

Qualifying Commercial Vehicle Crash Data

2012-2016



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CONNECTICUT TRANSPORTATION SAFETY RESEARCH CENTER | OCTOBER 5, 2017

Introduction

The following report contains data for qualifying commercial vehicle crashes in the State of Connecticut from 2012 to 2016. The Federal Motor Carrier Safety Administration (FMCSA) defines a qualifying commercial vehicle crash as one that involves:

(1) A qualifying commercial vehicle, which is defined as:

- A vehicle with a gross vehicle weight rating (GVWR) or gross combination weight rating (GCWR) of 10,000 lbs or more; OR
- Any vehicle with a hazardous materials placard; OR
- Any vehicle designed to carry nine or more passengers, including the driver.

AND

(2) At least one of the following:

- One or more fatalities to any person; OR
- One or more injuries that requires immediate medical attention away from the crash scene; OR
- One or more vehicles being towed from the scene due to disabling damage.

The information required to produce this report was obtained from police crash reports supplied to the Connecticut Department of Transportation (CT DOT) by investigating police agencies. From the CT DOT, this information is then transferred to the Connecticut Crash Data Repository (CTCDR), which is housed at the Connecticut Transportation Safety Research Center (CTSRC). The CTCDR is a web tool designed to provide access to select crash information and enables users to query, analyze and print/export the data for research and informational purposes.

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Connecticut Transportation Institute

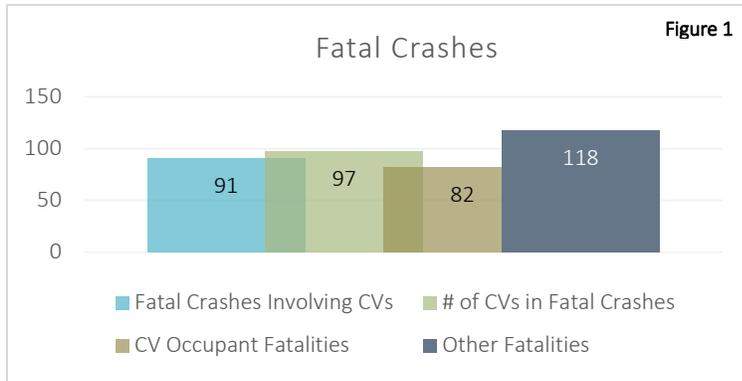
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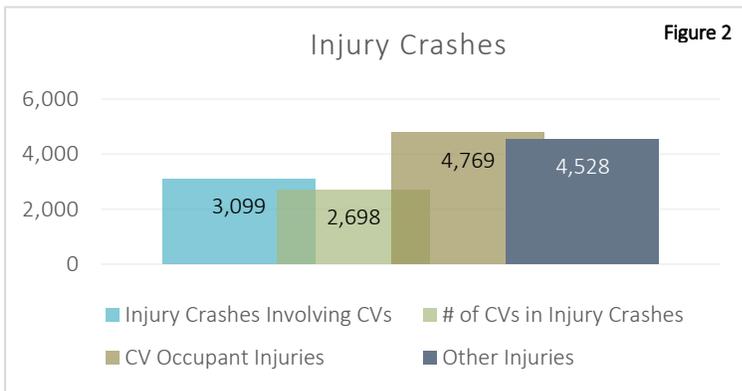
www.ctcrash.uconn.edu

860-486-7199



Fatalities and Injuries:

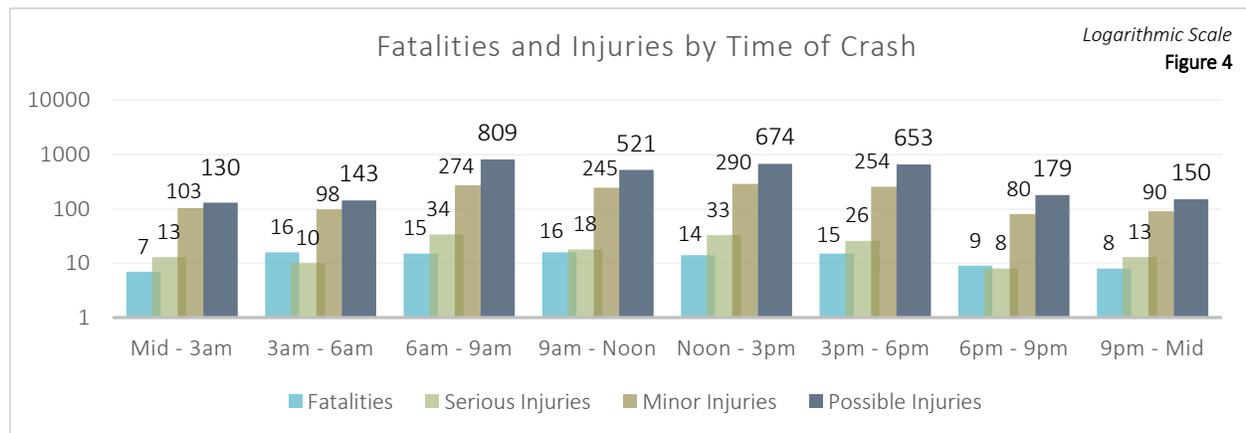
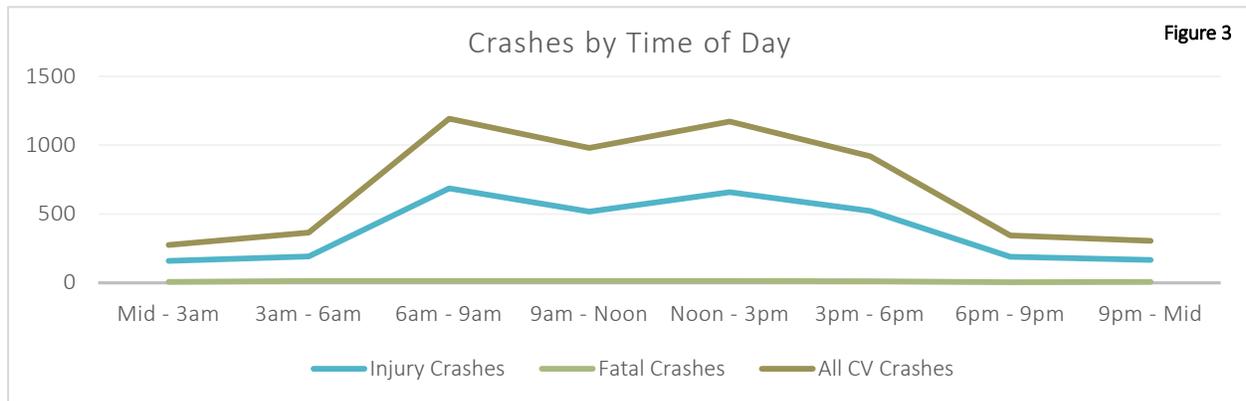
Nearly 60 percent of those killed in qualifying commercial vehicle (CVs) crashes in the last five years were **not** occupants of a commercial vehicle (Fig 1). In terms of those injured in these crash types, there were a few more injured occupants of CVs than for other vehicles (Fig 2). Fatal crashes involving CVs represent only seven percent of all the state’s fatal crashes during this time; CV injury crashes account for less than three percent of total injury crashes.



Time of Day:

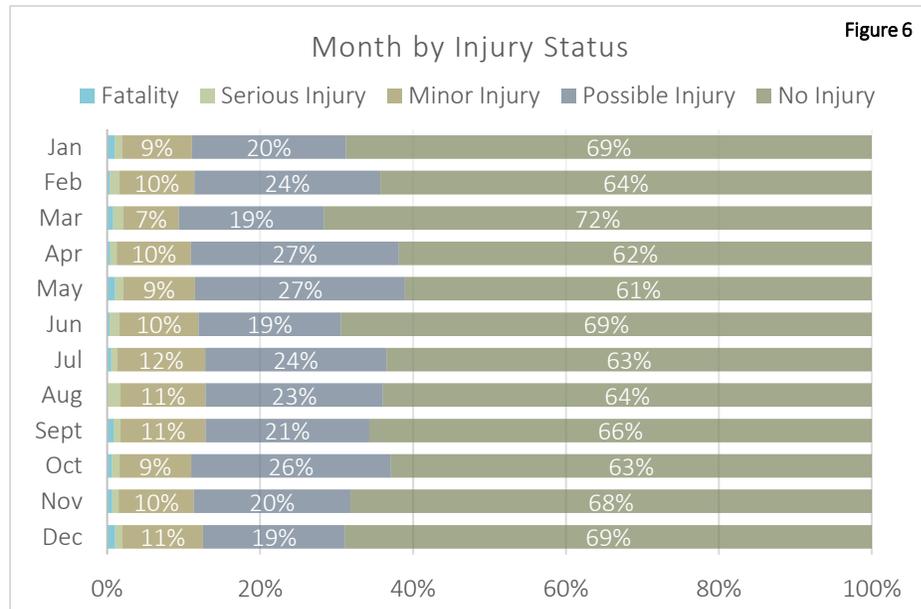
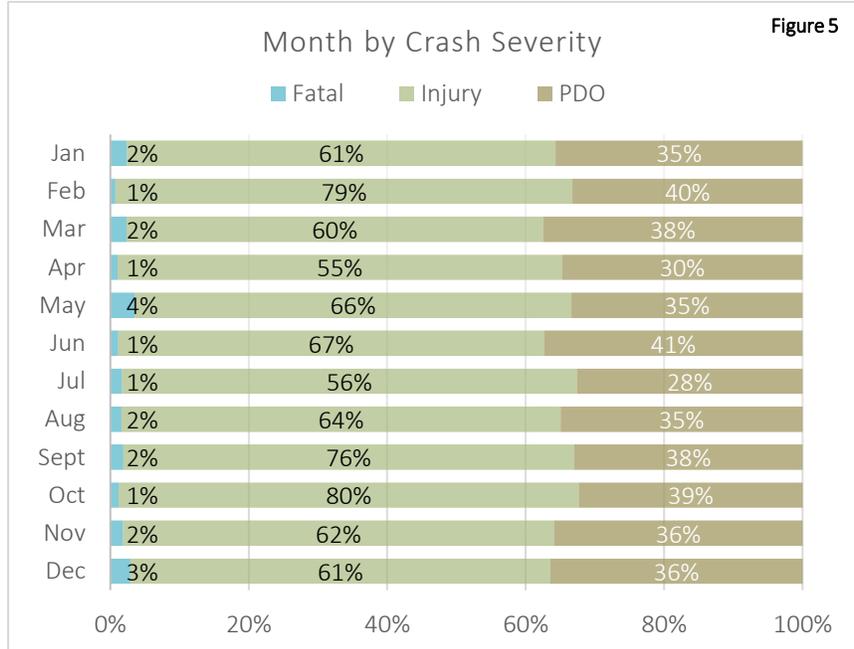
Five-year trends of crashes involving CVs reflect a peak in frequency in the morning after 6am. Crashes do not begin to taper off until after the PM peak (Fig 3). Fatalities and all injuries, regardless

of severity, appear to occur most frequently in CV crashes that take place in the morning between 6am to 9am, with an additional spike again in the afternoon from noon to 3pm (Fig 4).

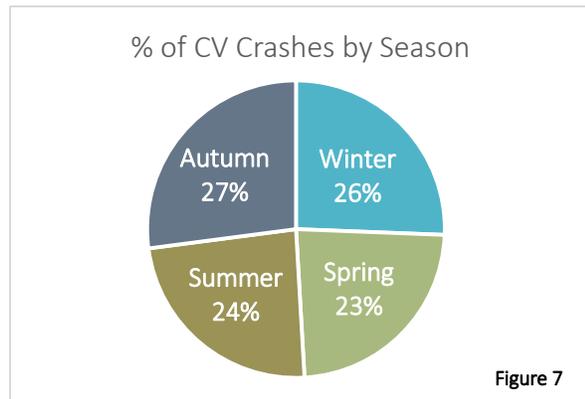


Time of Year/Season:

When observing qualifying CV crashes by month of the year, as displayed in Figure 5, it is clear that a sizable percentage of these crashes resulted in some type of injury, be it serious, minor or possible. For all twelve months of the year, the percentage of injury CV crashes was over 50 percent of the month's total. Fatal crashes accounted for around one to two percent of crashes each month, apart from May and December (4% and 3%, respectively).



While it appears at first glance that many qualifying commercial vehicle crashes result in a great amount of occupant injuries, this is not the case. When broken down further to examine the injury status of each involved person (Fig. 6), the crash data reveals that most individuals were found to have a possible injury ("C") or no injury at all.



Each month, just under three percent of CV crash victims suffered a suspected serious injury ("A") or were killed. From 2012 to 2016, it does not appear that any one season saw a greater occurrence of qualifying CV crashes. As figure 7 displays, around a quarter of these crashes occur each season, with only slightly higher percentages for autumn and winter.

Gender, Age and Person Type:

Tables 1 and 2 below present data pertaining to the gender, age and person type of all those involved in qualifying commercial vehicle crashes in the last five years. Sixty-five percent of the people killed in qualifying CV crashes during 2012 to 2016 were males. When looking at the data by type of person involved, drivers also make up the majority of those killed, representing 65 percent of all person types. For both drivers and males, at least a quarter of those killed in each group were between ages 46 to 55.

Passengers and pedestrians represent 17 and 16 percent, respectively, of all those involved. Fifteen percent of the pedestrians were over the age of 75. Only one bicyclist fatality occurred during this time. Although females only account for 22 percent of all fatalities, half of the females who were killed in these crashes were age 35 or younger. Eighteen to 25-year olds and 46 to 55-year olds are the age groups with the two highest percentages of fatalities during this time, representing 19 and 22 percent, respectively.

Fatalities by Age and Gender - Table 1

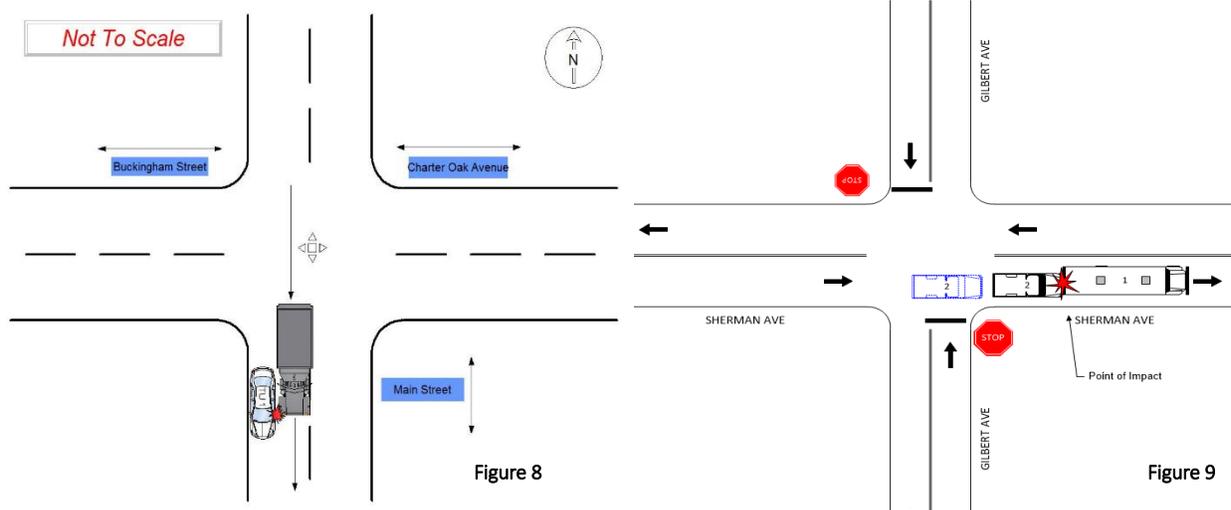
	Male		Female		Unknown		Total	
	Number	%	Number	%	Number	%	Number	%
17 and Under	1	1%	2	5%	6	23%	9	5%
18-25	21	16%	11	26%	5	19%	37	19%
26-35	16	12%	8	19%	4	15%	28	14%
36-45	24	19%	6	14%	2	8%	32	16%
46-55	36	28%	5	12%	3	12%	44	22%
56-65	18	14%	7	16%	1	4%	26	13%
66-75	2	2%	2	5%	2	8%	6	3%
76 and Over	11	9%	2	5%	3	12%	16	8%
Total	129	100%	43	100%	26	100%	198	100%

Fatalities by Age and Person Type - Table 2

	Driver		Passenger		Pedestrian		Bicyclist	
	Number	%	Number	%	Number	%	Number	%
17 and Under	2	2%	7	21%	0	0%	0	0%
18-25	23	17%	10	29%	4	13%	0	0%
26-35	21	16%	4	12%	3	10%	0	0%
36-45	24	18%	2	6%	6	19%	0	0%
46-55	33	25%	4	12%	6	19%	1	100%
56-65	18	14%	1	3%	7	23%	0	0%
66-75	4	3%	2	6%	0	0%	0	0%
76 and Over	7	5%	4	12%	5	16%	0	0%
Total	132	100%	34	100%	31	100%	1	100%

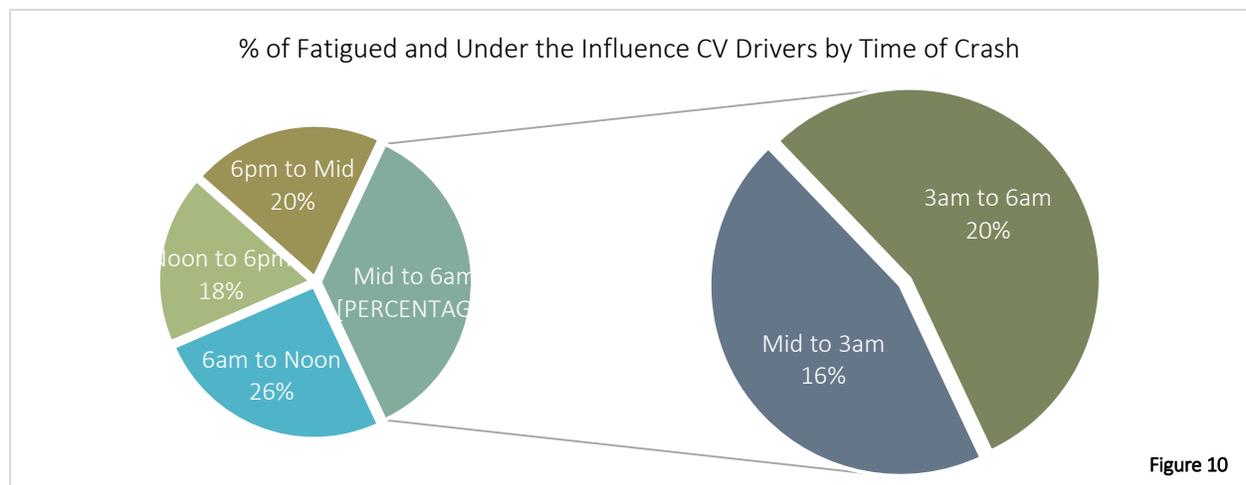
Manner of Collision:

A quarter of qualifying CV crashes involved sideswipes of vehicles traveling in the same direction. Figure 8 displays a crash report diagram for a sideswipe, same direction crash involving a CV. Another 37 percent of CV crashes were rear-end crashes. Figure 9 displays a crash report diagram of a rear-end crash involving a CV. Manner of collision had no apparent impact on heightening crash severity. Just over 10 percent of these qualifying crashes involved a single commercial vehicle, with the two most harmful events for these single vehicle crashes being collision with a guardrail face or overhead structure.



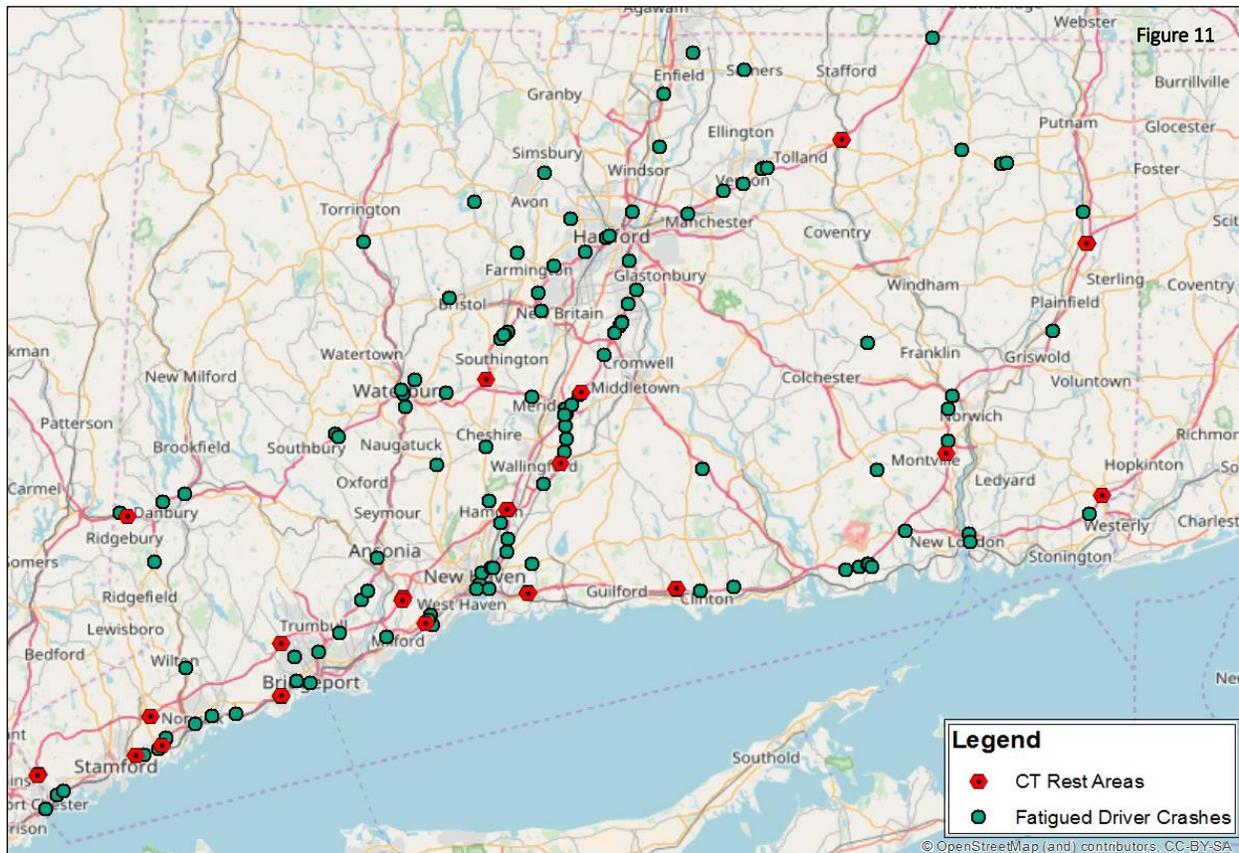
Fatigued and Under the Influence Drivers:

Figure 10 displays the percentage of commercial vehicle drivers found to be fatigued or under the influence of alcohol, drugs and/or medication by the hour of their crash. More than one third of these drivers were involved in crashes occurring between midnight and 6am. When drilling even further into this six-hour period, twenty percent of fatigued or under the influence drivers crashed between the hours of 3am to 6am. Despite these results, it is important to note that the overall percentage of CV drivers who were fatigued or under the influence at the time of the crash was only **two percent** of all CV drivers for this period. It also does not appear that fatigued and under the influence CV drivers had a profound influence on crash severity. Less than three percent of CV drivers involved in PDO crashes were fatigued or under the influence compared to two percent of CV drivers involved in injury or fatal crashes.



Fatigued Driver Crashes:

The map below (Fig. 11) displays 2012-2016 CV crashes in which an involved driver that was asleep or fatigued at the time of the crash. In addition to crash locations, CT rest areas are also plotted on the map. Several rest area locations are positioned along the Connecticut shoreline on interstates I-95 and I-84 and along the Merritt Parkway (**Note: Commercial vehicles are not allowed to travel along the Merritt Parkway**). During this five-year period, these crash types appear to have clustered in and around the greater Hartford area. Interestingly, there are no rest areas in this location, with the three closest ones located at least half an hour away from the capital in Southington, Middletown and Willington, CT.



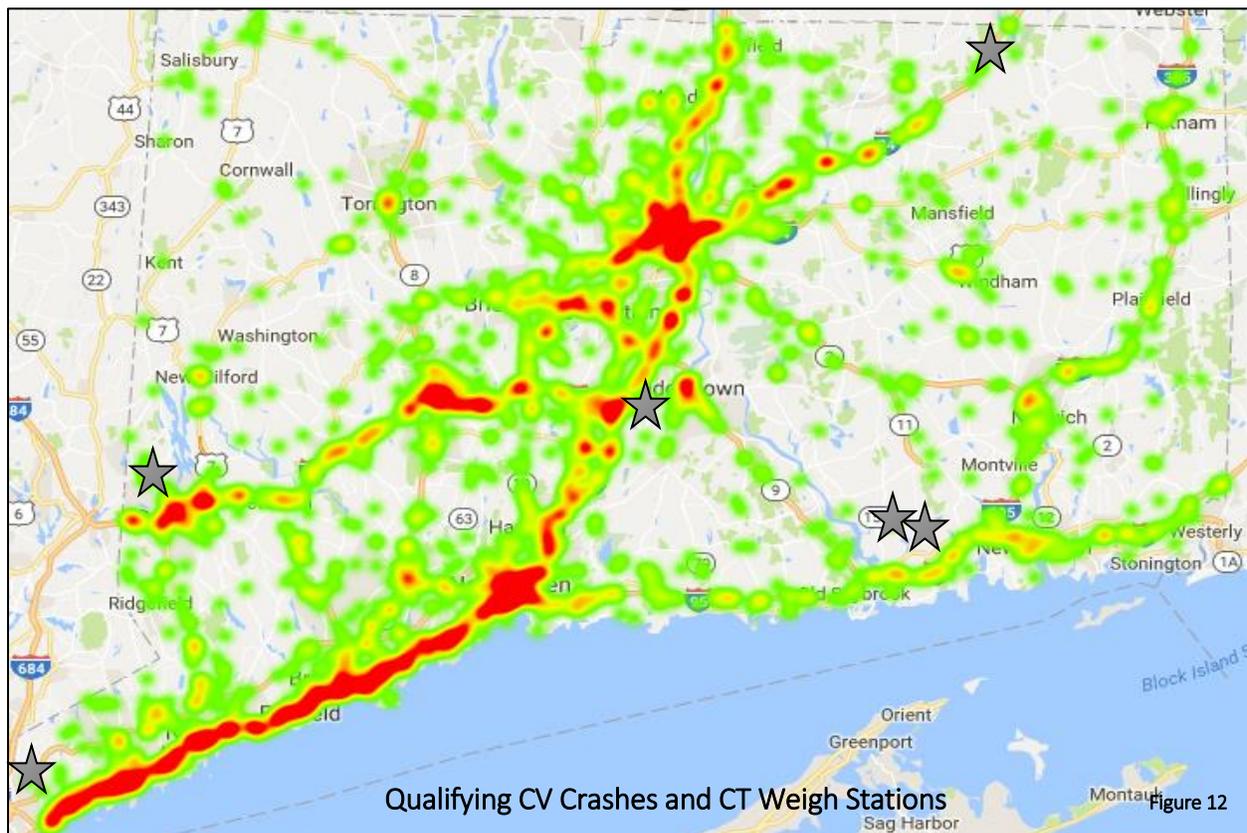
Although Connecticut has approximately 30 rest areas on North and Southbound highways, there are no rest areas on I-91 north of Middletown. Within Vermont, there are only three welcome centers pm I-91 (Guilford, Bradford and Hartford) and two rest areas that can fit no more than a dozen vehicles at a time. A CV driver traveling southbound on I-91 from the Vermont/Canadian border would find that the distance between the welcome center in Guilford, New Hampshire to the next closest rest area in Middletown, Connecticut was 100 miles apart. This may be an issue faced by CV drivers involved in fatigued driving crashes while traveling in and around the greater Hartford area.

Many of these fatigued driving crashes also occurred in close proximity to the state’s cities and towns that are more populous, such as New Haven, Waterbury, and Stamford. This is not surprising as many of the interstates and US routes, which CV drivers would typically use for travel, run directly through these locations. Unlike the fatigued driver crashes that occurred near Hartford, many of these crashes took place in areas where several of the state rest stops are located.

Crash Locations vs Weigh Station Locations:

Figure 12 displays a heat map of qualifying CV crashes occurring across the state from 2012 to 2016. Not surprisingly, the location of these crashes appears to be along interstates I-84 and I-95, and specifically the towns along the shoreline in Southwestern CT. There also appear to be a few clusters of crashes within the major cities of Hartford, Waterbury, Danbury and New Haven.

★ CT Commercial Vehicle Weigh Stations: **Danbury, Greenwich, Middletown, Union, and Waterford (2)**



The State of Connecticut has six weigh stations (identified in Figure 12 above) that are located on the interstate highways. Most weigh stations are located near the state’s border, as a means to inspect and catch overweight and defective carriers. In general, the location of CV crashes occurring from 2012 to 2016 does not seem to coincide with the location of weigh stations. The two areas with the highest concentration of crashes (Hartford and New Haven) are about 30 miles from the nearest weigh station in Middletown.

Connecticut CV Weigh Station Activity, 2012-2016 - Table 3

2012-2016	Danbury	Middletown	Greenwich	Waterford (NB & SB locations)	Union	Total
Crashes	91	106	196	42	15	450
# of Vehicles Weighed*	394,763	197,904	770,536	254,917	1,163,156	2,781,276
# of Violations*	12,100	7,942	20,447	12,125	7,943	60,557

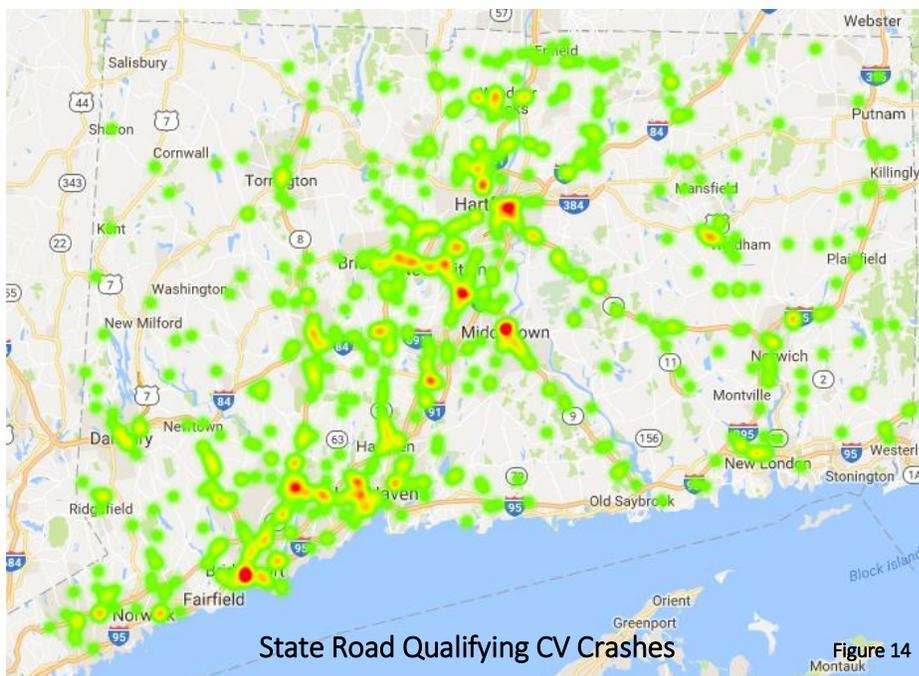
*Weigh station activity data obtained from CT DMV summary reports. <http://www.ct.gov/dmv/cwp/view.asp?a=798&q=483410>.

Route Class

The state of Connecticut is comprised of interstates, US routes, state and local roads. The route class of a crash location determines what investigative agency will be assigned (i.e., CT State Police or Municipal PD). Figures 13-16 display 2012 to 2016 qualifying commercial vehicle crashes that occurred on each of these route classes, as a comparison. Figure 13 displays qualifying CV crashes on CT interstates. Without question, the two most concentrated areas of crashes are the I-84 and I-91 exchange in Hartford and all along I-95 on the Connecticut shoreline. This interstate leads directly into New York and is a common route for CVs.



There were 3,097 crashes that occurred on the interstate. This figure is double the amount of CV crashes on State roads, which saw the second highest concentration of crashes. However, only 63 interstate crashes involved a fatality, representing just over two percent of all interstate crashes. Almost 40 percent of these crashes were sideswipes, and another 42 percent were rear-ends.



Crashes on State roads are shown on the map in Figure 14. In stark contrast to Figure 13 above, the 1,591 crashes on state routes are much more spread out across the state. There are a few small crash clusters near Bridgeport, New Haven, and central Connecticut. More than half (64%) of these crashes involved an injury of some kind.

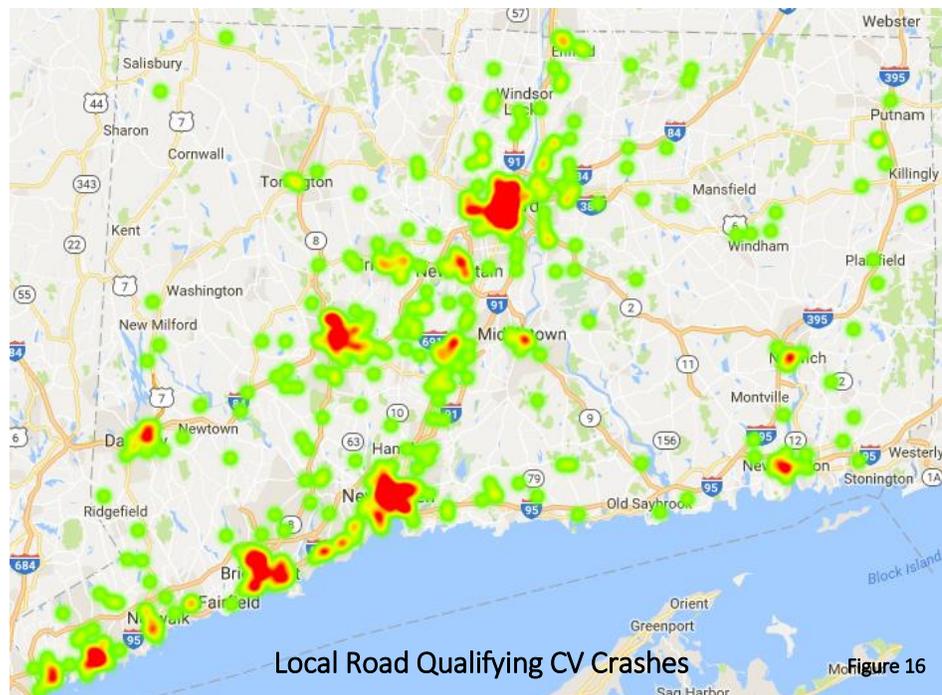
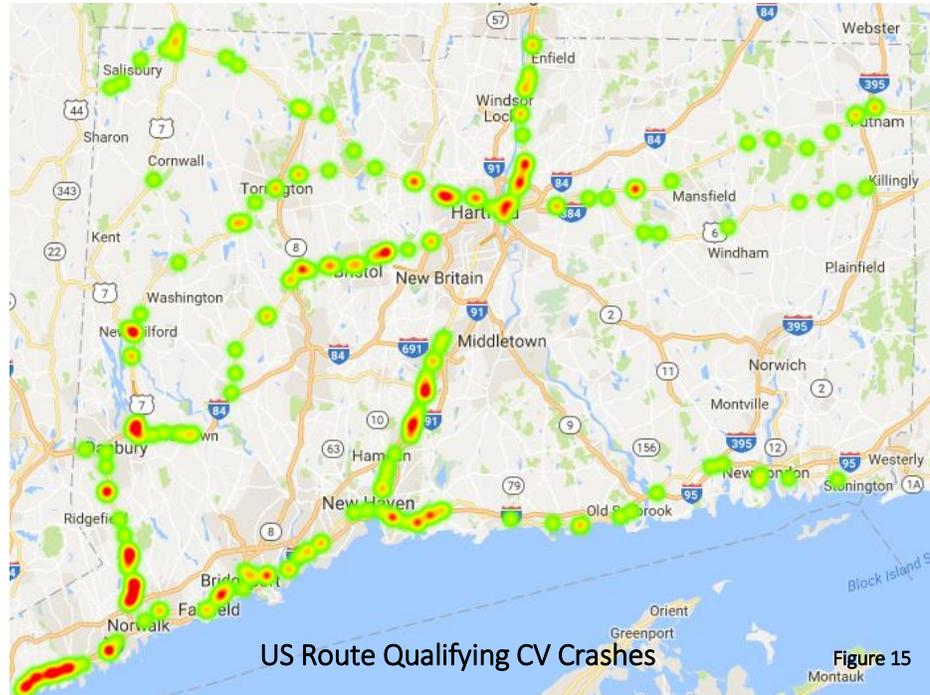
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US routes had the smallest amount of CV crashes of all route classes, with only 464 occurring over five years. Fifty-nine percent of CV crashes on US routes involved an injury to those involved, either serious, minor, or possible. There were seven fatal crashes, which resulted in seven fatalities during this period.

As displayed in Figure 15, there appear to be a few crash hotspot locations near the Connecticut shoreline in Stamford, leading into New York. In addition, US Route 7, which runs North and South between the cities of Norwalk and Danbury, experienced a higher frequency of CV crashes. The towns located in close proximity to this route (Ridgefield and Weston) are very rural areas and have populations of approximately 9,000 to 10,000. US Route 7 is also the most direct route from I-84 in Danbury to I-95 in Norwalk, nearly an hour away, so perhaps this route is used frequently for transportation between these two major interstates and cities. Additional problem areas include US Route 6, from Hartford to Bristol and US Route 5, near Meriden and Wallingford.

Commercial vehicle crashes on local roads are shown in Figure 16. Local roads incurred the third highest number of CV crashes with just over 1,500. Once again, the CV crash hotspots are all located in the state's largest and most populous cities (Waterbury, Bridgeport, New Haven, and Hartford). The city of Hartford is the only city consistently shown as a high CV crash area,

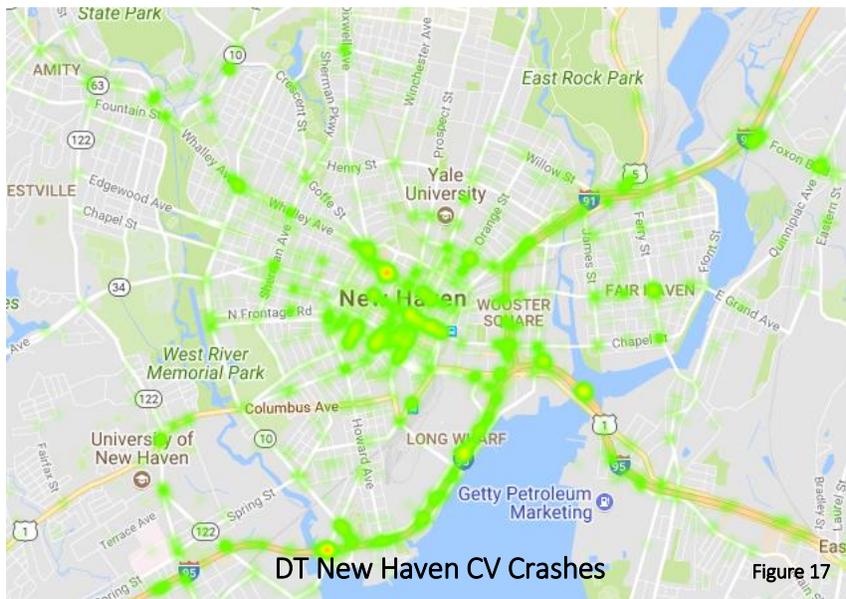


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regardless of the route class. One reason we may be seeing this pattern is because Hartford is the state capital and several of the major routes in Connecticut pass directly through the city. Hartford is where most of the state's most heavily traveled roads all connect, which would most likely lead to a greater concentration of crashes just based on the variables of vehicle miles traveled and average daily traffic alone.

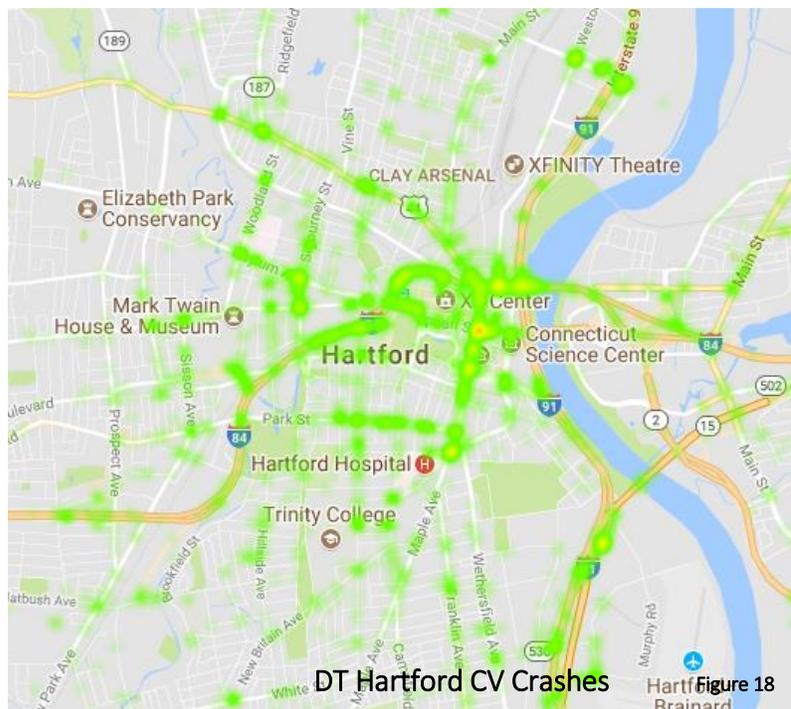
Qualifying CV Crashes vs CV Involved Crashes



From the period of 2012 to 2016, approximately 32 percent of crashes involving a commercial vehicle met the criteria of a qualifying commercial vehicle crash by FMCSA standards. Qualifying CV crashes represent 21 percent of all PDO crashes involving a commercial vehicle. When examining crashes with all commercial vehicle types, the locations with the two highest concentrations of crashes are downtown New Haven (Fig. 17) and downtown Hartford (Fig. 18). Twenty percent of all commercial

vehicle crashes of the last five years occurred in the cities of New Haven and Hartford. Each city experienced approximately 2,200 CV crashes during this time period. However, only one fatal crash occurred in Hartford, as compared to the seven fatal crashes in New Haven.

For both New Haven and Hartford, the most common manner of collision was sideswipe in the same direction, accounting for around half of all collision types in each location. However, it is important to note that nearly 90 percent of these sideswipe crashes were deemed to be property damage only. Despite the fact that two major interstates not only travel but also intersect in the center of each cities downtown areas, only 24 percent of the crashes in Hartford and New Haven occurred on interstates. Over half (63%) of these crashes were on local roads.



Data Collection Issues:

In 2015, the crash reporting form was redesigned and I thought that it was important to display the differences in data collection for 2015 and 2016 crashes, as it pertains to commercial vehicles. Because of the significant changes made to the reporting form, 2012 to 2014 data is excluded. In addition to the crash report design change, the method of data collection changed from paper based to fully electronic. Therefore, information for 2015 crashes can be viewed as being collected during a transition year where police departments were learning a new system and requirements. Furthermore, in July 2016, the CTSRC

started the Commercial Vehicle Training Course. This course was designed to improve data quality and completeness.

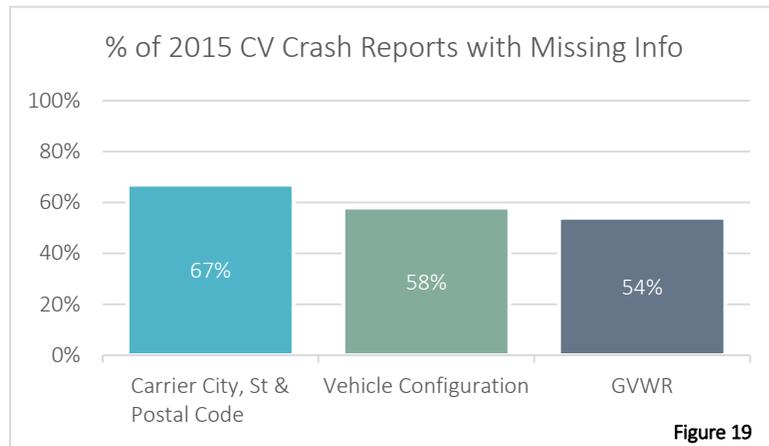


Figure 19

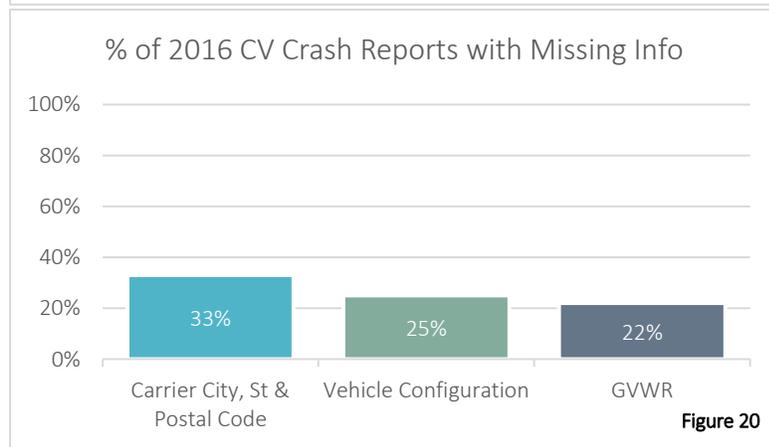


Figure 20

Figure 19 displays the percent of 2015 crash reports where commercial vehicle data was missing from the crash report appendix page. Figure 20 presents the same information but for 2016 crash reports. These fields are listed on the commercial vehicle appendix page of the state’s crash report form and are specific to the commercial vehicles involved in these qualifying CV crashes. For 2015 CV crash reports, information for vehicle configuration, GVWR and carrier city, state and postal code were missing on over half of the reports. In 2016, the percent of missing information from each of these fields was reduced to 25 percent 22 percent, and 33 percent, respectively.

There were a handful of fields where the data was continually missing, for example: **Carrier’s Street Address, Trailer Owner’s Name and Address, Power Unit Owner Name and Address.** However, this was the case for both 2015 and 2016 crash reports, leading me to the conclusion that officer’s may be leaving this blank because they have already provided this information on the ‘Driver’ page of the crash report.

As displayed in Figure 20 above, my hypothesis was partially correcting in assuming there would be a drop in the percentage of reports with missing information when compared with 2015 crash reports. Vehicle Configuration, US DOT Number, Gross Vehicle Weight Rating (GVWR) and Carrier’s City, State and Postal Code all saw significant reductions in the amount of missing information. However, there were a few categories where the percent of missing information did not decrease or increased in 2016 reporting. Almost 30 percent of 2016 CVs were missing the Carrier’s Name compared to 17 percent of 2015 CVs. The categories of Insurance Expiration Date and Cargo Body Type both saw minor percent increases of missing information from the previous year. These are all areas where future training courses will focus.

CV Crash Report Comparison:

In addition to the crash data provided above, I conducted a separate review of 24 commercial vehicle crash reports from 2016 and 2017, attempting to identify differences between the original reports submitted, the DOT revised reports and the reports sent to the DMV. There were many differences observed between the three crash report types. In many instances, the original report would have blank fields and the DOT either failed to fill in the information or it was filled in incorrectly. The differences varied but the most common one was that certain information on the commercial vehicle appendix page was not filled in, such as GVWR/GCWR, Vehicle Configuration, or the presence of a Hazardous Materials Placard.

Only a handful of discrepancies were found when comparing the DMV version of the reports to the other two and most were due to the DMV not having an applicable code for that specific field. For instance, weather conditions may have been listed as ‘cloudy’ but there is no option for this on the DMV report, and therefore another code was used. The errors found in the original CV crash reports did not appear to come from any one specific agency. However, I intentionally did not select a crash report from a town more than once, so perhaps some reoccurring errors may be found when examining multiple reports for the same department. This comparison table is attached below (Table 4).

All crash data contained in this report was obtained from the CT Crash Data Repository, located at www.ctcrash.uconn.edu. These data are based on the information the officer was able to obtain during his or her investigation.

CV Report Comparison - Table 4

Report Name	Original	Current	DMV
Ansonia_1600017621-2016-12-20	<ul style="list-style-type: none"> CV Info in Appendix B is not filled in 	<ul style="list-style-type: none">  this is now filled in  Class, Rte, & mile marker blank 	<ul style="list-style-type: none"> VehicleBodyType code does not match VehicleConfig code does not match
Greenwich_1600025348-2016-07-12	<ul style="list-style-type: none"> CV Info in Appendix B is not filled in 	<ul style="list-style-type: none">  Some is filled in but Hazardous Materials Placard and Release of Hazardous Materials sections left blank  Warning for mile marker 	<ul style="list-style-type: none"> VehicleBusUse code does not match
Orange_17-8301-2017-03-30	<ul style="list-style-type: none"> CV Info in Appendix B is not filled in Witness Observation Verification error (06 was entered but is not an option listed) 	<ul style="list-style-type: none">  This is now filled in  Error was by passed by leaving the field blank 	NO ERRROS

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Hartford_16-30231-2016-12-21	<ul style="list-style-type: none"> CV Info in Appendix B is not filled in 	<ul style="list-style-type: none"> Some is filled in but Hazardous Materials Placard and Release of Hazardous Materials sections left blank 	<ul style="list-style-type: none"> WeatherCondition code does not match <i>DMV does not have cloudy as an option for this field</i>
StatePolice_1700095887-2017-02-20	<ul style="list-style-type: none"> CV Info in Appendix B is not filled in 	<ul style="list-style-type: none"> Still Blank 	<ul style="list-style-type: none"> Vehicle 1: VehicleBodyType code does not match <i>DMV does not have unknown as an option for this field</i>
New Haven_16061990-2016-12-07	<ul style="list-style-type: none"> CV Info in Appendix B is not filled in Error in Sequence of Events for Vehicle 2 Zipcode left blank on Comm Vehicle ownership page 	<ul style="list-style-type: none"> this is now filled in This is now fixed still blank 	<ul style="list-style-type: none"> AddressStateCode does not match
Cheshire_2016-00019513_2016-08-04	<ul style="list-style-type: none"> MV Action on Vehicle 1 page left blank MV Action on Comm Vehicle 2 page left blank All of Driver 1 & 2 DL information left blank with the exception of the # CV: Appendix B page is not filled in 	<ul style="list-style-type: none"> still blank still blank still blank this is now filled in 	NO ERRORS
Waterbury_1600072593_2016-09-14	<ul style="list-style-type: none"> CV: Appendix B page is not filled in <p>Bus 2:</p> <ul style="list-style-type: none"> MV Ownership info is not filled in Vehicle 1 MV ownership country and postal code is not filled in Driver 2 DL # and state not filled in 	<ul style="list-style-type: none"> carrier info listed as unknown; CV info filled in with the exception of the hazardous materials sections listed as unknown still blank still blank mile marker has a warning 	NO ERRORS
Bethel_16-10699_2016-10-03	<ul style="list-style-type: none"> CV: Appendix B page is not filled in 	<ul style="list-style-type: none"> CV info filled in except for hazardous materials sections 	NO ERRORS
Branford_1600019362_2016-09-13	<p>Bus 1:</p> <ul style="list-style-type: none"> Appendix B page is not filled in Sequence of Events on the MV crash info 	<ul style="list-style-type: none"> this is corrected this is corrected 	NO ERRORS

CMV Crash Report Comparison
Completed: 6/19/2017

Error Not Corrected
 Error Corrected

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	<ul style="list-style-type: none"> page has an error (parked veh) Warning for # of occupants in the vehicle not corrected Passenger's info is listed twice in Appendix C not corrected country left blank on ownership info page still blank <p>Veh 2:</p> <ul style="list-style-type: none"> country left blank on ownership info page still blank mile marker has a warning 	
East Windsor_17-8-AC_2017-01-10	<p>Comm Veh 2:</p> <ul style="list-style-type: none"> Error in Sequence of Events on the MV crash info page (parked veh) this is corrected owner name and address left blank on ownership page still blank 	NO ERRORS
<p>Canton1700002162-2017-02-22</p> <p>**Crash occurred 2/22/2017 and was listed as Injury but the narrative indicates that the driver at fault later died. Listed as an open case but severity has not been changed</p>	<ul style="list-style-type: none"> Manner of Impact warning because one vehicle was turning but listed as front to front this is corrected to Angle Several errors on witness page (entering in incorrect codes in fields with multiple drop downs) errors corrected by leaving other drop downs blank <p>Veh 1:</p> <ul style="list-style-type: none"> owner's country left blank still blank <p>Bus 2:</p> <ul style="list-style-type: none"> owner's zipcode left blank still blank driver's seating position left blank still blank Comm Vehicle info not complete in App B this is filled in 	<ul style="list-style-type: none"> VehicleGVWR code does not match <i>DMV does not have unknown as an option for this field</i>
Monroe-1700002245-2017-01-30	<ul style="list-style-type: none"> Comm Veh owner's country and postal code are blank still blank 	NO ERRORS
StatePolice_1600595467-2016-10-28	<ul style="list-style-type: none"> Comm Veh owner's country and postal code are blank still blank Carrier country blank in Appendix B still blank 	NO ERRORS
StatePolice_1700159229-2017-03-25	<ul style="list-style-type: none"> Comm Veh owner's country is blank still blank 	NO ERRORS

CMV Crash Report Comparison
Completed: 6/19/2017

Error Not Corrected
 Error Corrected

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<p>Plymouth_16-7979-2016-07-07</p>	<ul style="list-style-type: none"> CV: Appendix B page is not filled in <p>Driver 2:</p> <ul style="list-style-type: none"> Warning on Helmet Use, marked as No Helmet 	<ul style="list-style-type: none"> CV info filled in with the exception of the hazardous materials sections this is corrected 	<ul style="list-style-type: none"> NumberOfInjuries code does not match VehicleBodyType code does not match <p><i>DMV does not have unknown as an option for this field</i></p>
<p>Granby_16-118-AC-2016-08-10</p>	<p>Comm Veh:</p> <ul style="list-style-type: none"> Work Zone Crash info left blank owner's country left blank 	<ul style="list-style-type: none"> still blank still blank 	<p>NO ERRORS</p>
<p>Wethersfield_CR17-01206-2017-01-25</p>	<ul style="list-style-type: none"> Several errors on witness page (entering in incorrect codes in fields with multiple drop downs) No Comm Vehicle Page <p>Veh 1:</p> <ul style="list-style-type: none"> Pages listed twice with the same info ownership info left blank <p>Driver 1:</p> <ul style="list-style-type: none"> postal code left blank DL info left blank except for # and State 	<ul style="list-style-type: none"> errors corrected by leaving other drop downs blank CV info filled in with the exception of the hazardous materials sections Not corrected this has been corrected still blank still blank 	<p>NO ERRORS</p>
<p>SouthWindsor_P201700020-2017-01-03</p>	<ul style="list-style-type: none"> Comm Veh listed twice with the same info Comm Veh info left blank in Appendix B Several errors on witness page (entering in incorrect codes in fields with multiple drop downs) 	<ul style="list-style-type: none"> this is corrected this is filled in errors corrected by leaving other drop downs blank 	<ul style="list-style-type: none"> NumberOfInjuries code does not match
<p>Danbury_1600059659_2016-09-09</p>	<p>Veh 1:</p> <ul style="list-style-type: none"> owner's country and postal code blank <p>Bus 2:</p> <ul style="list-style-type: none"> owner's country and postal code blank Appendix C attached but left blank Comm Veh info left blank 	<ul style="list-style-type: none"> still blank still blank still attached and blank CV info filled in with the exception of the hazardous 	<p>NO ERRORS</p>

CMV Crash Report Comparison
Completed: 6/19/2017

 Error Not Corrected
 Error Corrected

Qualifying Commercial Vehicle Crash Data 2012-2016

October 5, 2017



		materials sections	
Manchester_M201609600-2016-08-10	• Driver Seating position left blank	→ still blank	
	• town name and # blank	→ still blank	• WeatherCondition code does not match
	Bus 2:		• VehicleConfig code does not match
	• VIN blank	→ still blank	• VehicleBusUse code does not match
	• Ownership info blank	→ still blank	
GrotonTown_17-3-AC-2017-01-03	• App B page left blank	→ CV info filled in with the exception of the hazardous materials sections	
	• App C attached but blank	→ still blank	
	• Work zone crash info blank	→ filled in	• WeatherCondition code does not match <i>DMV does not have cloudy as an option for this field</i>
Berlin_2016-00027513-2016-12-09	Bus 2:		
	• driver seating position left blank	→ still blank	
Fairfield_1600031459-2016-08-11	Comm Veh 1:		NO ERRORS
	• Errors in comm veh info	→ not corrected	
Fairfield_1600031459-2016-08-11	Veh 2:		
	• Driver's license state blank	→ still blank	
	Comm Veh2:		• VehicleGVWR code does not match <i>DMV does not have unknown as an option for this field</i>
	• Comm veh info left blank	→ CV info filled in with the exception of the hazardous materials sections	
	• owner's country and postal code blank	→ still blank	
Veh 1:			
• owner's country and postal code blank	→ still blank		