

Commonwealth of Pennsylvania
Police Officers Crash Report
Manual



This Manual was developed by a team of front line police officers, working under the auspices of the Governor's Office, the PA Chiefs of Police, the Fraternal Order of Police, the PA State Police and PENNDOT, to help Pennsylvania's police officers complete the Crash Report Form (AA-500) properly. The content was primarily determined by those officers. Suggestions for change should be directed to ra-penndotcrashhelp@state.pa.us

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1. INTRODUCTION

Section 3751 of Title 75, Pennsylvania's Consolidated Statutes (Vehicle Code) requires police agencies to investigate, upon notification, all crashes involving death, injury, and/or damage to any one vehicle to such an extent that it cannot be driven from the scene without further damage and therefore requires towing. Furthermore, the investigating agency must report these crashes within 15 days to the Department of Transportation on a form designed and supplied by the Department (Section 3752(b)). That form is the AA-500, Commonwealth of Pennsylvania Police Crash Report Form, consisting of six standard pages plus additional pages for special situations.

Crashes are, by definition, a failure in the Commonwealth's Transportation System. The primary objective when investigating crashes is to obtain information that can be used to develop crash prevention and crash reduction programs. The AA-500 has been designed to assist officers in doing just that. It is the primary source document for Pennsylvania's Crash Reporting System. Every attempt must be made to obtain factual information for all items listed on the report form. It has been designed to be easily completed and to assist officers in gathering the information consistent with their responsibilities at the scene of a crash.

Compliance with instructions in this manual will help assure that reports are filled out completely, accurately, and in a uniform manner.

2. DEFINITIONS AND TERMINOLOGY

From time to time, police officers will call PENNDOT with questions regarding a particular crash. Generally, the questions result from an unusual situation in the crash. The following is a partial list of terms and definitions that may help officers determine the answers to those questions.

However, if you are still unsure, please give us a call. The number is (717) 787-2855.

Crash

A crash is the result of an un-stabilized situation which includes at least one incident of personal injury or vehicular damage that is not a direct result of a cataclysm or deliberate intent.

Unstabilized Crash Situations

An unstabilized situation is a set of events not under human control. It originates when control is lost and terminates when control is regained or when all persons and property are at rest.

Examples of unstabilized situations:

- Unit #1 strikes Unit #2. After this collision, Unit #1 crosses the median still out of control and strikes Unit #3. This will be reported as a three (3) vehicle crash (provided the criteria for reportability are met) because Operator #1 had not regained control of his unit before striking Unit #3.
- If part of a load falls from a vehicle, and in the process of falling strikes another vehicle, then the resultant crash would be considered a two (2) vehicle crash (provided the criteria for reportability is met).

Examples where situations stabilize and then are lost:

- Unit #1 strikes Unit #2. After this collision, Unit #1 comes to rest in the opposing lane of travel. Unit #3 then comes along and strikes Unit #1. This will be reported as two (2) separate crashes--the first as a two (2) vehicle crash and the second as a two (2) vehicle crash with the previously wrecked unit having a value of Disabled From Previous Crash in the Type Unit field because the first situation had become stable when the first two units came to rest.

- If as a result of a crash, part of a load falls to the ground and moments later the load is struck by a second vehicle, then the resultant second crash would involve a single vehicle as the situation had stabilized after the fall.

Motor Vehicle In Transport

A motor vehicle in transport is any motorized vehicle moving or stopped (not parked) being used in the transportation of person(s) or property. There must be at least one motor vehicle in transport involved in every crash reported to PENNDOT.

Reportable Crash

The incident must occur on a highway or trafficway that is open to the public by right or custom and involve at least one motor vehicle in transport.

The definition for a reportable crash can be found in Section 3746(a) of Title 75, Pennsylvania's Consolidated Statutes. It states a crash is reportable if it involves:

- Injury to or death of any person; and/or
- Damage to any vehicle to the extent that it can not be driven under its own power in its customary manner without further damage or hazard to the vehicle, other traffic elements, or the roadway, and therefore requires towing.

The following crashes therefore are NOT REPORTABLE:

- Two eager shoppers collide while trying to enter the same parking space in a mall parking lot. One of the drivers sustains a minor injury. → This is not a reportable crash as the stalls in a parking lot do not meet the definition of a highway or trafficway and this crash is therefore excluded. (See example in Appendix B.)
- A horse and rider are on a public road. While in traffic, the horse is spooked, and damages a parked car. The

rider is injured. → A parked car is not considered a motor vehicle in transport and therefore this situation is non-reportable.

- A bicyclist hits a curb and is thrown from the bike causing injury. → A bicycle is not considered a motor vehicle in transport. Since there are no other motor vehicles in transport involved, this incident is not reportable.
- A vehicle was traveling down a roadway in an erratic manner. It runs off the roadway and hits a tree sustaining minor damage. Although the driver was not injured, his BAC was found to be 0.20%. The investigating officer ordered the vehicle to be towed from the scene. → This incident is not a reportable crash as the vehicle had minor damage and there was no injury. The vehicle was towed because the driver was drunk, not due to the severity of damage.

The following crashes are considered REPORTABLE:

- A car catches fire while being driven down a city street and is able to stop without crashing or causing injury. The car cannot be driven. → Even though there was no collision, this is a reportable crash because it occurred on an open trafficway and the vehicle had to be towed due to damage.
- An emergency vehicle traveling on a call proceeds through an intersection, with traffic signal on red, and is struck by another vehicle. There is minor damage and the driver sustained minor injuries. → Even though the emergency vehicle was on a call, it does not preclude the driver from following all rules of the road, including stopping at a traffic signal.

Non-Reportable Crash

A non-reportable crash involves a crash with no injury or death of any person, in which there is no towing due to the damage to the vehicle at the time of the crash.

Furthermore, if the incident occurred on private property or

was a result of deliberate intent or cataclysm, the crash is non-reportable. A non-reportable crash does not require a Police Crash Report Form to be completed or submitted to PENNDOT.

Cataclysm

A cataclysm is a cloudburst, cyclone, earthquake, flood, hurricane, lightning, tidal wave, torrential rain, tornado, volcanic eruption, etc. Crashes that result from a cataclysm are not reportable.

- Motor vehicles driven into water when a bridge is washed out during a hurricane or flood.
- Motor vehicles driven into falling materials covering a roadway during a landslide or avalanche.

Deliberate Intent

The classification given to the cause of an event which occurs when a person acts deliberately to cause the event or deliberately refrains from prudent acts, which would prevent occurrence of the event. Includes suicide, self-inflicted injury, homicide, injury or damage purposely inflicted. Crashes that result from deliberate intent are not reportable.

- When a driver intentionally kills or injures himself with a motor vehicle, by driving the vehicle against a fixed object or into a body of water, the driver's death or injury is a result of deliberate intent.
- When a driver intentionally kills or injures another person with a motor vehicle, e.g., by running into a pedestrian, the death or injury is a result of deliberate intent.
- When a driver intentionally causes damage with a motor vehicle, by ramming another vehicle, the damage is a result of deliberate intent.

Legal Intervention

A category of deliberate intent in which the person who acts or refrains from acting is a law-enforcing agent or other official. To be considered legal intervention, the officer must be chasing somebody and physically use their vehicle to stop the person they are chasing. Crashes that result from legal intervention are not reportable.

- If a lawbreaker crashes either intentionally or unintentionally into a roadblock set up by police to stop him, then the crash is considered a result of legal intervention.
- If a driver, other than the lawbreaker, crashes into the roadblock, then the crash is not considered to be a result of legal intervention and is therefore reportable.
- If a police car is intentionally driven into another vehicle, the crash is considered to result from legal intervention.
- If a law-breaker being pursued by the police loses control of his vehicle and crashes into another, the crash is not considered to be a result of legal intervention because the officer did not intend this crash.

Harmful Event

A harmful event is an occurrence that actually causes damage or injury. It must be observable like “hitting a tree” or “overtaking.” The event itself causes the damage or injury. There can be up to four harmful events per unit per crash. If there are more for a particular vehicle, use the first four harmful events in event sequence (how it happened) and ignore the remaining events. If the most harmful event is not one of the first four, make it the fourth harmful event and ignore the original fourth harmful event in sequence.

The investigating officer will determine the most damaging or injury producing event for each unit based upon his/her investigation.

Contributing Information (Driver and pedestrian actions, environmental factors, and vehicle failures)

Items in the contributing information blocks (block 18) are non-harmful events and/or factors contributing to the crash but do not, in and of themselves, cause damage or injury. Factors can lead to the crash's occurrence, but do not actually cause the damage. They are like violations of law that you would list in the Primary Vehicle Code Violations Section on page 2.

The Indicated Prime Factor should be chosen from the factors listed in the Environmental/Roadway Factors, Vehicle Failures, Driver Actions or Pedestrian Factors sections on page 4. Officers should choose the factor that they think contributed most to the cause of the crash based upon their investigation.

Non-Collision Crash

A non-collision crash is any crash other than a collision crash. A Police Crash Report Form should be prepared if the resultant incident meets the definition of a reportable crash. Examples:

- Sudden stop causes an occupant to be injured
- Vehicle overturning
- Breakage of any part of the vehicle, resulting in injury or further property damage
- Explosion of any part of the vehicle
- Fire starting in the vehicle while in motion (not parked)
- Fall or jump from the vehicle
- Occupant hit by an object in, or thrown against some part of the vehicle
- Object falling on the vehicle

Phantom Vehicle

A phantom vehicle is a unit involved in the crash but where there is no contact between it and any other unit in the

crash. In a sense, it is a unit that causes something to happen but is not directly involved in it. (There must be evidence or witness statements to corroborate existence of a phantom vehicle).

Example: A car slams on the brakes to avoid a pedestrian. The vehicle following it swerves to avoid contact and strikes the curb causing tow-able damage to the front wheel assembly. The first car in this scenario is a phantom vehicle because there was no contact with the second vehicle. The pedestrian could also be considered a phantom, but since it is not a vehicle, they would not be included.

Commercial Vehicle/License Terms

Bus: A motor vehicle designed to transport 16 or more passengers, including the driver, and used for the transportation of persons for compensation.

School Bus: A bus designed and used to carry 11 or more passengers, including the driver, and is used for the transportation of preprimary, primary, or secondary school students, personnel or chaperones to such schools or school-related activities from home, or from such schools or school-related activities to home.

Commercial Driver License (CDL): A driver's license authorizing a person 18 years of age or older to drive a class of commercial motor vehicles.

Class A Driver License: Drivers 18 years or older who have demonstrated their qualifications to operate any combination of vehicles with a gross vehicle weight rating (GVWR) of 26,001 pounds or more, provided the GVWR of the vehicle or vehicles being towed is in excess of 10,000 pounds. (Tractor-Trailer Drivers)

Class B Driver License: Persons 18 years or older who have demonstrated their qualifications to operate any single vehicle with a GVWR of 26,001 pounds or more, or any

such vehicle towing a vehicle with a GVWR less than 10,000 pounds. (Large Truck or Bus Drivers)

Class C Driver License: Persons 18 years or older who have demonstrated their qualifications to operate any single vehicle with a GVWR of 26,000 or less or any such vehicle towing a vehicle if the gross combination vehicle weight rating is 26,000 pounds or less. (Regular Drivers)

A commercial Class C license is required for drivers transporting some commodities, especially hazardous materials as long as the vehicle is placarded.

Class M Driver License: Persons who have demonstrated their qualifications to operate a motorcycle or motor-driven cycle. (A driver may have a Class M License in combination with a Class A, B or C.). Class M is not a commercial license.

3. COMPLETING THE PAPER POLICE CRASH REPORT FORM

All paper reports submitted to PENNDOT must be on the 6 page form sets supplied by PENNDOT. **Do not submit reports on computer generated paper forms.**

The report form is constructed with twelve sheets of paper, one set of six to be sent to PENNDOT and one set to be kept at the local police station. The reverse side of the first sheet is coated with a substance that allows for duplication of the information recorded by the officer. The original with the red print must be sent into PENNDOT. The copy (black print) is to be retained by the police department.

The form was designed to be completed by hand at the crash scene or in the office after leaving the scene. Forms can be typed (pica (12) and elite (10) fonts only) as long as the letters fit into the boxes. Only PENNDOT forms will be acceptable. Please follow these instructions when completing the report form.

1. Insert the stop cover beneath the first page of the forms to prevent impressions from going through to the other forms.
2. Complete page one and flip it up over the end of the book.
3. Insert the stop cover between pages two and three and complete page two.
4. Continue in this manner with all 6 pages of the form or until complete.
5. Remove all completed pages from the book by tearing along the perforation at the top of the page. This will leave the crash report attached at the top edge so that the reviewing officer can approve it.
6. Submit the form for approval.
7. Separate copies of each page and send the original (red) copy to PENNDOT and file the black copy.

4. FORM COMPLETION INSTRUCTIONS

- Use a ball-point pen
- Do not use felt tip pen
- Do not use RED ink
- Press firmly
- Print clearly
- Use CAPITAL letters
- Fill in every applicable box
- Do not write outside of boxes (except for corrections)
- Do not use correction fluid (white-out)
- Do not use correction tape

- Do not punch holes in the form

Combed Boxes - Certain fields are made up of multiple boxes. Each box represents a letter or character. Print inside the boxes using uppercase block characters.

Correct:

A	B	C	1	2	3
---	---	---	---	---	---

Incorrect:

a	b	c
---	---	---

If you make a mistake, circle the boxes that contain the mistake and write the correct value(s) as close to the applicable boxes as possible.

Single Boxes - Other fields consist of a single box. All of the information for those fields can be printed within that box. Print inside the box using block characters.

Correct:

ABC123

Incorrect:

abc

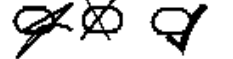
To correct single boxes, circle the incorrect information and write the correct information as close to the applicable box as possible (if there is enough white space within the box that contained the error, write the correct information inside of it).

Check Ovals - Fill as much of the white space within the check ovals as possible. More importantly, try not to mark outside the oval area.

Acceptable



Not Acceptable



To correct check ovals, circle the oval that contains the mistake and fill in the correct oval.

Page Numbers – Page numbers identify the sequence in which the pages are to be scanned. Always start with the location (AA-500 1). Do not reassign page numbers when submitting changes. Simply add changes to the end.

5. SPECIAL REPORT FORM FUNCTIONS

Each report set will have a pre-printed crash number in the upper right corner of each page in the report. This number will be used to identify a crash. When submitting changes and additions, use the auxiliary forms that come shrink wrapped and copy the original report number into the boxes at the upper right corner of the page you are replacing. **Do not break apart a report set if more pages are needed!** (This is a change from the instructions for the old 8 page form sets.)

New Cases

The pre-printed numbers in the upper right corner identify the new crash. This number must appear on every page that makes up the report. (If extra pages are used, they must have the pre-printed number from the original report written in the boxes in the upper right corner). Place a mark in the oval indicating it is a new crash on every page that makes up the report, if you must use additional pages. If many mistakes are made on a page, use a new page from the auxiliary forms. Be sure to enter the correct crash number (pre-printed number on the original report) and then complete the page.

Changes/Continuations

Use an auxiliary page from the “shrink wrapped” set corresponding to the pages upon which you want to make a change. On every page to be submitted, place a mark in the change/continuation oval indicating it is changing the original submitted form. Place the original crash number in the upper right corner of the auxiliary form.

When doing a change/continuation, you must always submit an AA-500 L with the following information completed; Crash Number, Agency Code, Incident Number, Investigation Date, and Arrival Time. Then supply any other pages(s) upon which you want to make a change or addition. Remember to only complete those fields that you want to change.

Note: When submitting a new report for the first time to PENNDOT, all pages included in the original submission must be marked as “NEW” (even if there are more than six pages being submitted).

6. SUBMITTING REPORTS TO PENNDOT

Separate the reports by tearing them off from the top stub along the perforation line. There is a crash number printed on the top of each sheet. For each set, make sure the crash number matches each sheet of the report.

Submit the "PENNDOT" copy with the red printing to the address below and follow your local policies for the agency copy.

Crash Reporting System
PENNDOT – Bureau of Highway Safety and
Traffic Engineering
P.O. Box 2047
Harrisburg, Pennsylvania 17105-2047

Remember that the reports should be mailed to PENNDOT no later than 15 days after the date of the crash. If the investigation is not complete, submit the report anyway. Changes or continuation sheets may be submitted at any time thereafter.

7. ORDERING FORMS

Complete and submit requisition form OS511 to Bureau of Highway Safety and Traffic Engineering P.O. Box 2047 Harrisburg, PA 17105-2047.

8. ALTERNATIVE CRASH FORM SUBMISSIONS

Police agencies may choose to send in crash reports to PENNDOT in two different electronic forms, the FTP file and the Internet e-Forms. If a police agency has computerized software that they use to record crashes and it can generate XML files, then they may sign up for our FTP

file transfer program. Contact us at (717) 787-2855 for details and security authorizations.

PENNDOT also provides another type of computerized mechanism for police officers to capture crash data. Internet data entry screens (internet e-forms) record the same information that is required on the paper forms.

However, there are some additional help functions in the Internet e-forms that will make completing and submitting the report easier. For example, if one of the drivers is licensed in Pennsylvania, all the officer needs do is to type in the driver license number and press the “look up” button. The system will provide the name, address, and other driver information automatically. Then, all the officer needs to do is verify that this is in fact the correct driver.

Another help function will allow officers to quickly identify the location of the crash. The new Internet system provides Geographic Information System maps for the officer to use. All the officer would need to do is to place the cursor over the spot on the map where the crash occurred and click. The system will automatically record the location and provide PENNDOT with the exact same information.

Web entry also uses “drop down” boxes. The “drop down” boxes will provide the user with values for entry into the fields.

Contact PENNDOT at (717) 787-2855 if you would like to begin using the Internet to submit crash reports. We will provide you with instructions and help in getting set up.

Note: If you submit the crash information electronically, do not send a paper copy into PENNDOT.

9. “HOW TO COMPLETE”

This section describes what sections to complete if the crash involves the following. Note, these instructions apply

only to the types of units described. Follow normal instructions for all other units.

Legally Parked Vehicle on the Street

- Complete Block 10 as “Legally Parked”.
- Leave Block 11 blank except for driver presence which should be code 02 (no driver).
- Complete Block 12
- Complete Block 14 only if people are actually sitting in the parked vehicle. Do not classify any of them as the “driver.”
- Do not complete the AA-500 C, AA-500 F or AA-500 M for any legally parked vehicle.
- Complete all remaining applicable fields.

Illegally Parked Vehicle

- Complete Block 10 as “Illegally Parked”.
- Complete Block 11 with information on the driver who last parked the unit. Make sure you put “no driver” (code 02) in driver presence.
- Complete Block 12.
- Complete Block 14 only if people are actually sitting in the parked vehicle. Do not classify any of them as the “driver.”
- Complete all remaining applicable fields.

Pedestrian and Pedestrian Conveyance

- Complete Block 10 as “Pedestrian” or “Pedestrian on Skates, in Wheelchair, etc.”
- In Block 11, complete the unit number, first name, middle initial, last name, date of birth, address, zip code, alcohol drug suspected, alcohol test type, alcohol test results, driver or pedestrian physical condition, and primary vehicle code violation. Leave driver license number, driver state, class, driver presence, and owner/driver areas blank.
- Skip Block 12.

- For Block 14, make sure the person type (Block A) = pedestrian (7).
- Make sure to code pedestrian action in Block 18.
- Complete Block 28 on the AA-500 M (auxiliary page).
- Complete all remaining applicable fields.

Non-Motorized Vehicle

- Code Block 10 as “Non – Motorized”. Examples include a bicycle, horse and buggy, horse and rider, etc.
- In Block 11, complete the unit number, first name, middle initial, last name, date of birth, address, zip code, alcohol/drugs suspected, alcohol test type, alcohol test results, driver or pedestrian physical condition, and primary vehicle code violation driver presence, and owner/driver. Leave driver license number, driver state, and class areas blank.
- Complete everything in Block 12 except owner name, address, vehicle make, make code, VIN, model year, vehicle model, license plate, Registration State, vehicle towed, insurance, and trailing units.
- Complete Block 14 as usual.
- If bicycle, complete Block 27 on the AA-500 M page (auxiliary page).
- Complete all remaining applicable fields.

Disabled from Previous Crash

This means that the vehicle already needed to be towed from a previous crash that has already occurred. The fact that this vehicle has to be towed cannot be used to justify that the subsequent crash is reportable. If there is no injury or another unit having to be towed, then the crash is non-reportable.

- Mark “Disabled From Previous Crash” in Block 10.
- Skip Block 11 except mark driver presence as “no driver” (2)
- Complete Block 13 normally.

- Complete Block 14 only if people are actually sitting in the disabled vehicle. Do not classify any of them as the “driver.”
- Complete all remaining applicable fields.

Trains

(Trolleys are not considered trains).

- In Block 3, the intersection type should normally be a railroad crossing.
- In Block 5, Intersecting Road, the street name should be the American Association of Railroads (AAR) number for the railroad crossing. The AAR number would appear on the railroad crossing sign, the control box for the flashing signal, or on a structure near the crossing. Alternately, you can obtain that number from the railroad operator (call the 800 number posted at the crossing) or you can call PENNDOT for that information. Examples:



Figure 1: DOT Inventory Crossing Number



Emergency Notification

(pictures c2002 by Operation Lifesaver, Inc., all rights reserved, used by permission)

- Complete Block 10 marking “Train.”
- Skip Block 11.

- Skip everything to “Direction of Travel” and complete information for all subsequent fields in Block 12 including vehicle type which equals “24.”
- Do not include any people on the train in Block 14.
- Complete all remaining applicable fields.


Phantom Vehicle

- Complete Block 10 marking “Phantom Vehicle.”
- Skip Block 14 because the people are really not part of the crash.
- Skip Block 16 and 17 – Phantom vehicles have no harmful events.
- Complete Block 18 and 19 as required. Remember, a phantom must have at least one entry in one of the categories in Block 18.
- Complete all remaining applicable fields.

10. CRASH FORM PAGE DESCRIPTIONS

The following Sections describe each of the pages in the new crash form. This section was developed by police officers for police officers.

Block 1 of the AA-500 1 and AA-500 L

COMMONWEALTH OF PENNSYLVANIA POLICE CRASH REPORTING FORM		Page	Crash Number
AA 500 1	Case Closed <input type="radio"/> Yes <input type="radio"/> No	Reportable Crash <input type="radio"/> Yes <input type="radio"/> No	 P 9 9 9 9 9 9 9
Police Agency Data	Incident Number	Police Agency	Patrol Zone
	Agency Name	Precinct	Investigation Date (MM/DD/YYYY)
	Dispatch Time (mi)	Arrival Time (mi)	Investigator
	Reviewer	Badge Number	Approval Date (MM/DD/YYYY)

Case Closed – Is the investigation complete?

Crash Number – Preprinted or hand-written number in the upper right corner on every page of the crash report form. (key)

Incident Number – Number assigned to the crash by police agencies. (key)

Police Agency Code – PENNDOT supplied code that identifies the police agency that reported the crash. (This code may or may not be the same code used on citations. All police agencies in Philadelphia start with 67 and York County agencies start with 66.) (key)

Patrol Zone – Number assigned by police agency.


Agency Name – Name of police agency that reported the crash.

Precinct – Designated coverage area for a certain group of officers.

Dispatch Time – Time of day (0000 midnight - 2359) when the police officer(s) were dispatched to the scene of the crash (if on-view, use same as arrival time.)

Arrival Time – Time of day when the investigating officer arrives on the scene of the crash. (key)

Investigation Date – The date upon which the crash investigation began (Remember, when sending in changes or continuations, use the original date the investigation began.) (key)



Key Fields

For those fields listed as "(key)", it is vital that you enter this information since it is what PENNDOT uses to identify each crash on their database. Please write these fields as legibly as possible.

Block 2 of the AA-500 1 and AA-500 L

Crash Data	County	County Name	Municipality	Municipality Name		<i>Day of Week</i>	
	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="radio"/> Sun	<input type="radio"/> Thu
	Crash Date (MM-DD-YYYY)	Crash Time (ml)	No of Units	People	Injured	Killed*	*If > 00 complete Form: F
	<input type="text"/> - <input type="text"/> - <input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="radio"/> Mon <input type="radio"/> Fri
	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="radio"/> Tue <input type="radio"/> Sat
	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="radio"/> Wed <input type="radio"/> Unk
	Workzone (If Yes, Complete Form M, Section 29)	<input type="radio"/> Yes <input type="radio"/> No	School Bus Related	<input type="radio"/> Yes <input type="radio"/> No	School Zone Related	<input type="radio"/> Yes <input type="radio"/> No	Notify PENNDOT Maintenance
							<input type="radio"/> Yes <input type="radio"/> No

County – Numeric code for the county in which the crash occurred. (See codes in Appendix A for correct numbers)

Municipality – Numeric code assigned to the municipality in which the crash occurred. A municipality may be a city, borough, or township. For example, Harrisburg City, Lemoyne Borough, South Hanover Twp. If you are not familiar with the municipality codes in your area, please contact PENNDOT at (717) 787-2855 (Do not confuse this with the reporting agency code. They may be the same or they could be different.)

Crash Time – Actual time of the day (0000 midnight – 2359) at which the crash occurred (unknown is 9999).


No of Units – Total number of units involved in the crash. The number that is placed in this field will be used to verify the proper number of pages have been completed. The form is designed to handle a two-unit crash. If more than two units are involved in the crash, additional forms must be used. (Pedestrians, non-motorists, and phantom vehicles are considered units).

People – Total number of people involved in the crash. The crash report has been designed to handle up to six people. If more than six people are involved in a crash, additional AA-500 P pages will be required. This count must match the number of people listed on form AA-500 1. People in trains and phantom vehicles should not be counted.

Injured – Indicate the number of people that you know are injured. Do not include those individuals in this count who die as a result of the crash. They should be counted in the “Killed” blocks. If you do not know a person is injured or not, do not include them in this count.

Notify PENNDOT Maintenance – Inform PENNDOT's Bureau of Maintenance and Operation 400 North Street,

6th Floor, Harrisburg, PA 17120-0041 P.O. Box 2857,
 Harrisburg, PA 17105-2857 of a physical problem at
 the crash scene. For example, dented guiderail. Not to
 be used for problems requiring immediate attention.

	Fatal Crashes
	<p>Federal requirements mandate that PENNDOT collect the data on form AA-500 F for every unit and person involved in a fatal crash. Please refer to the AA-500 F page instructions in this manual for further details.</p>

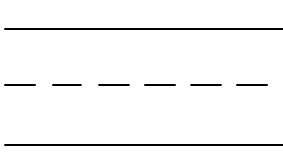
Block 3 of AA-500 1 and AA-500 L

3	Intersection Type							*Special Location	<input type="checkbox"/> <input type="checkbox"/>
	<input type="checkbox"/> Midblock	<input type="checkbox"/> 4 Way Intersection	<input type="checkbox"/> "Y" Intersection	<input type="checkbox"/> Multi-Leg Intersection	<input type="checkbox"/> Off Ramp	<input type="checkbox"/> Railroad Crossing			
	<input type="checkbox"/> "T" Intersection	<input type="checkbox"/> Traffic Circle/ Round About	<input type="checkbox"/> On Ramp	<input type="checkbox"/> Crossover	<input type="checkbox"/> Other			* See Overlay	

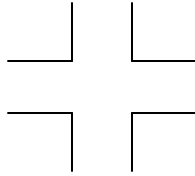
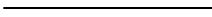
Intersection Type – Identifies the general roadway configuration at the crash scene. (In the context of crash reporting, intersection type is more defined by the movements of the involved vehicle(s) rather than the point of impact. For example, the actual collision between two vehicles may have occurred 10 feet outside the crosswalks, but if the vehicles were still in the process of turning, then it is an intersection crash.)

- Midblock (Non-intersection) – Crash occurred between intersections; crashes that are not intersection-related
- 4-Way Intersection
- "T" Intersection
- "Y" Intersection
- Traffic Circle/Roundabout – Intersection that merges traffic from multiple roadways into a counter-clockwise circle where normally all turns are right-turns.
- Multi-Leg Intersection – Intersection that has five or more intersecting roads.
- On-Ramp – Ramp merging onto the mainline roadway.
- Off-Ramp – Exiting off the mainline roadway to the ramp.

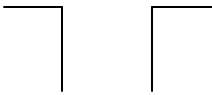
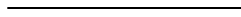
- Crossover – An opening on a limited access highway to be used by authorized emergency vehicles to get to the opposite side of the highway.
- Railroad Crossing.
- Other – (such as an “L” intersection and other less common intersection types).



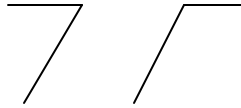
Midblock Location



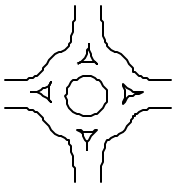
4 Way Intersection



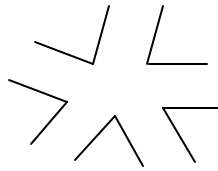
“T” Intersection



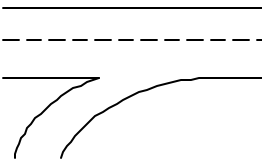
“Y” Intersection



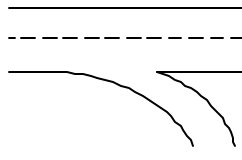
Traffic Circle



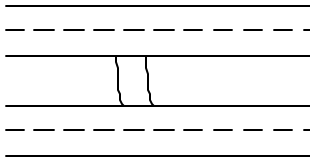
Multi-Leg Intersection



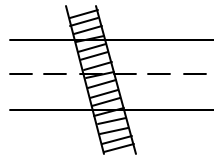
On Ramp



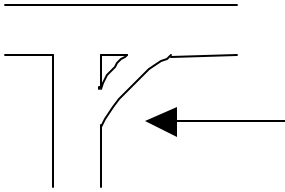
Off Ramp



Crossover



Railroad Crossing



Do not confuse intersection “channelization” with ramps. To be considered a “ramp”, the road must be connected at one end to an expressway or freeway. Channelization is simply considered part of the intersection, as a right turn lane.



Use of intersection type "other"

Virtually every intersection type fits into a category, so the use of "other" should only be used in especially unusual circumstances.

Special Location – identifies whether the crash occurred "immediately prior to", "at", or "immediately after" a ramp, bridge, etc.

00 = Not Applicable

05 = Toll Booth

01 = Underpass

06 = Crossover Related

02 = Ramp

07 = Driveway/Parking Lot

03 = Bridge

08 = Ramp & Bridge

04 = Tunnel


99 = Unknown



Special location is required

Even though this is almost always '00', this field must be completed.

Blocks 4 and 5 on the AA-500 1 and AA-500 L

4 Principal Road	Route Number	Segment (Optional)	Travel Lanes	Speed Limit	Street Ending	Orientation	<input type="radio"/> North <input type="radio"/> South <input type="radio"/> East <input type="radio"/> West <input type="radio"/> Unknown	House Number (if applicable)				
	Street Name											
	<i>Route Signing</i> <input type="radio"/> Interstate (Not Turnpike) <input type="radio"/> Turnpike (East/West) <input type="radio"/> Turnpike Spur <input type="radio"/> State Highway <input type="radio"/> County Road <input type="radio"/> Local Road or Street <input type="radio"/> Private Road <input type="radio"/> Other/Unknown											
5 Intersecting Road <i>(Use for Intersection Crashes)</i>	Route Number	Segment (Optional)	Travel Lanes	Speed Limit	Street Ending	Orientation	<input type="radio"/> North <input type="radio"/> South <input type="radio"/> East <input type="radio"/> West <input type="radio"/> Unknown					
	Street Name											
	<i>Route Signing</i> <input type="radio"/> Interstate (Not Turnpike) <input type="radio"/> Turnpike (East/West) <input type="radio"/> Turnpike Spur <input type="radio"/> State Highway <input type="radio"/> County Road <input type="radio"/> Local Road or Street <input type="radio"/> Private Road <input type="radio"/> Other/Unknown											

Principal Road – The principal road is the road on which the crash occurred. If the crash occurs at an intersection, the investigator should choose one road as the principal.

Intersecting Road – The intersecting road is one of the other legs of the intersection. Please choose a leg which is a state highway if applicable.

- Route Number – State route number or township route number or blank for borough or city streets – Do not precede a State Route number with an “SR.” Route signing will identify the type of roadway involved.
- Travel Lanes – Number of travel lanes on the road, or on the one side only if the road is divided by one of the following; grass, natural barriers, curbs, concrete barriers, and painted lines if median is more than 4 feet.
- Street Endings - Identifies the type of street ending for the Street Name.

- | | |
|----------------|-----------------------|
| AL = Alley | EX = Expressway |
| AV = Avenue | HW = Highway |
| BL = Boulevard | LN = Lane |
| BP = Bypass | LT = Lot |
| BR = Bridge | PI = Public Institute |
| CR = Circle | PK = Pike |
| CT = Court | PL = Place |
| DR = Drive | PS = Park System |
| ET = Extension | PL = Plot |

PY = Parkway

PZ = Plaza

RD = Road

RO = Row

RR = Railroad

SQ = Square

ST = Street

(Blank) = Not Applicable

TE = Terrace

TN = Tunnel

TR = Trail

TW = Thruway

WY = Way

YE = Wye

- Orientation – Only for use with traffic routes and ramps, otherwise leave blank. For traffic routes, use the posted direction on that part of the road where the driver lost control. (This is not the same as the compass direction of travel)
- House Number – House Number of the residence or business directly in front of the crash site. (Principal road only)

Block 6 on the AA-500 1 and AA-500 L

Landmark 1 – Complete only one of the following – Intersecting Route Number, Mile Post, Segment Marker, or Intersecting Street Name for Landmark 1. The Landmark 1 reference point is from where to measure the distance in midblock crashes.

- Intersecting Rt Num – The number of the state route or township road that intersects the principal road on one side of the crash scene
- Milepost – A Milepost number associated with the principal road (state highway) upon which the crash occurred
- Segment Marker – A segment marker, usually in half-mile lengths, associated with the principal road (state highway) upon which the crash occurred. Usually these types of signs are double sided. Make sure you include both segments in the spaces provided on the report form, e.g., 00600070 where 60 is on one side and 70 on the other.



- Intersecting Street Name – The name of the state route, township road, or city street that intersects the principal road on one side of the crash scene.
 - Street Ending - Identifies the type of street ending for the intersecting street name. (Not used with Intersecting Route Number, Milepost, or Segment Marker.)
 - Ramp Use Only – The orientation (not direction) of the intersecting route number or street name used when locating a midblock crash that occurs on a ramp. Do not use it to indicate the crash was North, South, East, or West of the landmark. Always supply roads on both sides of the crash scene.
 - Distance from crash scene to Landmark 1 (for crash between Landmark 1 and Landmark 2) – Distance from Landmark 1 to the crash site in feet or miles.
- Landmark 2** –Same as Landmark 1 except that the item is on the other side of the crash scene.

(Please see example A in Appendix B)



Use of landmarks in mid-block crashes

Both landmarks must be used in order to locate a crash. A best guess on distance from landmark 1 should be used if exact location is not known, along with a note in the narrative.

Block 7 on the AA-500 1 and AA-500 L

7	GPS	Latitude:				Longitude: -			
		Degrees	Minutes	Seconds		Degrees	Minutes	Seconds	
		<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

GPS: For intersection or midblock crashes, complete the Principal Road section if GPS capabilities are available for your department. If GPS is entered for intersection or midblock crashes, it is not necessary to complete the Intersecting Road or Distance from Landmark sections.

Latitude/Longitude – Latitude and Longitude at the scene of the crash derived from a Global Positioning System unit. If using this area Degrees, Minutes, and Seconds (include the decimal part) must be fully completed. (Do not use the degree decimal minutes or decimal degree nomenclature.)

Ramp Crashes

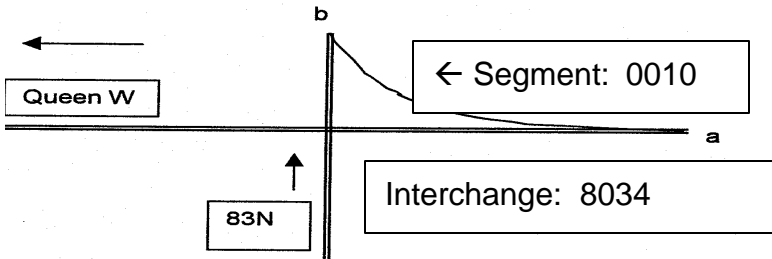
The following section has been created to help officers to identify a crash's location when it has occurred on a ramp. A ramp, by definition, is a small roadway that allows a driver to travel from one roadway to another when they meet at different grades. These special type of intersections are commonly called "interchanges." Typically, ramps are single lanes, curved roads that either lead to or from "limited access" mainline highways.

Crashes that occur on ramps have the same characteristics as those that occur on the main highways. They can be either midblocks or intersections. The intersections, or in some cases gore areas, at either end of a ramp qualifies as an intersection type (identified in Block 3). If the crash occurs between the ends of the ramps, then they are considered "midblocks."

There are two ways to describe these ramp crash locations. The first is by using the official PENNDOT State Route System. This designation comes in the form of an 8000 series State Route Number, which will typically be found

on a Segment marker or at intersection signs as described in Block 6 of this manual. Each interchange has been assigned an 8000 series number and the ramps have been assigned specific segments. You can report crashes using these State Routes and segments. See the example below.

Example: Let's say the a crash occurred along the ramp described in the diagram below. PENNDOT assigned this "interchange" the SR Number of 8034. The ramp in question has been assigned the "Segment" of 0010. The crash occurred at the intersection of I83 and the ramp at point b. The location page would be completed as follows.



3	Intersection Type <input type="radio"/> 4 Way Intersection <input type="radio"/> "Y" Intersection <input type="radio"/> Multi-Leg Intersection <input type="radio"/> Off Ramp <input type="radio"/> Railroad Crossing <input type="radio"/> *Special Location <input type="text" value="02"/>											
	<input type="radio"/> Midblock <input type="radio"/> "T" Intersection <input type="radio"/> Traffic Circle/Round About <input type="radio"/> Crossover <input type="radio"/> Other <input checked="" type="radio"/> On Ramp <input type="radio"/> * See Overlay											
4	Route Number		Segment (Optional)			Travel Lanes		Speed Limit		Directional: <input type="radio"/> North <input type="radio"/> South <input type="radio"/> East <input type="radio"/> West <input type="radio"/> Unknown		House Number (if applicable) <small>For M4-block crashes only. Use postal House Number and make sure Principal Roadway. Street Name is filled in if using this option.</small>
	Street Name		Street Ending		Route: <input type="radio"/> <i>Signia</i> <input type="radio"/> Interstate (Not Turnpike) <input type="radio"/> Turnpike (East/West) <input type="radio"/> Turnpike Spur <input type="radio"/> State Highway <input type="radio"/> County Road <input type="radio"/> Local Road or Street <input type="radio"/> Private Road		Directional: <input checked="" type="radio"/> North <input type="radio"/> South <input type="radio"/> East <input type="radio"/> West <input type="radio"/> Unknown		<input type="text" value=""/> <input type="text" value=""/> <input type="text" value=""/> <input type="text" value=""/> <input type="text" value=""/> <input type="text" value=""/>			
	<input type="text" value="8"/> <input type="text" value="0"/> <input type="text" value="3"/> <input type="text" value="4"/>		<input type="text" value="0"/> <input type="text" value="0"/> <input type="text" value="1"/> <input type="text" value="0"/>		<input type="text" value="0"/> <input type="text" value="1"/>		<input type="text" value="3"/> <input type="text" value="5"/>		<input type="text" value=""/> <input type="text" value=""/> <input type="text" value=""/> <input type="text" value=""/> <input type="text" value=""/> <input type="text" value=""/>		<input type="text" value=""/> <input type="text" value=""/> <input type="text" value=""/> <input type="text" value=""/> <input type="text" value=""/> <input type="text" value=""/>	
5	Intersecting Road											
	Use <i>Freddie</i> <input checked="" type="radio"/> <i>Signia</i> <input type="radio"/> Interstate (Not Turnpike) <input type="radio"/> Turnpike (East/West) <input type="radio"/> Turnpike Spur <input type="radio"/> State Highway <input type="radio"/> County Road <input type="radio"/> Local Road or Street <input type="radio"/> Private Road											
	Route Number		Segment (Optional)			Travel Lanes		Speed Limit		Directional: <input type="radio"/> North <input type="radio"/> South <input type="radio"/> East <input type="radio"/> West <input type="radio"/> Unknown		<input type="text" value=""/> <input type="text" value=""/> <input type="text" value=""/> <input type="text" value=""/> <input type="text" value=""/> <input type="text" value=""/>
Street Name		Street Ending		Route: <input type="radio"/> <i>Signia</i> <input type="radio"/> Interstate (Not Turnpike) <input type="radio"/> Turnpike (East/West) <input type="radio"/> Turnpike Spur <input type="radio"/> State Highway <input type="radio"/> County Road <input type="radio"/> Local Road or Street <input type="radio"/> Private Road		Directional: <input type="radio"/> North <input type="radio"/> South <input type="radio"/> East <input type="radio"/> West <input type="radio"/> Unknown		<input type="text" value="0"/> <input type="text" value="0"/> <input type="text" value="8"/> <input type="text" value="3"/>		<input type="text" value="0"/> <input type="text" value="2"/> <input type="text" value="5"/> <input type="text" value="5"/>		
<input type="text" value="0"/> <input type="text" value="0"/> <input type="text" value="8"/> <input type="text" value="3"/>		<input type="text" value=""/> <input type="text" value=""/> <input type="text" value=""/> <input type="text" value=""/>		<input type="text" value="0"/> <input type="text" value="2"/>		<input type="text" value="5"/> <input type="text" value="5"/>		<input type="text" value=""/> <input type="text" value=""/> <input type="text" value=""/> <input type="text" value=""/> <input type="text" value=""/> <input type="text" value=""/>		<input type="text" value=""/> <input type="text" value=""/> <input type="text" value=""/> <input type="text" value=""/> <input type="text" value=""/> <input type="text" value=""/>		

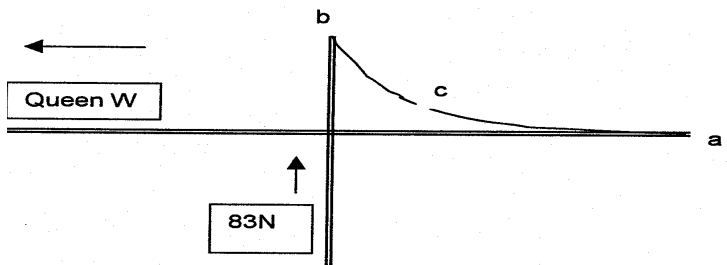
PENNDOT can also provide your municipality with a copy of special "ramp" pages that show the configuration of each interchange. If your agency would like to request a copy of those pages for your area, please send a letter to PENNDOT – BHSTE, P.O. Box 2047, Harrisburg, PA 17105-2047 or you can send an email to our internet address, ra-penndotcrashhelp@state.pa.us.

However, when the segment or intersection markers are not present, you can use an alternative method of describing

ramp crash locations. It's basically a variation of the "coming from" – "going to" nomenclature of crash locating. Follow the example below.

Example: Three separate crashes have occurred. One at point a, then at b and finally at c. Below are sections of the AA-500 to indicate how to complete the report for each of the following scenarios.

A. Let's assume that a crash occurred at the intersection marked "a" above. The location page would be completed as follows.



Principal Road	Intersection Type <input type="radio"/> Midblock <input type="radio"/> 4 Way Intersection <input type="radio"/> "Y" Intersection <input type="radio"/> Traffic Circle/ Round About <input type="radio"/> Multi-Leg Intersection <input type="radio"/> On Ramp <input type="radio"/> Off Ramp <input type="radio"/> Railroad Crossing <input type="radio"/> Other <input type="radio"/> *Special Location <input type="text" value="02"/> * See Overlay						
	Route Number	Segment (Optional)	Travel Lanes	Speed Limit	Street Ending	Orientation	House Number (if applicable)
	00		02	40	ST	North South East West Unknown	
Intersecting Road	Route Number <input type="radio"/> Interstate (Not Turnpike) <input type="radio"/> Turnpike (East/West) <input type="radio"/> Turnpike Spur <input type="radio"/> State Highway <input type="radio"/> County Road <input type="radio"/> Local Road or Street <input type="radio"/> Private Road						
	Route Number	Segment (Optional)	Travel Lanes	Speed Limit	Street Ending	Orientation	
	0083		02	55		North South East West Unknown	

B. Now, let's assume that the crash occurred at point "b" in the above illustration. The location page would be completed as follows. (The only difference between a and b is the intersect type.)

3	Intersection Type <input type="radio"/> 4 Way Intersection <input type="radio"/> "Y" Intersection <input type="radio"/> Multi-Leg Intersection <input type="radio"/> Off Ramp <input type="radio"/> Railroad Crossing <input checked="" type="radio"/> Midblock <input type="radio"/> "T" Intersection <input type="radio"/> Traffic Circle/ Round About <input type="radio"/> On Ramp <input type="radio"/> Crossover <input type="radio"/> Other						*Special Location <input type="text" value="0"/> <input type="text" value="2"/>			
	* See Overlay									
4	Route Number <input type="text" value=""/> <input type="text" value=""/> <input type="text" value=""/>			Segment (Optional) <input type="text" value=""/> <input type="text" value=""/>		Travel Lanes <input type="text" value="0"/> <input type="text" value="2"/>		Speed Limit <input type="text" value="4"/> <input type="text" value="0"/>		
	Street Name <input type="text" value="Q"/> <input type="text" value="U"/> <input type="text" value="E"/> <input type="text" value="E"/> <input type="text" value="N"/>						Street Ending <input type="text" value="S"/> <input type="text" value="T"/>		Directional <input type="radio"/> North <input type="radio"/> South <input type="radio"/> East <input checked="" type="radio"/> West <input type="radio"/> Unknown	
Route Signing <input type="radio"/> Interstate (Not Turnpike) <input type="radio"/> Turnpike (East/West) <input type="radio"/> Turnpike Spur <input checked="" type="radio"/> State Highway <input type="radio"/> County Road <input type="radio"/> Local Road or Street <input type="radio"/> Private Road										
5	Route Number <input type="text" value="0"/> <input type="text" value="0"/> <input type="text" value="2"/> <input type="text" value="3"/>			Segment (Optional) <input type="text" value=""/> <input type="text" value=""/>		Travel Lanes <input type="text" value="0"/> <input type="text" value="2"/>		Speed Limit <input type="text" value="5"/> <input type="text" value="5"/>		Directional <input type="radio"/> North <input type="radio"/> South <input type="radio"/> East <input type="radio"/> West <input type="radio"/> Unknown
	Street Name <input type="text" value=""/> <input type="text" value=""/> <input type="text" value=""/> <input type="text" value=""/> <input type="text" value=""/> <input type="text" value=""/> <input type="text" value=""/> <input type="text" value=""/> <input type="text" value=""/> <input type="text" value=""/>						Street Ending <input type="text" value=""/> <input type="text" value=""/>			
Route Signing <input type="radio"/> Interstate (Not Turnpike) <input type="radio"/> Turnpike (East/West) <input type="radio"/> Turnpike Spur <input type="radio"/> State Highway <input type="radio"/> County Road <input type="radio"/> Local Road or Street <input type="radio"/> Private Road										

C. Finally, let's assume that the crash occurred in the middle of the ramp, like at point "c" in the diagram above. The location page would be completed as follows.

3	Intersection Type <input checked="" type="radio"/> Midblock <input type="radio"/> 4 Way Intersection <input type="radio"/> "Y" Intersection <input type="radio"/> Multi-Leg Intersection <input type="radio"/> Off Ramp <input type="radio"/> Railroad Crossing <input type="radio"/> Traffic Circle/ Round About <input type="radio"/> On Ramp <input type="radio"/> Crossover <input type="radio"/> Other						*Special Location <input type="text" value="0"/> <input type="text" value="2"/>			
	* See Overlay									
4	Route Number <input type="text" value=""/> <input type="text" value=""/> <input type="text" value=""/>			Segment (Optional) <input type="text" value=""/> <input type="text" value=""/>		Travel Lanes <input type="text" value=""/> <input type="text" value=""/>		Speed Limit <input type="text" value=""/> <input type="text" value=""/>		
	Street Name <input type="text" value="R"/> <input type="text" value="A"/> <input type="text" value="M"/> <input type="text" value="P"/>						Street Ending <input type="text" value=""/> <input type="text" value=""/>		Directional <input type="radio"/> North <input type="radio"/> South <input type="radio"/> East <input type="radio"/> West <input type="radio"/> Unknown	
Route Signing <input type="radio"/> Interstate (Not Turnpike) <input type="radio"/> Turnpike (East/West) <input type="radio"/> Turnpike Spur <input checked="" type="radio"/> State Highway <input type="radio"/> County Road <input type="radio"/> Local Road or Street <input type="radio"/> Private Road										
5	Route Number <input type="text" value=""/> <input type="text" value=""/> <input type="text" value=""/>			Segment (Optional) <input type="text" value=""/> <input type="text" value=""/>		Travel Lanes <input type="text" value=""/> <input type="text" value=""/>		Speed Limit <input type="text" value=""/> <input type="text" value=""/>		Directional <input type="radio"/> North <input type="radio"/> South <input type="radio"/> East <input type="radio"/> West <input type="radio"/> Unknown
	Street Name <input type="text" value=""/> <input type="text" value=""/> <input type="text" value=""/> <input type="text" value=""/> <input type="text" value=""/> <input type="text" value=""/> <input type="text" value=""/> <input type="text" value=""/> <input type="text" value=""/> <input type="text" value=""/>						Street Ending <input type="text" value=""/> <input type="text" value=""/>			
Route Signing <input type="radio"/> Interstate (Not Turnpike) <input type="radio"/> Turnpike (East/West) <input type="radio"/> Turnpike Spur <input type="radio"/> State Highway <input type="radio"/> County Road <input type="radio"/> Local Road or Street <input type="radio"/> Private Road										
6	Use Feet/Block/Crosses Please Enter Information for BOTH Landmarks if Using This Option						Use Only <input type="radio"/> North <input type="radio"/> South <input type="radio"/> East <input checked="" type="radio"/> West		Feet <input type="text" value=""/> <input type="text" value="9"/> <input type="text" value="3"/>	
	Landmark 1 <input type="text" value=""/> <input type="text" value=""/> <input type="text" value=""/> <input type="text" value=""/> <input type="text" value=""/> <input type="text" value=""/>			Or Segment Marker <input type="text" value=""/> <input type="text" value=""/>		Or Intersecting Street Name <input type="text" value="Q"/> <input type="text" value="U"/> <input type="text" value="E"/> <input type="text" value="E"/> <input type="text" value="N"/>		St Ending <input type="text" value="S"/> <input type="text" value="T"/>		Or Miles <input type="text" value=""/> <input type="text" value=""/>
Landmark 2 <input type="text" value="0"/> <input type="text" value="0"/> <input type="text" value="2"/> <input type="text" value="3"/>			Or Segment Marker <input type="text" value=""/> <input type="text" value=""/>		Or Intersecting Street Name <input type="text" value=""/> <input type="text" value=""/> <input type="text" value=""/> <input type="text" value=""/> <input type="text" value=""/> <input type="text" value=""/> <input type="text" value=""/> <input type="text" value=""/> <input type="text" value=""/> <input type="text" value=""/>		St Ending <input type="text" value=""/> <input type="text" value=""/>		Distance From Crash Scene to Landmark 1 (For Crash between Landmark 1 and Landmark 2) <input type="text" value=""/> <input type="text" value=""/>	


Block 8 on the AA-500 1 and AA-500 L

TCD	Traffic Control Device <input type="radio"/> Not Applicable <input type="radio"/> Traffic Signal <input type="radio"/> Flashing Traffic Signal <input type="radio"/> Stop Sign <input type="radio"/> Yield Sign <input type="radio"/> Advance RR Crossing Controls <input type="radio"/> Passive RR Crossing Controls <input type="radio"/> Police Officer or Flagman <input type="radio"/> Other Type TCD <input type="radio"/> Unknown				TCD Functioning <input type="radio"/> No Controls <input type="radio"/> Device Not Functioning <input type="radio"/> Device Functioning Improperly <input type="radio"/> Device Functioning Properly			<input type="radio"/> Emergency Preemptive Signal <input type="radio"/> Unknown

Traffic Control Device (TCD) Identifies the type of traffic control device present at the scene of the crash. If more than one type TCD, use the most controlling type.

- Not Applicable
- Flashing Traffic Signal
- Traffic Signal
- Stop Sign

- Yield Sign
- Active Railroad Crossing Controls (with lights)- Railroad crossing with signals and/or gates.
- Passive Railroad Crossing Controls (without lights).- Railroad crossing denoted by signs only.
- Police Officer Or Flagman
- Other Type TCD
- Unknown

	Traffic Control Devices (TCD)
	<p>Virtually every intersection has some sort of TCD. If a TCD exists, or is missing, please enter it. If no TCD exists (usually for midblock crashes) please enter "not applicable".</p>

Traffic Control Device (TCD) Functioning - Identifies if a traffic control device was functioning properly at the time of crash. Do not leave this field blank.

- No controls
- Device Not Functioning
- Device Functioning Improperly
- Device Functioning Properly
- Emergency Pre-emptive Signal.- A special kind of stop light that allows emergency vehicles to disrupt the normal phasing of the signal to accommodate emergency response. This block should only be checked when pre-emptive signaling was involved.
- Unknown

Block 9 on the AA-500 1 and the AA-500 L

Lane Closure	Lane Closed (If Not Applicable, skip rest of the Lane Closure section)				Lane Closure Direction				
	<input type="radio"/> Not Applicable	<input type="radio"/> Partially	<input type="radio"/> Fully	<input type="radio"/> Unknown	<input type="radio"/> North	<input type="radio"/> East	<input type="radio"/> North and South	<input type="radio"/> All (N,S,E,W)	
Traffic Detoured	<input type="radio"/> Yes	<input type="radio"/> No							
	<input type="radio"/> Unknown	<input type="radio"/>							
		Esti Time Closed							
		<input type="radio"/> < 30 Min.	<input type="radio"/> 30-60 Min.	<input type="radio"/> 1-3 hrs	<input type="radio"/> 3-6 hrs	<input type="radio"/> 6-9 hrs	<input type="radio"/> > 9 hours	<input type="radio"/> Unknown	

Lane Closure – Indicate if the lane was closed due to the crash. If lane was not closed, Lane Closure should be completed as “non-applicable” and then skip the remaining part of this section. If the lane was closed,

complete the Lane Closure Direction, Estimated Time Closed, and check if traffic was detoured.

Block 10 on the AA-500 2 and AA-500 U

10	Type Unit	<input type="checkbox"/> Motor Vehicle in Transport	<input type="checkbox"/> Hit & Run Vehicle	<input type="checkbox"/> Illegally Parked	<input type="checkbox"/> Legally Parked	<input type="checkbox"/> Non - Motorized	Commercial Vehicle <input type="checkbox"/> Yes <input type="checkbox"/> No <i>(If Yes, Complete Form C)</i>
		<input type="checkbox"/> Pedestrian	<input type="checkbox"/> Pedestrian on Skates, in Wheelchair, etc.	<input type="checkbox"/> Disabled From Previous Crash	<input type="checkbox"/> Train	<input type="checkbox"/> Phantom Vehicle	
<i>(If "Pedestrian" or "Pedestrian on Skates, in Wheelchair, etc.", Complete Form M, Section 2B)</i>							

Type Unit – Indicates the status or type of unit.


- Motor Vehicle In Transport – Any motorized vehicle moving or stopped (not parked) being used in the transportation of person(s) or property.
- Pedestrian – A natural person afoot.
- Hit & Run Vehicle
- Pedestrian on skates, in Wheelchair, etc. – People in wheelchairs, motorized or not; skateboards; skates; non-motorized scooters. NOT bicycles (see Non-Motorized Vehicle)
- Illegally Parked on Road – A vehicle parked in a no-parking zone.
- Disabled From Previous Crash
- Legally Parked – Where permitted, means the temporary storing of a vehicle whether occupied or not.
- Train – Refer to Vehicle Code (Title 75, Pennsylvania Consolidated Statutes.)
- Non-Motorized Vehicle - Bicycle, horse and rider, horse and buggy, etc.
- Phantom Vehicle – A unit involved in the crash but is one where there is no contact between it and any other unit in the crash. In a sense, it is a unit that causes something to happen but is not directly involved in it. (There must be evidence or witness statement to corroborate existence of phantom vehicle).

Commercial Vehicle – Motor vehicle designed or used to transport passengers or property:

- If the vehicle has a GVWR of 26,001 or more pounds.

- If the vehicle is designed to transport 16 or more passengers, including the driver.
- If the vehicle is a school bus; or
- If the vehicle is transporting hazardous materials and is required to be placarded.

The term does not include an implement of husbandry, or a motor home or recreational trailer operated solely for personal use, or motorized construction equipment including, but not limited to, motor scrapers, backhoes, motorgraders, compactors, excavators, tractors, trenchers, and bulldozers.



Commercial Vehicles

Be sure to complete page AA-500 C for every commercial vehicle involved with a crash.

Block 11 on the AA-500 2 and AA-500 U


11 Vehicle Driver/Pedestrian Information	Unit No	First Name	MI	Date of Birth (MM-DD-YYYY)
	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
	Delete? <input type="checkbox"/>	Last Name	Telephone Number	
	Address / City / State			Zip
	Driver License Number			State Class
	<input type="text"/>			<input type="text"/>
	Alcohol/Drugs Suspected		Driver or Pedestrian Physical Condition	
	<input type="radio"/> No <input type="radio"/> Alcohol <input type="radio"/> Illegal Drugs <input type="radio"/> Alcohol and Drugs <input type="radio"/> Medication <input type="radio"/> Unknown		<input type="radio"/> Apparently Normal <input type="radio"/> Had Been Drinking <input type="radio"/> Illegal Drug Use <input type="radio"/> Sick <input type="radio"/> Fatigue <input type="radio"/> Asleep <input type="radio"/> Medication <input type="radio"/> Unknown	
	Alcohol Test Type		Primary Vehicle Code Violation	
	<input type="radio"/> Test Not Given <input type="radio"/> Blood <input type="radio"/> Breath <input type="radio"/> Urine <input type="radio"/> Other <input type="radio"/> Unknown if Test Given		<input type="text"/> Charged? <input type="checkbox"/> Yes <input type="checkbox"/> No	
Alcohol Test Results		Driver Presence		
<input type="text"/> <input type="text"/> <input type="radio"/> Test Refused <input type="radio"/> Test Given, Contaminated Results <input type="radio"/> Unknown Results		<input type="checkbox"/> 1=Driver operated vehicle 2=No Driver 3=Driver Fled Scene 4=Hit and Run 9=Unknown		
Owner/Driver				
<input type="text"/> <input type="text"/>				

Driver License Number – Enter the actual driver license number (leave blank for pedestrian)-**OR-** write in one of the following:

- UNKNOWN* – Unknown
- UNDER16* – Non-Licensed Driver Under Age 16
- 16PLUS* – Non-Licensed Driver Age 16 Or Over
- NOTREQ* – Not Required To Be Licensed (bicyclist, etc.)

Class – Use value as found on driver license. Enter “UNK” if you do not know.


Driver Presence – Code that indicates presence/absence of the driver with respect to each vehicle involved in the crash, except parked vehicles.



Hit and run vs. driver left scene

A hit and run involves the driver AND vehicle leaving the scene of the crash. Driver left scene implies that the vehicle was left at the scene. If the vehicle left the scene but was not involved with the crash, (no contact) it is considered a "Phantom Vehicle."

Owner/Driver – Use values on the report form. Vehicles used for business purposes such as delivery vehicle like “Fred’s Flowers” will be coded as “Private Vehicle Owned/Leased by Driver” or “Private Vehicle Not Owned/Leased by Driver,” depending on the situation.



Adding BAC results after a report was submitted

Using an AA-500L, complete the following fields: the original report number, incident number, police agency code, investigation date, and arrival time. Using an AA-500 U, in Block 11, complete the unit number and place the new BAC results in the alcohol test results field. Mail the change/continuation sheet to PENNDOT

Block 12 on the AA-500 2 and AA-500 U

Driver's Information		Driver's Information	
Driver's Name		Driver's License or Business Name (If Professional, skip this section)	
Address / City / State / Zip		Vehicle Make *Make Code	
VIN		Model Year	
License State		Vehicle Model (See over)	
Reg. Status Est. Speed		Towed By	
Insurance		Policy No.	
Insurance Company		Tag No.	
Tag Year		Tag St.	
Description of Vehicle		Special Status	
Vehicle Color		Vehicle Make	
Vehicle Type		Vehicle Model	
Vehicle Weight		Vehicle Year	
Vehicle Height		Vehicle Make	
Vehicle Length		Vehicle Model	
Vehicle Width		Vehicle Year	
Vehicle Depth		Vehicle Make	
Vehicle Volume		Vehicle Model	
Vehicle Area		Vehicle Year	
Vehicle Perimeter		Vehicle Make	
Vehicle Surface		Vehicle Model	
Vehicle Interior		Vehicle Year	
Vehicle Exterior		Vehicle Make	
Vehicle Undercarriage		Vehicle Model	
Vehicle Wheel		Vehicle Year	
Vehicle Tire		Vehicle Make	
Vehicle Suspension		Vehicle Model	
Vehicle Steering		Vehicle Year	
Vehicle Braking		Vehicle Make	
Vehicle Lighting		Vehicle Model	
Vehicle Sound		Vehicle Year	
Vehicle Other		Vehicle Make	
Vehicle Unknown		Vehicle Model	
Vehicle Not Applicable		Vehicle Year	
Vehicle Fire		Vehicle Make	
Vehicle Ambulance		Vehicle Model	
Vehicle Police		Vehicle Year	
Vehicle Other Emergency Vehicle		Vehicle Make	
Vehicle Pupil Transport		Vehicle Model	
Vehicle Unknown		Vehicle Year	

Owner Last Name – (If the vehicle is owned by a business, it should be entered in the Owner Last Name field.)

Vehicle Make / Make Code – (See form overlay)

Vehicle Model – Enter the vehicle manufacturer’s model names such as “Explorer.” But do not enter the body type such as sedan, coupe, etc.

Est Speed – Estimated speed at which the vehicle was traveling immediately prior to the crash based upon operator statement or the investigator’s finding.

Trailing Unit - The type of a trailing unit being towed by a vehicle involved in crash. If more than one trailing unit, put information in the narrative.

1 = Towing Passenger Vehicle

2 = Towing Truck (Any Vehicle Towing A Truck)

3 = Towing Utility Trailer – horse trailer, small cargo trailer, small trailer used to move things, motorcycle trailer, boat trailer, etc.

4 = Mobile Or Modular Home

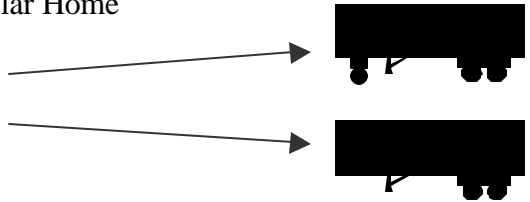
5 = Camper

6 = Full Trailer

7 = Semi-Trailer

8 = Other

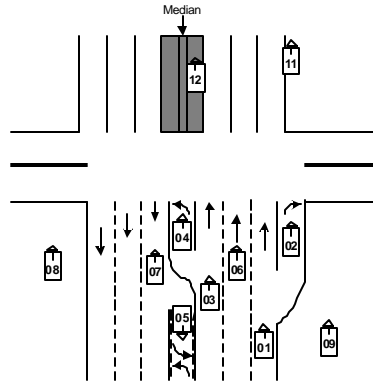
9 = Unknown




Direction of Travel - Compass direction of travel (East, West, South, North) of the vehicle prior to loss of control.

Vehicle Position - Indicates the location of vehicle immediately prior to the start of crash.

- 00 = Not Applicable
- 01 = Right Lane (*Curb*)
- 02 = Right Turn Lane
- 03 = Left Lane
- 04 = Left Turn Lane
- 05 = Two-Directional Center Turn Lane
- 06 = Other Forward Moving Lane
- 07 = Oncoming Traffic Lane
- 08 = Left Of Trafficway
- 09 = Right Of Trafficway
- 10 = HOV Lane - Vehicle lane specifically designated for use by two or more occupants (i.e. carpool, etc.)
- 11 = Shoulder Right
- 12 = Shoulder Left
- 13 = One-Lane Roadway
- 98 = Other
- 99 = Unknown
- (Blank) = Not Applicable (pedestrian, etc.)





Vehicle position


The vehicle position should be the one the vehicle was in at the start of the crash, not while the crash was happening or where the vehicle came to rest. Please see the scenarios for an example.

Movement - Describes the type of vehicular movement prior to the loss of control. (See overlay for code values)

Vehicle Type - General category of vehicle. For example, passenger car, heavy truck, motorcycle, etc.

- 01 = Automobile
- 02 = Motorcycle
- 03 = Bus
- 04 = Small Truck (Truck < 10,000 Lbs.)
- 05 = Large Truck (Truck = 10,000 Lbs.)

- 06 = Sport Utility Vehicle (SUV)
- 07 = Van
- 10 = Snowmobile
- 11 = Farm Equipment
- 12 = Construction Equipment (Motor scrapers, Backhoes, Motor graders, Compactors, Excavators, Tractors, Trenchers, Bulldozers, Etc.)
- 13 = All Terrain Vehicle (ATV)
- 18 = Other Type Special Vehicle
- 19 = Unknown Type Special Vehicle
- 20 = Unicycle, Bicycle, Tricycle
- 21 = Other Pedalcycle
- 22 = Horse And Buggy
- 23 = Horse And Rider
- 24 = Train
- 25 = Trolley
- 98 = Other
- 99 = Unknown
- (Blank) = Not Applicable

	Motorcycles / Bicycles
	Form AA-500 M must be filled out for every motorcycle (block 26) or bicycle (block 27) involved in a reportable crash.

Special Usage - Indicate whether the vehicle is being used for one of the following special uses. If the involved vehicles do not have any of the special usage characteristics listed, code “00,” Not Applicable. When a vehicle is being used for more than one of the purposes listed, use the most descriptive code. Do not leave this field blank!

- 00 = Not Applicable
- 01 = Fire Vehicle
- 02 = Ambulance
- 03 = Police
- 08 = Other Emergency Vehicle

11 = Pupil Transport – Any vehicle marked specifically for the transport of students, including school buses.

12 = Commercial Passenger Carrier – Any vehicle designed to carry 15 or more passengers.

13 = Taxi

21 = Tractor Trailer

22 = Twin Trailer

23 = Triple Trailer

31 = Modified Vehicle – Any vehicle with a significantly modified undercarriage, suspension, or drive train from manufacturers original specifications.

99 = Unknown

(Blank) = Not Applicable

Initial Impact Point - Indicates the location on the vehicle of the initial collision with another vehicle or fixed object or that there was no collision. The collision should be coded as one of the 12 clock points (see diagram) or one of the following:

00 – Non-Collision

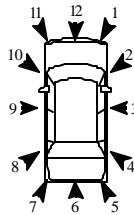
13 – Top

14 – Undercarriage

15 – Towed Unit

99 – Unknown

Blank – not applicable



Damage Indicator - Code that describes the extent to which a unit was damaged in the Crash.

0 = None

1 = Minor (Drivable)

2 = Functional (Moderate Damage)


3 = Disabling (Severe -Not Drivable).

9 = Unknown

(Blank) = Not Applicable

Note: This field identifies one of the characteristics used in determining crash reportability. However, other factors,

such as crash location on private property or some indication of “deliberate intent” may cause what seems to be a reportable crash, by the damage criteria, to be non-reportable. Care should be used by the investigator when assessing reportability.



Required fields

Initial impact point and damage indicator should always be entered for applicable units. These fields should only be left blank for non-motorized vehicles or pedestrians.

Block 14 on the AA-500 3 and AA-500 P


Unit No	Person No	Date of Birth (MM-DD-YYYY)	A	B	C	D	E	F	G	H	I
<input type="text"/>	<input type="text"/>	<input type="text"/> - <input type="text"/> - <input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Name / Address / Phone											EHS Transport
<input type="checkbox"/> Same as Operator											<input type="checkbox"/> Y/N <input type="checkbox"/> NO

Unit one and all occupants of that unit should be listed in sequence followed by any subsequent units. The driver of each unit should be person 01. People in trains and phantom vehicles should not be listed.

Injury Severity (Box C) - Describes the extent of injury of an involved person.

- 0 = Not Injured
- 1 = Killed – The person dies as a result of injuries sustained in the crash within 30 days of the crash.)
- 2 = Major Injury – Incapacitating injury, including bleeding wounds and distorted members (amputations or broken bones), and requires transport of the patient from the scene.)
- 3 = Moderate Injury – Non-incapacitating injury, including bruises, abrasions, swelling, and limping. This is an injury that may require some form of medical treatment or hospitalization.
- 4 = Minor Injury – Possible injury, although there may be no visible injuries, and the patient complains of pain. This is an injury that can be treated by first-aid application whether at the scene of in medical facilities.

- 8 = Injured – but unknown severity - Use this value if you know that an occupant or pedestrian was injured, but you are not sure of the severity.
- 9 = Unknown - Use this value if you do not know if the occupant or pedestrian was injured or not. Do not use this value if you know the person was injured but do not know how severely. Use value “8” from above.




Be sure to start each unit with person number 1

for example:

Unit No. 01 Person No. 01 - driver of unit 1
 Unit No. 01 Person No. 02 - passenger in unit 1
 Unit No. 02 Person No. 01 - driver of unit 2

Same as Operator – Check this box if the person is the operator of the unit listed. There is no need to repeat this information twice. Date of Birth and Name/Address/Phone field do not need to be completed for the operator if this box is checked. If the passenger address is the same as the driver, check the Same as Operator block, and do not report the address. Complete remaining information including Name and Date of Birth.

Delete (only on Page P) - Indicates if the person should be deleted from the crash in cases that have already been processed by PENNDOT. This field is used when making changes.



Unknown BIRTHDATE

If the date of birth of a person involved in a crash is not known, please fill this field in as 99 99 9999

Block 15 on the AA-500 4 and AA-500 H

Crash Description – Identifies the type of crash as defined by the first harmful event of the crash. Remember, only crashes involving two units can be hit in the rear end, head on, angle or sideswipe category. (A vehicle can CANNOT sideswipe a tree or pole.)



Head on crash into a fixed object

Any collision with a fixed object should be entered as "Hit fixed object" regardless of if it was hit head on, backed into, sideswiped etc.

Relation to Roadway – Identifies where the first harmful event occurred with respect to the roadway. (See diagram)

1 = On Travel Lanes

2 = Shoulder (also includes Berm)

3 = Median

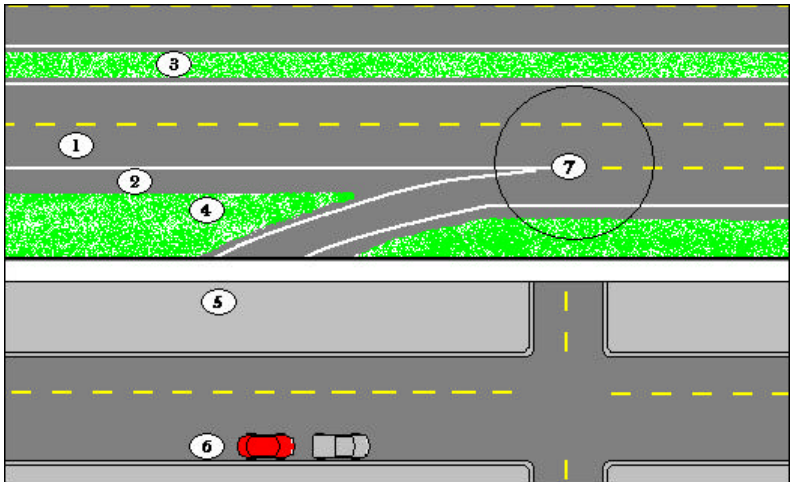
4 = Roadside – means off of the roadway but inside Right of Way Line Boundary

5 = Outside Trafficway – An area not meant for crash where first harmful event was outside the property line boundaries of a trafficway

6 = In Parking Lane

7 = Gore – The acceleration and deceleration lanes of the highway and end of ramp including the crash barrier.

9 = Unknown



Block 16 on the AA-500 4 and AA-500 H

16	Unit(s) Event Information	Harm Event L/R Most? Utility Pole Number				Harmful Events (Harm Event) 01=Hit Unit 1 02=Hit Unit 2 03=Hit Unit 3 04=Hit Unit 4 05=Hit Unit 5 06=Hit Other Traffic Unit 07=Hit Deer 08=Hit Other Animal 09=Collision With Other Non-Fixed Object 11=Struck By Unit 1 12=Struck By Unit 2 13=Struck By Unit 3 14=Struck By Unit 4 15=Struck By Unit 5 16=Struck By Other Traffic Unit 21=Hit Tree Or Shrubbery 22=Hit Embankment 23=Hit Utility Pole 24=Hit Traffic Sign 25=Hit Guard Rail 26=Hit Guard Rail End 27=Hit Curb 28=Hit Concrete Or Longitudinal Barrier 29=Hit Ditch 30=Hit Fence Or Wall 31=Hit Building 32=Hit Culvert 33=Hit Bridge Pier Or Abutment 34=Hit Pavement End 35=Hit Bridge Rail 36=Hit Boulder Or Obstacle On Roadway 37=Hit Impact Attenuator 38=Hit Fire Hydrant 39=Hit Roadway Equipment 40=Hit Mail Box 41=Hit Traffic Island 42=Hit Snow Bank 43=Hit Temporary Construction Barrier 48=Hit Other Fixed Object 49=Hit Unknown Fixed Object 50=Overturn/Roll Over 51=Struck By Thrown Or Falling Object 52=Pot Holes Or Other Pavement Irregularities 53=Jedentis 54=Fire In Vehicle 58=Other Non-Collision 99=Unknown Harmful Event	
		Unit No					
		1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>
		2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>
		3	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>
		4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>
		Please Put Events in Sequential Order					
		Harm Event L/R Most? Utility Pole Number					
Unit No							
1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
3	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
Please Put Events in Sequential Order							

Harmful Event – Crash event(s) for this unit, i.e., identifies what was hit or exposed in the crash. It is important that this event caused injury or property damage and the event can be actually seen. (See Harmful Events in the definitions section of this Manual.)

01 = Hit Unit 1

02 = Hit Unit 2

03 = Hit Unit 3

04 = Hit Unit 4

05 = Hit Unit 5

06 = Hit Other Traffic Unit

07 = Hit Deer

08 = Hit Other Animal

09 = Collision With Other Non-Fixed Object -
Collision with an object, other than an animal, which was not placed and affixed by PENNDOT or other local authority.

11 = Struck By Unit 1

12 = Struck By Unit 2

13 = Struck By Unit 3

14 = Struck By Unit 4

- 15 = Struck By Unit 5
- 16 = Struck by Other Traffic Unit
- 21 = Hit Tree Or Shrubbery
- 22 = Hit Embankment - Does not include traveling over an embankment; there must be actual damaging contact with the embankment.
- 23 = Hit Utility Pole
- 24 = Hit Traffic Sign
- 25 = Hit Guard Rail
- 26 = Hit Guard Rail End
- 27 = Hit Curb
- 28 = Hit Concrete Or Longitudinal Barrier – i.e., Jersey Barrier, etc.(permanent in nature.)
- 29 = Hit Ditch
- 30 = Hit Fence Or Wall
- 31 = Hit Building
- 32 = Hit Culvert - Any structure entirely under the roadway that spans less than 20 feet.
- 33 = Hit Bridge Pier Or Abutment-Refers to support structures of a bridge.
- 34= Hit Parapet-End-The end of a low wall which runs along the outer most edge of the roadway on bridge. (See Figure 1.)
- 35 = Hit Bridge Rail - A fence like wall which runs along the outer most edge of the roadway on the bridge.
- 36 = Hit Boulder Or Obstacle In Roadway
- 37 = Hit Impact Attenuator Crash Cushion-Device used to control energy released during a vehicle

collision. Usually found at ramp gore intersections. (See Figure 2.)

38 = Hit Fire Hydrant

39 = Hit Roadway Equipment

40 = Hit Mailbox

41 = Hit Traffic Island

42 = Hit Snow Bank

43 = Hit Temporary Construction Barrier- this could include barrels, concrete barriers, cones, etc.

48 = Hit Other Fixed Object - Any fixed object that is not defined in code.

49 = Hit Unknown Fixed Object

50 = Overturn / Rollover

51 = Struck By Thrown Or Falling Object

52 = Pothole Or Other Pavement Irregularities

53 = Jack-knife

54 = Fire In Vehicle

58 = Other Non-Collision

99 = Unknown Harmful Event


	Other Non-Collision harmful event
	Skidding, sliding, crossing the center line, or otherwise losing control is not to be coded as "58=Other Non-Collision" as it is not a harmful event. Please refer to the section on harmful events.



Figure 1 – Parapet



Figure 2 - Impact Attenuator

L/R – Code this field only when the harmful event is one where a fixed object is hit. Indicate if the fixed object is to the left or right of the roadway depending on the direction the unit was traveling before control was lost. (From the Driver’s Perspective.)

L = Left O = Other
 R = Right U = Unknown

Most? – Check the oval in the column next to the event that indicates which harmful event contributed the most damage to the unit or injury based upon your investigation. One event MUST be selected as MOST harmful for each unit.

Utility Pole Number – If Harmful Event is "struck utility pole", indicate the top number to the left displayed on pole. The number can be found about six feet above the ground on the pole. Since poles have more than one number, always use the top number or the one to the left. Do not leave this blank if a pole is involved. Code all “9”s if the pole number is not known.

Block 17 on the AA-500 4 and AA-500 H

17	<i><u>First Harmful Event in the Crash</u></i>	Unit No	Harm Event	<i><u>Most Harmful Event in the Crash</u></i>	Unit No	Harm Event
	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Do not repeat this information on multiple pages						

Note: *From PENNDOT’s perspective, this is the most important field on the entire police crash report form. This field identifies how the crash will be classified and how much importance will be associated with this crash.*


First Harmful Event in the Crash - Indicates the first damage or injury-producing event that occurred in the crash.

- Unit No- Specify the unit number for the unit that had the first harmful event in the crash. This field can not be blank! It must be filled out once and only once per crash.

- Harm Event - This event should match the first event used for the unit number specified in the previous field. For this particular field, this is the first event that produced harm in the crash. This field must not be blank! It must be filled out once and only once per crash.

Most Harmful Event in the Crash - The event that causes the most damage or injury for the crash based upon your investigation of the crash.

- Unit No - Specify the unit number for the unit that had the most harmful event in the crash. This field must not be blank! It must be filled out once and only once per crash.
- Harm Event - For this particular field, this is the event that produced the most harm in the crash. This field must not be blank! It must be filled out once and only once per crash.



Harmful events

A harmful event is what actually causes damage or injury. These events cannot be left blank. Harmful events differ from the events listed in the contributing information fields such as Driver Action.

Block 18 on the AA-500 4 and AA-500 H

<p style="text-align: center;">Contributing Information</p>	<p>Environmental / Roadway Potential Factors (E/R)</p> <p>1 <input type="text"/> <input type="text"/> 2 <input type="text"/> <input type="text"/> 3 <input type="text"/> <input type="text"/></p> <p>00=None 01=Windy Conditions 02=Sudden Weather Conditions 03=Other Weather Conditions 04=Deer In Roadway 05=Obstacle On Roadway 06=Other Animal In Roadway 07=Slare 08=Work Zone Related</p> <p>11=Slippery Road Conditions (Ice/Snow) 12=Substance On Roadway 13=Potholes 14=Broken Or Cracked Pavement 15=TCD Obstructed 16=Soft Shoulder Or Shoulder Drop Off 28=Other Roadway Factor 29=Other Environmental Factor 99=Unknown</p>	<p>Driver Action (D)</p> <p>00=None Contributing Action 01=Driver Was Distracted 02=Driving Using Hand Held Phone 03=Driving Using Hands Free Phone 04=Making Illegal U-Turn 05=Improper/Careless Turning 06=Turning From Wrong Lane 07=Proceeding W/O Clearance After Stop 08=Running Stop Sign 09=Running Red Light 10=Failure To Respond To Other Traffic Control Device 11=Tailgating 12=Sudden Slowing/Stopping 13=Illegally Stopped On Road 14=Careless Passing Or Lane Change 15=Passing In No Passing Zone 16=Driving The Wrong Way On 1-Way Street</p> <p>17=Careless Or Illegal Backing On Roadway 18=Driving On The Wrong Side Of Road 19=Making Improper Entrance To Highway 20=Making Improper Exit From Highway 21=Careless Parking/Unparking 22=Over/Under Compensation At Curve 23=Speeding 24=Driving Too Fast For Conditions 25=Failure To Maintain Proper Speed 26=Driver Fleeting Police (Poi Chase) 27=Driver Inexperienced 28=Failure To Use Specialized Equip 92=Affected By Physical Condition 96=Other Improper Driving Actions 99= Unknown</p>
	<p>Possible Vehicle Failures (V)</p> <p>00=None 01=Tires 02=Brake System 03=Steering System 04=Suspension 05=Power Train</p> <p>06=Exhaust 07=Headlights 08=Signal Lights 09=Other Lights 10=Horn 11=Mirrors</p> <p>12=Wipers 13=Driver Seating/Control 14=Body, Doors, Hood, Etc 15=Trailer Hitch 16=Wheels 17=Airbags 18=Trailer Overloaded 19=Unsecure/Shifted Trailer Load 20=Improper Towing 21=Obstructed Windshield 99=Unknown</p>	<p>Unit No</p> <p>1 <input type="text"/> <input type="text"/> 2 <input type="text"/> <input type="text"/> 3 <input type="text"/> <input type="text"/> 4 <input type="text"/> <input type="text"/></p> <p>Unit No</p> <p>1 <input type="text"/> <input type="text"/> 2 <input type="text"/> <input type="text"/> 3 <input type="text"/> <input type="text"/> 4 <input type="text"/> <input type="text"/></p>
	<p>Indicated Prime Factor</p> <p>Do not repeat this information on multiple pages</p> <p>E/R V D P</p> <p><input type="radio"/> <input type="radio"/> <input type="radio"/> <input type="radio"/></p> <p>If E/R is the Prime Factor, Type, leave Unit No blank</p>	<p>Pedestrian Action (P)</p> <p>00=None 01=Entering Or Crossing At Specified Location 02=Walking, Running, Jogging, Or Flying</p> <p>03=Working 04=Pushing Vehicle 05=Approaching Or Leaving Vehicle 06=Working On Vehicle 07=Stranding 98=Other 99=Unknown</p> <p>Unit No <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> Unit No <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/></p>

Contributing Information - These fields identify what the investigating officer deduces as potential reasons for the crash's occurrence based upon their investigation. There must be at least one entry in one of the four applicable categories. However, you should select all fields that are applicable. (see Contributing Information in the definitions section of this Manual)

- Environmental/Roadway Potential Factors (E/R) – based upon the crash as a whole, not for each unit. If there are no Environmental/Roadway Potential Factors enter a code “00” for None.

Note: For each of the following, it is critical to correctly identify the unit number with the information. If you are unsure of which unit should be associated with one of the following, code “99” as the unit number.

- Possible Vehicle Failures (V) - If there are no possible vehicle failures for a unit, indicate the unit number and enter the value “00” for None. Each unit needs to be coded with at least one value.
- Driver Action (D) - If there are no driver actions for a unit, indicate the unit number and enter the value “00” for No Driver Action. Each unit needs to be coded with at least one value.
- Pedestrian Action (P) - If there are no pedestrian actions, indicate the unit number and enter the value “00” for None.

Each unit needs to be coded with at least one value.

Block 19 on the AA-500 4 and AA-500 H

19	Indicated Prime Factor				Unit No	Factor Code
	<small>Do not repeat this information on multiple pages</small>				□ □	□ □
	<i>E/R</i>	<i>V</i>	<i>D</i>	<i>P</i>	<small>If E/R is the Prime Factor Type, leave Unit No blank</small>	
	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>		

Indicated Prime Factor – Select one of the factors from Block 18 as the Prime Factor. This factor is the one the officer identifies, based upon his/her investigation, is the most contributing factor to the occurrence of this crash. This field **MUST** be filled out once and only once per crash.

- E/R, V, D, P - The category from which the indicated prime factor is taken.
- Unit No - The unit number from the prime factor. This can be “99”. For example: if in a crash, you have two units involved and one of them runs a red traffic signal, but you do not know which unit, code “99” as the unit number. Leave this field blank when the officer indicates an Environmental/Roadway Prime Factor.
- Factor Code – Enter the code from Block 18 selected as the Prime Factor.

Blocks 20 and 21 on the AA-500 5 and AA-500 N

Diagram - Sketch the crash scene, showing the roadway(s) involved (including intersections, curves, etc.) and the location of the unit(s) at the time of collision. Though the diagram does not need to be drawn to scale, it should include the entire crash scene, whether at an intersection or a non-intersection. If the diagram will not fit in the space provided, it can be sketched on an 8 ½” x 11” blank sheet of paper. This additional sheet of paper should include the crash number in the upper right corner and the following in the upper left corner: Incident Number, Police Agency Code, Investigation Date, and Arrival Time. Also, please enter the words “See Attached Diagram” in Block 20.

If you arrive at the scene after the units have been removed, recreate the crash scene from statements of witnesses and physical evidence. Do not draw a diagram indicating the position of the vehicles upon arrival. Show how the crash occurred.

Narrative - There is no PENNDOT requirement to repeat anything here that have been covered in the codes. However, anything not covered in codes that is needed by local investigating agencies should be included in the narrative.

Block 23 on the AA-500 C

Commercial Vehicle Information	Unit No <input style="width: 20px; height: 15px;" type="text"/>	Number of Axles <input style="width: 20px; height: 15px;" type="text"/> <small>(Code Number of Axles or '99' for unknown)</small>	Carrier Phone (<input style="width: 20px; height: 15px;" type="text"/>) <input style="width: 20px; height: 15px;" type="text"/> - <input style="width: 20px; height: 15px;" type="text"/>														
	Carrier Name <input style="width: 100%; height: 15px;" type="text"/>																
	Address <input style="width: 100%; height: 15px;" type="text"/>																
	City <input style="width: 100%; height: 15px;" type="text"/>																
	State <input style="width: 20px; height: 15px;" type="text"/>		Zip <input style="width: 20px; height: 15px;" type="text"/>														
	USDOT# <input style="width: 20px; height: 15px;" type="text"/>		ICC # <input style="width: 20px; height: 15px;" type="text"/>														
	PUC # <input style="width: 20px; height: 15px;" type="text"/>																
	GVWR <input style="width: 20px; height: 15px;" type="text"/>																
	Oversize Load <input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> Unknown																
	<table style="width: 100%; border: none;"> <tr> <td style="width: 33%; border: none;">Carco Body Type</td> <td style="width: 33%; border: none;">Vehicle Configuration</td> <td style="width: 33%; border: none;"></td> </tr> <tr> <td style="border: none;"> <input type="checkbox"/> Not Applicable <input type="checkbox"/> Van/Enclosed Box <input type="checkbox"/> Cargo Tank </td> <td style="border: none;"> <input type="checkbox"/> Flat Bed <input type="checkbox"/> Dump <input type="checkbox"/> Concrete Mixer <input type="checkbox"/> Auto Transport <input type="checkbox"/> Garbage/Refuse <input type="checkbox"/> Bus <input type="checkbox"/> Other/Unknown </td> <td style="border: none;"> <input type="checkbox"/> Truck Tractor (Bobtail) <input type="checkbox"/> Tractor/Semi-Trailer(s) <input type="checkbox"/> Medium/Heavy Truck - Cannot Classify <input type="checkbox"/> Small Bus (Seats 9-15 People, Including Driver) <input type="checkbox"/> Bus (Seats More Than 15 People, Including the Driver) <input type="checkbox"/> Other <input type="checkbox"/> Unknown </td> </tr> <tr> <td style="border: none;">Hazardous Material</td> <td style="border: none;">Enter 1-digit hazardous material class</td> <td style="border: none;"></td> </tr> <tr> <td style="border: none;"><input type="radio"/> Yes <input type="radio"/> No</td> <td style="border: none;"> <input style="width: 20px; height: 20px;" type="text"/> <input style="width: 20px; height: 20px;" type="text"/> <input style="width: 20px; height: 20px;" type="text"/> <input style="width: 20px; height: 20px;" type="text"/> </td> <td style="border: none;"></td> </tr> <tr> <td colspan="3" style="border: none;"><small>Release Indicator 1 = No Release 2 = Release Occurred 9 = Unknown</small></td> </tr> </table>			Carco Body Type	Vehicle Configuration		<input type="checkbox"/> Not Applicable <input type="checkbox"/> Van/Enclosed Box <input type="checkbox"/> Cargo Tank	<input type="checkbox"/> Flat Bed <input type="checkbox"/> Dump <input type="checkbox"/> Concrete Mixer <input type="checkbox"/> Auto Transport <input type="checkbox"/> Garbage/Refuse <input type="checkbox"/> Bus <input type="checkbox"/> Other/Unknown	<input type="checkbox"/> Truck Tractor (Bobtail) <input type="checkbox"/> Tractor/Semi-Trailer(s) <input type="checkbox"/> Medium/Heavy Truck - Cannot Classify <input type="checkbox"/> Small Bus (Seats 9-15 People, Including Driver) <input type="checkbox"/> Bus (Seats More Than 15 People, Including the Driver) <input type="checkbox"/> Other <input type="checkbox"/> Unknown	Hazardous Material	Enter 1-digit hazardous material class		<input type="radio"/> Yes <input type="radio"/> No	<input style="width: 20px; height: 20px;" type="text"/> <input style="width: 20px; height: 20px;" type="text"/> <input style="width: 20px; height: 20px;" type="text"/> <input style="width: 20px; height: 20px;" type="text"/>		<small>Release Indicator 1 = No Release 2 = Release Occurred 9 = Unknown</small>	
Carco Body Type	Vehicle Configuration																
<input type="checkbox"/> Not Applicable <input type="checkbox"/> Van/Enclosed Box <input type="checkbox"/> Cargo Tank	<input type="checkbox"/> Flat Bed <input type="checkbox"/> Dump <input type="checkbox"/> Concrete Mixer <input type="checkbox"/> Auto Transport <input type="checkbox"/> Garbage/Refuse <input type="checkbox"/> Bus <input type="checkbox"/> Other/Unknown	<input type="checkbox"/> Truck Tractor (Bobtail) <input type="checkbox"/> Tractor/Semi-Trailer(s) <input type="checkbox"/> Medium/Heavy Truck - Cannot Classify <input type="checkbox"/> Small Bus (Seats 9-15 People, Including Driver) <input type="checkbox"/> Bus (Seats More Than 15 People, Including the Driver) <input type="checkbox"/> Other <input type="checkbox"/> Unknown															
Hazardous Material	Enter 1-digit hazardous material class																
<input type="radio"/> Yes <input type="radio"/> No	<input style="width: 20px; height: 20px;" type="text"/> <input style="width: 20px; height: 20px;" type="text"/> <input style="width: 20px; height: 20px;" type="text"/> <input style="width: 20px; height: 20px;" type="text"/>																
<small>Release Indicator 1 = No Release 2 = Release Occurred 9 = Unknown</small>																	

If one of the units is a commercial vehicle on AA-500 2 or AA-500 U, complete all fields on the Commercial Vehicle page (AA-500 C) for that unit. (This is a federal requirement that used to be known as NGA Truck Requirements)

A Commercial Vehicle is a vehicle used for business purposes and meets one of the following conditions:

- A vehicle with a GVWR of 26,001 pounds or more,
- A combination of vehicles with a gross vehicle weight rating of 26,001 pounds or more provided the vehicle being towed is in excess of 10,000 pounds. (Tractor-Trailer),
- A vehicle designed to transport 16 or more people, including the driver,
- A school bus; or

- Any vehicle that is transporting hazardous materials that is placarded.


Carrier Name - Name of motor carrier. (The motor carrier is the company or agency that has responsibility for the movement of the goods from one point to another. The motor carrier may or may not be the registered owner of the vehicle. Make sure the information entered is for the correct party.)

GVWR - Gross Vehicle Weight Rating of the commercial vehicle involved in the crash.

USDOT # - This unique number is assigned to this commercial vehicle by the United States Department of Transportation.

ICC # - This unique number is assigned to the vehicle by the Interstate Commerce Commission.

PUC# - This unique number is assigned to this vehicle by the Pennsylvania Utilities Commission.

	USDOT# / ICC# / PUC#
	<p>One of these numebtrs is required in order to identify a commercial vehicle. You can enter more than one, but at least one of these <u>must be coded!</u></p>



Hazardous Materials – One-digit number that indicates the class of hazardous material being carried.

- 1 = Explosives
- 2 = Poison Gas, Flammable Gas, Non-Flammable Gas
- 3 = Flammables, Combustibles
- 4 = Dangerous When Wet, Flammable Solid
- 5 = Oxidizer
- 6 = Poisons, Keep Away from Food
- 7 = Radioactive
- 8 = Corrosive
- 9 = Miscellaneous

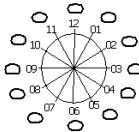
Block 24 on the AA-500 F

Road Surface Type	<input type="checkbox"/> Brick or Block	<input type="checkbox"/> Dirt	Special Jurisdiction	<input type="checkbox"/> Military	<input type="checkbox"/> Other Federal sites
<input type="checkbox"/> Concrete	<input type="checkbox"/> Slag, Gravel or Stone	<input type="checkbox"/> Other	<input type="checkbox"/> No special jurisdiction	<input type="checkbox"/> Indian Reservation	<input type="checkbox"/> Other
<input type="checkbox"/> Blacktop	<input type="checkbox"/> Unknown	<input type="checkbox"/> Unknown	<input type="checkbox"/> National Park	<input type="checkbox"/> College/University Campus	<input type="checkbox"/> Unknown

The information in the Road Surface Type and Special Jurisdiction fields are used to describe the crash. Do not repeat the information in these fields on additional AA-500 F pages if there are more than two units.

Block 25 on the AA-500 F

Please complete Unit Information for **each** unit involved in a **fatal** crash. Do not repeat the information in the fields above on multiple pages.

Unit Information	Unit No <input type="text"/>	Principle Impact Point
	Driver Restrictions Compliance	<input type="checkbox"/> Non-Collision <input type="checkbox"/> Top <input type="checkbox"/> Undercarriage <input type="checkbox"/> Towed Unit <input type="checkbox"/> Unknown 
	Driver Endorsement Compliance	Avoidance Maneuver
	Driver License Compliance	<input type="checkbox"/> No Avoidance Maneuver <input type="checkbox"/> Braking - Other Evidence <input type="checkbox"/> Braking - Skid Marks Evident <input type="checkbox"/> Steering - Evidence or Driver Stated <input type="checkbox"/> Braking - No Skid Marks, Driver Stated <input type="checkbox"/> Steering and Braking Evidence or Stated <input type="checkbox"/> Other Avoidance Maneuver <input type="checkbox"/> Inconclusive <input type="checkbox"/> Unknown
	Drug Test Type	Under Ride Indicator
	Drug Test Results - (Up to Four Results)	Emergency Use

Whenever you have a fatal crash, the unit information on the fatal page should be completed for each unit, driver and pedestrian involved in a fatal crash. Do not complete for trains, parked cars, or phantom vehicles. (This is a Federal requirement. PENNDOT is required to collect this

information for each motor vehicle involved in a fatal crash.)

Driver Restriction Compliance – Indicates whether the involved driver was compliant with any driver license restrictions.

- No Restrictions / Not Applicable
- Restrictions Complied With
- Restrictions Not Complied With
- Compliance Unknown – Known restrictions
- Not A Pennsylvania Driver - Out of state driver
- Unknown Compliance – Unknown whether restrictions were applicable

Driver Endorsement Compliance – Identifies whether driver was complying with driver license endorsements (i.e., CDL with hazardous material endorsement, school bus endorsement, etc.)

- None Required
- Required—Complied With
- Required—Non Compliance
- Required—Compliance Unknown
- Not A Pennsylvania Driver
- Unknown Compliance – Not known whether endorsements were required

Under Ride Indicator – Code that indicates the way in which two vehicles with unequal height collided. (Motorcycles can not over or under ride by definition)

- No Underride Or Override
- Underride, Compartment Intrusion - Underride refers to a vehicle sliding under another vehicle during a crash. Passenger compartment intrusion.
- Underride, No Compartment Intrusion - Underride refers to a vehicle sliding under another vehicle during a crash. No passenger compartment intrusion.

- Underride, Compartment Intrusion Unknown - Underride refers to a vehicle sliding under another vehicle during a crash. Compartment intrusion unknown.
- Override, Other Vehicle - Override refers to a vehicle traveling over another vehicle during a crash.
- Unknown If Underride Or Override

Block 26 on the AA-500 M

Unit No.		For Answers to the below (except for Engine Size and Helmet Type) use the following codes: Y = Yes, N = No, U = Unknown								
Motorcycle	Motorcycle	Engine Size:	Driver Protection 1		Helmet Type		Passenger Protection 2		Helmet Type	
	Motorcycle Has 2	Driver Has 2	<input type="checkbox"/> Eye Protection	<input type="checkbox"/>	<input type="checkbox"/> Eye Protection	<input type="checkbox"/>	<input type="checkbox"/> Eye Protection	<input type="checkbox"/>	<input type="checkbox"/> Eye Protection	<input type="checkbox"/>
	<input type="checkbox"/> Passenger's saddle bag and/or Trunk	<input type="checkbox"/> AC Education	<input type="checkbox"/> Long Sleeves	<input type="checkbox"/>	<input type="checkbox"/> Long Sleeves	<input type="checkbox"/>	<input type="checkbox"/> Long Sleeves	<input type="checkbox"/>	<input type="checkbox"/> Long Sleeves	<input type="checkbox"/>
	<input type="checkbox"/>		<input type="checkbox"/> Long Pants	<input type="checkbox"/>	<input type="checkbox"/> Long Pants	<input type="checkbox"/>	<input type="checkbox"/> Long Pants	<input type="checkbox"/>	<input type="checkbox"/> Long Pants	<input type="checkbox"/>
	<input type="checkbox"/> Trailer		<input type="checkbox"/> Over Ankle Boots	<input type="checkbox"/>	<input type="checkbox"/> Over Ankle Boots	<input type="checkbox"/>	<input type="checkbox"/> Over Ankle Boots	<input type="checkbox"/>	<input type="checkbox"/> Over Ankle Boots	<input type="checkbox"/>

Driver has Motorcycle Education – Ask the driver if they have had any motorcycle education.

Helmet Type

- 0 = No Helmet
- 1 = Full Helmet
- 2 = 3/4 Helmet Style
- 3 = 1/2 Helmet Style
- 9 = Unknown



Full



3/4



1/2

Helmet has DOT or Snell Designation – indicate if the helmet worn was a type that was certified by DOT or Snell. There should be an indicator on the helmet that indicates this designation.

Block 28 on the AA-500 M

Pedestrian	Unit No.	Pedestrian Location	Unit No.	Pedestrian Location
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Pedestrian Signals	01 = Marked Crosswalks at Intersection 02 = At Intersection - No Crosswalks 03 = Non-Intersection Crosswalks 04 = Driveway Access 05 = In Roadway 06 = Not in Roadway 07 = Median 08 = Island 09 = Shoulder 10 = Sidewalk 11 = < 10 Feet Off Road 12 = > 10 Feet Off Road 13 = Outside Trafficway 14 = Shared Paths/Trails 99 = Unknown	Pedestrian Signals	01 = Marked Crosswalks at Intersection 02 = At Intersection - No Crosswalks 03 = Non-Intersection Crosswalks 04 = Driveway Access 05 = In Roadway 06 = Not in Roadway 07 = Median 08 = Island 09 = Shoulder 10 = Sidewalk 11 = < 10 Feet Off Road 12 = > 10 Feet Off Road 13 = Outside Trafficway 14 = Shared Paths/Trails 99 = Unknown
	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not at Intersection		<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not at Intersection	
	Pedestrian Clothing		Pedestrian Clothing	
<input type="checkbox"/> Light <input type="checkbox"/> Dark <input type="checkbox"/> Reflective <input type="checkbox"/> Unknown		<input type="checkbox"/> Light <input type="checkbox"/> Dark <input type="checkbox"/> Reflective <input type="checkbox"/> Unknown		

Pedestrian Location - Identifies where the pedestrian was walking, standing, etc. at the time of the crash. This is only for pedestrians.

- Marked Crosswalks At Intersection
- At Intersection - No Crosswalk
- Non-Intersection - Crosswalks
- Driveway Access
- In Roadway
- Not In Roadway, e.g., in a house or structure, etc
- Median
- Island – Pedestrian standing on/at traffic island
- Shoulder
- Sidewalk
- < 10 Feet Off Roadway - Not in shoulder or median.
- > 10 Feet Off Roadway - Within the trafficway.
- Outside Trafficway
- Shared Paths/Trails
- Unknown
- (Blank) = Not Applicable

Block 29 on the AA-500 M

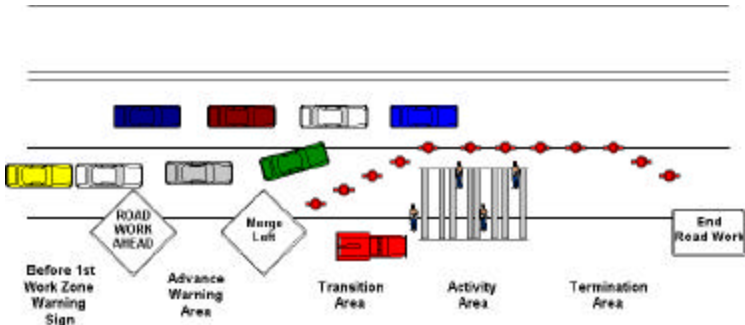
29 Work Zone	Work Zone Type	Where in Work Zone ?	Work Zone Speed of Advisory Limit	Law Enforcement Officer Present	Special Work Zone Characteristics	<input type="checkbox"/> Lane Closure?
	<input type="checkbox"/> Construction (Long Term)	<input type="checkbox"/> Before 1st Work Zone Warning Sign	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> Yes	<input type="checkbox"/> Road Closed with Detour?	<input type="checkbox"/> Work on Shoulder or Median?
	<input type="checkbox"/> Maintenance (Short Term)	<input type="checkbox"/> Advance Warning Area	Workers Present	<input type="checkbox"/> No	<input type="checkbox"/> Intermittent or Moving Work?	<input type="checkbox"/> Flagger Control?
	<input type="checkbox"/> Utility Company	<input type="checkbox"/> Transition Area	<input type="checkbox"/> Yes	<input type="checkbox"/> Unknown	<input type="checkbox"/> Other	
	<input type="checkbox"/> Other	<input type="checkbox"/> Activity Area	<input type="checkbox"/> No			
		<input type="checkbox"/> Termination Area	<input type="checkbox"/> Unknown			
		<input type="checkbox"/> Other				
<i>List all Warning Signs in Narrative</i>						

Work Zone Type – Identifies the type of highway work being conducted in the work zone related to the crash.

- Construction – generally work taking more than 24 hours.
- Maintenance – generally work taking 24 hours or less.
- Utility Company
- Other

Where in Work Zone – Indicates the location within the work zone in which the crash occurred. (See picture below)

- Before first Work Zone Warning Sign
- Advance Warning Area - After first warning sign to transition area.
- Transition Area - Lane shift or taper.
- Activity Area
- Termination Area - End of activity area to "End Of Work" sign.
- Other



List all Warning Signs Present at Location in the narrative section – If you need more space, use the “Additional M=Page Information Section.”

11. UPDATING/DELETING INFORMATION

General Change / Continuation Information Instructions

- Always include the AA-500 L with a check in Change/Continuation oval and original Crash Number (preprinted number on original case) written in the blanks to the right of the Change/Continuation oval.
- Include the following on the AA-500 L to ensure that changes are made to the correct crash case:
 - Original Crash Number;
 - Police Agency Code;
 - Incident Number;
 - Investigation Date; and

Arrival Time.

Note: Be sure to secure proper supervisory approval on any and all submitted reports and Changes/Continuations. You must include the Reviewer Name, Reviewer Badge Number, and Approval Date fields.

- On each page where changes or additions will be submitted, place a check in the “Change/Continuation” box.
- Write the pre-printed crash number from the original crash report in the boxes in the upper right corner on every page to be submitted.

Changing Information

- When making changes to a unit, be sure to specify the correct unit number.
- When making changes to a person, be sure to specify the correct unit number and person number.
- Make the change that you wish to make. Only fill in the field(s) that you wish to change.

Note: *If you want to change a field from a valid value to a blank, fill the field values with an asterisk (*).*

- When continuing information, add the information you desire in the appropriate fields on the blank form.
- If adding a unit to the original crash report, select a new and sequentially ordered unit number for each vehicle you add.
- If adding a person to a unit on the original crash report, select a new and sequentially ordered person number for each person you add to a unit.
- In adding a diagram or narrative page, always use the next sequential page number.

Deleting a Unit

- Write the pre-printed crash number from the original crash report in the boxes in the upper right corner on every page to be submitted.
- In the header of a blank AA-500 L report form, place a check in the “Change/Continuation” box.
- Include the Police Agency Code, Incident Number, Investigation Date, and Arrival Time.
- Place the unit number in the appropriate set of boxes that you want to be deleted.
- Place a check in the box marked “Delete” and submit the report.

Deleting a Person

- Write the pre-printed crash number from the original crash report in the boxes in the upper right corner on every page to be submitted.
- In the header of a blank AA-500 L report form, place a check in the “Change/Continuation” box.
- On the AA-500 L include the Police Agency, Incident Number, Investigation Date, and Arrival Time.
- On page AA-500 3 write the pre-printed crash number from the original crash report. In the boxes in the upper right corner and place a check in the Change/Continuation oval.
- On page AA-500 3, enter the unit number and the person number in the appropriate boxes.
- Place a check in the oval marked “Delete” and submit the report.

Note: This will delete everything about that person regardless of which page it was entered on the first time the report was submitted.

Deleting Specific Information

- Write the pre-printed crash number from the original crash report in the boxes in the upper right corner on every page to be submitted.
- In the header of a blank AA-500 L report form, place a check in the “Change/Continuation” box.
- On the AA-500 L, include the Police Agency, Incident Number, Investigation Date, and Arrival Time.
- On any page being submitted, write the pre-printed crash number from the original crash report; in the boxes in the upper right corner and place a check in the Change/Continuation or box.
- If you want to delete a value in a specific field on any of the pages, fill the field values with asterisk(s) (“*****”) and submit the report.

Deleting an Entire Case

Only super users (supervisors, chiefs, captains, etc.) that have authority to approve cases may delete entire cases. You must contact PENNDOT by letter or fax to delete a whole case. Include in the letter, the report number, investigation date, crash time, crash date, and police agency code. Our FAX Number is (717) 783-8012.

12. APPENDIX A.

County Codes

01	Adams	11	Cambria
02	Allegheny	12	Cameron
03	Armstrong	13	Carbon
04	Beaver	14	Centre
05	Bedford	15	Chester
06	Berks	16	Clarion
07	Blair	17	Clearfield
08	Bradford	18	Clinton
09	Bucks	19	Columbia
10	Butler	20	Crawford

21	Cumberland	45	Monroe
22	Dauphin	46	Montgomery
23	Delaware	47	Montour
24	Elk	48	Northampton
25	Erie	49	Northumberland
26	Fayette	50	Perry
27	Forest	51	Pike
28	Franklin	52	Potter
29	Fulton	53	Schuylkill
30	Greene	54	Snyder
31	Huntingdon	55	Somerset
32	Indiana	56	Sullivan
33	Jefferson	57	Susquehanna
34	Juniata	58	Tioga
35	Lackawanna	59	Union
36	Lancaster	60	Venango
37	Lawrence	61	Warren
38	Lebanon	62	Washington
39	Lehigh	63	Wayne
40	Luzerne	64	Westmoreland
41	Lycoming	65	Wyoming
42	McKean	66	York
43	Mercer	67	Philadelphia
44	Mifflin		

North American Postal Codes State Postal Codes

AL	Alabama	ID	Idaho
AK	Alaska	IL	Illinois
AZ	Arizona	IN	Indiana
AR	Arkansas	IA	Iowa
CA	California	KS	Kansas
CO	Colorado	KY	Kentucky
CT	Connecticut	LA	Louisiana
DE	Delaware	ME	Maine
DC	District of Columbia	MD	Maryland
FL	Florida	MA	Massachusetts
GA	Georgia	MI	Michigan
HI	Hawaii	MN	Minnesota

MS Mississippi
MO Missouri
MT Montana
NE Nebraska
NV Nevada
NH New Hampshire
NJ New Jersey
NM New Mexico
NY New York
NC North Carolina
ND North Dakota
OH Ohio
OK Oklahoma
OR Oregon
PA Pennsylvania
PR Puerto Rico
RI Rhode Island
SC South Carolina
SD South Dakota
TN Tennessee
TX Texas
UT Utah
VT Vermont
VA Virginia
WA Washington
WV West Virginia
WI Wisconsin
WY Wyoming
ZF Unknown Foreign
State
ZG Military License
ZG US Government
License
ZZ Unknown US State
ZI International Foreign
ZO Other Foreign

Canada
AB Alberta
BC British Columbia
MB Manitoba
NB New Brunswick
NF New Foundland
NT Northwest
Territories
NS Nova Scotia
NT Nunavut
ON Ontario
PE Prince Edward
Island
QC Quebec
SK Saskatchewan
YT Yukon Territory

Mexico
AG Aguascalientes
BN Baja California
North
BS Baja California
South
CH Chihuahua
CI Coahuila
CL Colima
CM Campeche
CS Chiapas
DF Federal District
DU Durango
GR Guerrero
GT Guanajuato
HG Hidalgo
JA Jalisco
MC Michoacan
ML Morelos
MX Mexico


NA Nayarit
 NL Nuevo Leon
 OA Oazaca
 PU Puebla
 QE Queretaro
 QR Quintana Roo
 SI Sinaloa
 SL San Luis Potosi

SO Sonora
 TA Tamaulipas
 TB Tabasco
 TL Tlaxcala
 VC Vera Cruz
 YC Yucatan
 ZA Zacateca

13. APPENDIX B. (CRASH SCENARIOS)

A) How to Locate a Midblock Crash

The accident occurred on Main Street, SR 123, approximately 500 feet from Winding Road toward Side Street.

4	Principal Road	Route Number 0 1 2 3	Segment (Optional)	Travel Lanes 0 2	Speed Limit 3 5	Street Name M A I N	Street Ending S T	Orientation North South East West Unknown	House Number (if applicable)
		<input type="radio"/> Interstate (Not Turnpike) <input type="radio"/> Turnpike (East/West) <input type="radio"/> Turnpike Spur <input type="radio"/> State Highway <input type="radio"/> County Road <input type="radio"/> Local Road or Street <input type="radio"/> Private Road <input type="radio"/> Other/Unknown							
5	Intersecting Road <i>Use For Intersections</i>	Route Number	Segment (Optional)	Travel Lanes	Speed Limit	Street Name	Street Ending	Orientation North South East West Unknown	
		<input type="radio"/> Interstate (Not Turnpike) <input type="radio"/> Turnpike (East/West) <input type="radio"/> Turnpike Spur <input type="radio"/> State Highway <input type="radio"/> County Road <input type="radio"/> Local Road or Street <input type="radio"/> Private Road <input type="radio"/> Other/Unknown							
6	Distance from Landmark <i>Use For Mid-Block Crashes</i>	Please Enter Information for BOTH Landmarks if Using This Option	Intersecting Rt Num	Or Mile Post	Or Segment Marker	Landmark 1 Or Intersecting Street Name W I N D I N G	St Ending R D	Orientation North South East West	Feet 5 0 0
			Or Miles	<input type="radio"/> North <input type="radio"/> South <input type="radio"/> East <input type="radio"/> West					
			Intersecting Rt Num	Or Mile Post	Or Segment Marker	Landmark 2 Or Intersecting Street Name	St Ending	Orientation North South East West	Distance From Crash Scene to Landmark 1 <i>(For Crash between Landmark 1 and Landmark 2)</i>

The principal road contains both the route number (SR0123) and local street name (Main Street).

There is not an intersecting road to enter since this is a midblock crash.

The crash occurred approximately 500 feet from Winding Road, between Winding Road and SR 1001. Both landmarks MUST be completed in order to locate the crash. You cannot state that the crash occurred 500 feet south of

Winding Road on this page. You must always use two landmarks!

Landmark 2 does not have to be the street immediately on the other side of the crash, as long as the chosen street is on the other side of the crash from Landmark 1. You could select a nearby state route and enter just the route number as a landmark.

This is one method of identifying a midblock crash. You could also use a principal road and a house number or a principal road and GPS coordinates (latitude and longitude).

B) Auxiliary Forms

In addition to the standard fields on the AA-500, there are some circumstances that require additional forms. For instance, in the previous scenario lets say that the crash was a motorcycle losing control on an icy patch and slides into the path of an oncoming truck causing a fatality to the motorcycle operator.

Page AA-500 C must be completed out for the truck (a commercial vehicle).



Commercial Vehicle Information	Unit No 0 1	Number of Axles 0 3 <small>(Code Number of Axles or '99' for unknown)</small>	Carrier Phone (8 1 4) 5 5 5 - 5 5 5 5
	Carrier Name J O E D O E T R A N S P O R T		
	Address 1 2 3 A N Y S T		GVWR 3 3 5 0 0
	City S O M E C I T Y		State P A
	USDOT# 5 5 5 5 5 5 5 5		ICC #
	PUC #		Zip 1 1 1 1 1 1
	Cargo Body Type <input type="checkbox"/> Not Applicable <input type="checkbox"/> Flat Bed <input type="checkbox"/> Auto Transport <input checked="" type="checkbox"/> Van/Enclosed Box <input type="checkbox"/> Dump <input type="checkbox"/> Garbage/Refuse <input type="checkbox"/> Cargo Tank <input type="checkbox"/> Concrete Mixer <input type="checkbox"/> Bus <input type="checkbox"/> Other/Unknown		
	Vehicle Configuration <input type="checkbox"/> Not Applicable <input type="checkbox"/> Truck Tractor (Bobtail) <input type="checkbox"/> Passenger Car - Only Record if HazMat Placard Displayed <input type="checkbox"/> Tractor/Semi-Trailer(s) <input type="checkbox"/> Light Truck (Van, Mini-Van, Panel, Pickup or SUV with HazMat Placard) <input type="checkbox"/> Medium/Heavy Truck - Cannot Classify <input type="checkbox"/> Single Unit Truck (2 Axles, 6 Tires) <input type="checkbox"/> Small Bus (Seats 9-15 People, including Driver) <input checked="" type="checkbox"/> Single Unit Truck (3 or More Axles) <input type="checkbox"/> Bus (Seats More Than 15 People, including the Driver) <input type="checkbox"/> Single Unit Truck (Unknown Number of Axles) <input type="checkbox"/> Other <input type="checkbox"/> Truck/Trailer(s) <input type="checkbox"/> Unknown		
	Hazardous Material <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Enter 1-digit hazardous material class <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 9 </div> <div style="text-align: center;"> <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 9 </div> <div style="text-align: center;"> <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 9 </div> <div style="text-align: center;"> <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 9 </div> </div>		
	Release Indicator 1 = No Release 2 = Release Occurred 9 = Unknown		

- Page AA-500 M (Block 26) must be completed out for the motorcycle.

Vehicle Type

0	2
---	---

- 01=Automobile
- 02=Motorcycle
- 03=Bus
- 04=Small Truck

(If "02", Complete Form M, Section 26)

For Answers to the below (except for Engine Size and Helmet Type) use the following Codes: Y = Yes, N = No, U = Unknown									
Unit No	Engine Size: 1520 cc	Driver Protection 1		Helmet Type	Passenger Protection 2		Helmet Type		
0 2		N	Y	1	N	N	0		
Motorcycle	Motorcycle Class I The Driver Class I	Eye Protection	Long Sleeves	Long Pants	Over Ankle Boots	Eye Protection	Long Sleeves	Long Pants	Over Ankle Boots
Passenger	AC Education	N	Y	Y	Y	N	N	N	N
Saddle Bag and/ or Trunk	Trailer			1 = Full Helmet 2 = 3/4 Style 3 = Half Helmet Style 9 = Unknown			1 = Full Helmet 2 = 3/4 Style 3 = Half Helmet Style 9 = Unknown	Helmet has DOT or Snell Designation	Helmet has DOT/Snell Designation

- Page AA-500 F must be completed out for BOTH the motorcycle and the truck.

Killed* *If > 00
complete Form F

0	1
---	---

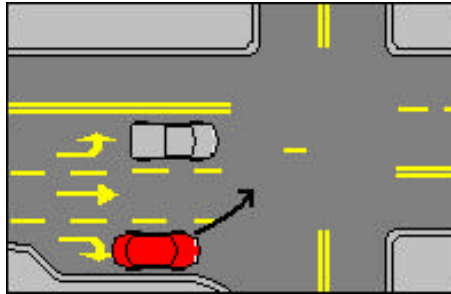
Please complete Unit Information for each unit involved in a fatal crash. Do not repeat the information in the fields above on multiple pages.			
Unit No			
Driver Restrictions Compliance	Restrictions Complied With	Restrictions Not Complied With	Not a Pennsylvania Driver
None	Compliance Unknown	Compliance Unknown	Unknown Compliance
Driver Endorsement Compliance	Required - Complied With	Required - Non Compliance	Required - Compliance Unknown
None Required	Compliance Unknown	Compliance Unknown	Compliance Unknown
Driver License Compliance	Not Required for Vehicle Class	No Valid License for Class	Valid License for Class
None Licensed	Compliance Unknown	Compliance Unknown	Compliance Unknown
Drug Test Type	Blood	Urine	Other
None	Unknown if Test Given	Unknown if Test Given	Unknown if Test Given
Drug Test Results - (Up to Four Results)	0 = No Test Given	1 = No Drug Reported	2 = Marijuana
	3 = Cocaine	4 = Opiates	5 = Amphetamines
			6 = PCP
			7 = Other
			8 = Unknown Test Results
			9 = Unknown Test Results
Principle Impact Point	<input type="checkbox"/> Non-Collision <input type="checkbox"/> Top <input type="checkbox"/> Undercarriage <input type="checkbox"/> Towed Unit <input type="checkbox"/> Unknown		
Avoidance Maneuver	<input type="checkbox"/> No Avoidance Maneuver <input type="checkbox"/> Braking - Skid Marks Evident <input type="checkbox"/> Braking - No Skid Marks, Driver Stated <input type="checkbox"/> Braking - Other Evidence <input type="checkbox"/> Steering - Evidence or Driver Stated <input type="checkbox"/> Steering and Braking Evidence or Stated <input type="checkbox"/> Other Avoidance Maneuver <input type="checkbox"/> Inconclusive <input type="checkbox"/> Unknown		
Under Ride Indicator	<input type="checkbox"/> No Underride or Override <input type="checkbox"/> Underride, No Compartment Intrusion <input type="checkbox"/> Underride, Compartment Intrusion Unknown <input type="checkbox"/> Underride, Other Vehicle <input type="checkbox"/> Unknown if Underride or Override <input type="checkbox"/> Emergency Use		
Emergency Use	<input type="checkbox"/> Lights Flashing <input type="checkbox"/> Siren Sounding <input type="checkbox"/> Unknown <input type="checkbox"/> Siren Sounding <input type="checkbox"/> Unknown		

C) Vehicle Position

Unit 1 is in the right turn lane and suddenly decides to make a left turn striking a vehicle in the left turn lane.

- 00 Not Applicable
- 01 Right Lane (Curb)
- 02 Right Turn Lane
- 03 Left Lane
- 04 Left Turn Lane

- 05 2-Direction Center Turn Lane
- 06 Other Forward Moving Lane
- 07 Oncoming Traffic Lane
- 08 Left of Trafficway
- 09 Right of Trafficway
- 10 HOV Lane
- 11 Shoulder Right
- 12 Shoulder Left
- 13 One Lane Road
- 98 Other
- 99 Unknown



Vehicle Position always denotes the position of the vehicles immediately prior to the movements and events that lead to the crash (not at the impact points). In the example above, note that the vehicle position of the striking vehicle is the RIGHT TURN LANE and the position of the struck vehicle is the LEFT TURN LANE. Even though both vehicles were making a left turn when the collision occurred, the striking vehicle was in the right turn lane when the crash scenario began (that is at the moment the driver made the misjudgment to turn left from the right turn lane).

UNIT 01 - striking vehicle					
UNITS: 3=TOWING/UTILITY TRAILER 8=TRUCK 9=BUS 99=UNKNOWN					
Direction of Travel	E	*Vehicle Position	0 2	*Movement	1 2
*See Overlay		Special Usage	0 0		
Vehicle Color	06=Yellow 07=Silver 08=Gold 01=Blue 02=Red 03=White 04=Green 05=Black 99=Unknown	Vehicle Type	03=Automobile 02=Motorcycle 03=Bus 04=Small Truck (If "02", Complete Form M, Section 25) (If "03" or "04", Complete Form M, Section 27)	05=Large Truck 06=SU 07=Van 10=Snowmobile 11=Farm Equip 12=Construction Equip 13=ATV 18=Other Type Spec Veh 19=Unk. Type Spec Veh	20=Unicycle/Bicycle, Tricycle 21=Other Pedalcycle 22=Horse & Buggy 23=Horse & Rider 24=Tram 25=Trolley 98=Other 99=Unknown
Initial Impact Point	00=Non-Collision 01-12=Clock Points 13=Top	14=Undercarriage 15=Towed Unit 99=Unknown	Damage Indicator	0=None 1=Minor 2=Functional 3=Debbling 9=Unknown	Gradient
				3=Downhill 4=Bottom of Hill 5=Top of Hill 9=Unknown	Road Alignment
					1=Straight 2=Curved 9=Unknown

UNIT 02 - struck vehicle					
UNITS: 3=TOWING/UTILITY TRAILER 8=TRUCK 9=BUS 99=UNKNOWN					
Direction of Travel	E	*Vehicle Position	0 4	*Movement	1 2
*See Overlay		Special Usage	0 0		
Vehicle Color	06=Yellow 07=Silver 08=Gold 01=Blue 02=Red 03=White 04=Green 05=Black 99=Unknown	Vehicle Type	01=Automobile 02=Motorcycle 03=Bus 04=Small Truck (If "02", Complete Form M, Section 25) (If "03" or "04", Complete Form M, Section 27)	05=Large Truck 06=SU 07=Van 10=Snowmobile 11=Farm Equip 12=Construction Equip 13=ATV 18=Other Type Spec Veh 19=Unk. Type Spec Veh	20=Unicycle/Bicycle, Tricycle 21=Other Pedalcycle 22=Horse & Buggy 23=Horse & Rider 24=Tram 25=Trolley 98=Other 99=Unknown
Initial Impact Point	00=Non-Collision 01-12=Clock Points 13=Top	14=Undercarriage 15=Towed Unit 99=Unknown	Damage Indicator	0=None 1=Minor 2=Functional 3=Debbling 9=Unknown	Gradient
				3=Downhill 4=Bottom of Hill 5=Top of Hill 9=Unknown	Road Alignment
					1=Straight 2=Curved 9=Unknown

D) Bus Passengers

A bus with 10 passengers overturns on a highway causing injury to passengers.

This crash is a reportable non-collision crash. Person information must be filled out for the driver and every passenger on the bus. Block D is coded as “15” for bus passengers. Please use form AA-500 P for the additional passengers.

Unit No 01	Person No 01	Date of Birth (MM-DD-YYYY) 12-30-1966	A 1	B M	C 0	D 0	E 1	F 0	G 0	H 0	I 0	J 0	
Name / Address / Phone												EMS Transport <input checked="" type="radio"/> Yes <input type="radio"/> No	
<input checked="" type="checkbox"/> Same as Operator													
Unit No 01	Person No 02	Date of Birth (MM-DD-YYYY) 03-12-1987	A 2	B M	C 4	D 1	E 5	F 0	G 0	H 0	I 0	J 0	
Name / Address / Phone CRAIG A PASSENGER 123 ANY ST SOMEWHERE, PA 12345												EMS Transport <input type="radio"/> Yes <input checked="" type="radio"/> No	
<input type="checkbox"/> Same as Operator													
Unit No 01	Person No 03	Date of Birth (MM-DD-YYYY) 06-11-1989	A 2	B F	C 4	D 1	E 5	F 0	G 0	H 0	I 0	J 0	
Name / Address / Phone DIANA J PASSENGER 123 ANY ST SOMEWHERE, PA 12345												EMS Transport <input type="radio"/> Yes <input checked="" type="radio"/> No	
<input type="checkbox"/> Same as Operator													
Unit No 01	Person No 04	Date of Birth (MM-DD-YYYY) 07-07-1992	A 2	B F	C 0	D 1	E 5	F 0	G 0	H 0	I 0	J 0	
Name / Address / Phone HALEY A PASSENGER 123 ANY ST SOMEWHERE, PA 12345												EMS Transport <input type="radio"/> Yes <input checked="" type="radio"/> No	
<input type="checkbox"/> Same as Operator													
Unit No 01	Person No 05	Date of Birth (MM-DD-YYYY) 10-17-1970	A 2	B M	C 3	D 1	E 5	F 0	G 0	H 0	I 0	J 0	
Name / Address / Phone C J RIDER 234 OTHER ST ELSEWHERE, PA 15432												EMS Transport <input type="radio"/> Yes <input checked="" type="radio"/> No	
<input type="checkbox"/> Same as Operator													
Unit No 01	Person No 06	Date of Birth (MM-DD-YYYY) 05-23-1923	A 2	B F	C 1	D 1	E 5	F 0	G 0	H 0	I 0	J 0	
Name / Address / Phone												EMS Transport <input type="radio"/> Yes <input checked="" type="radio"/> No	
<input type="checkbox"/> Same as Operator													
ETC													EMS Transport <input type="radio"/> Yes <input checked="" type="radio"/> No

E) Non-fatal Crashes Involving Fatalities

A driver going down a road has a heart attack and dies. Subsequently the car leaves the road and hits a tree.

Although a death occurred, this case is NOT considered a fatal crash, since the crash did not cause the fatality. A fatal page (AA-500 F) does not need to be completed. Please note that the determination of a fatal crash comes from the coroner’s determination of cause of death.

F) Diagram of a Parking Lot

The following is provided to assist officers in determining “reportability” for crashes that occur in a parking lot. Examples 1 and 2 would be reportable. Examples 3, 4, and 5 would not be.

