAL REFERENCES (continued)

**Gross Vehicle Weight Rating (GVWR) \((TRC\ 522.003)\)** – The weight of the fully equipped vehicle plus its net carrying capacity as assigned by manufacturer.

**Hazardous Materials** – A substance or material, including a hazardous substance, which has been determined by the Secretary of Transportation to be capable of posing an unreasonable risk to health, safety, or property when transported in commerce, and which has been so designated.  (Per Federal Motor Carrier Safety Regulations Management Edition)

**Highway or Street \((TRC\ 541.302)\)** – A publicly maintained way open for purposes of vehicular travel by the general public.

**Highway System Designation** – The description of highways, from point “A” to point “B”, including highway system (i.e. FM, IH), highway number, direction, mileage, and counties affected.  (TxDOT Glossary)

**Non-Contact Vehicle** – A vehicle which contributes to a crash by unusual or illegal behavior but strikes nothing and suffers neither damage nor injury.

**Roadway \((TRC\ 541.302)\)** – The portion of the highway other than the berm or shoulder that is improved, designed, or ordinarily used for vehicular travel.

**Person** – A living human.

**Previously Wrecked Vehicle** – Refers to a vehicle that was recently involved in a crash, disabled on the roadway.

**Registered Gross Vehicle Weight (RGVW)** – The registered weight of the fully equipped vehicle plus its gross carrying capacity.

**Revoked Driver License \((TRC\ 521.294)\)** – The Department shall revoke the person’s license if the Department determines that the person:

1. is incapable of safely operating a motor vehicle;
2. has not complied with the terms of a citation issued by a jurisdiction that is a party to the Nonresident Violator Compact of 1977 for a traffic violation to which that compact applies;
3. has failed to provide medical records or has failed to undergo medical or other examinations as required by a panel of the medical advisory board;
4. has failed to pass an examination required by the director under this chapter;
5. has been reported by a court under Section 521.3452 for failure to appear unless the court files an additional report on final disposition of the case;
6. has been reported within the preceding two years by a justice or municipal court for failure to appear or for a default in payment of a fine for a misdemeanor punishable only by fine, other than a failure reported under Section 521.3452, committed by a person who is at least 14 years of age but younger than 17 years of age when the offense was committed, unless the court files an additional report on final disposition of the case;
7. has committed an offense in another state or Canadian province that, if committed in this state, would be grounds for revocation.

(continued)
Suspended Driver License (TRC 521.292) – The Department shall suspend the person’s license if the Department determines that the person:

1. has operated a motor vehicle on a highway while the person's license was suspended, canceled, disqualified, or revoked, or without a license after an application for a license was denied;
2. is a habitually reckless or negligent operator of a motor vehicle;
3. is a habitual violator of the traffic laws;
4. has permitted the unlawful or fraudulent use of the person's license;
5. has committed an offense in another state or Canadian province that, if committed in this state, would be grounds for suspension;
6. has been convicted of two or more separate offenses of a violation restriction imposed on the use of the license;
7. has been responsible as a driver for any crash resulting in serious personal injury or serious property damage;
8. is the holder of a provisional license issued under Section 521.123 and has been convicted of two or more moving violations committed within a 12-month period.
### 8.0 STATE AND COUNTRY ABBREVIATIONS

<table>
<thead>
<tr>
<th>U.S. State or Territory</th>
<th>Abbreviation</th>
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9.0 ACCEPTABLE ABBREVIATIONS

Interstate - IH
United States - US
State Highway - SH
Farm to Market - FM
Ranch to Market - RM
Ranch Road - RR
Loop - LP
Spur - SP
Park Road - PR
Service Road - SR
Frontage Road - FR
East Bound - EB
West Bound - WB
North Bound - NB
South Bound - SB
County Road - CR
Street - St
Parkway - Pkwy
Boulevard - Blvd
Road - Rd
Avenue - Ave
Drive - Dr
Alternate - Alt
Railroad - RR
Right of Way – ROW
Business - BU, BS, BI
IF YOU HAVE ANY QUESTIONS, NEED FURTHER CLARIFICATION:

*Contact us at:

(512) 486-5780
trfcrashrecords@dot.state.tx.us

Mail crash reports to:

Texas Department of Transportation
Crash Records Section
PO Box 149349
Austin, TX 78714
(512) 486-5780

To obtain crash forms:

www.txdot.gov/forms/traffic.htm

To obtain Crash Analysis or Statistical Data:

http://www.txdot.gov/services/traffic_operations/crash_data.htm