

1	(1) Locality 1 Rural (>30% developed) 2 Mixed (30% to 70% developed) 3 Urban (>70% developed)
2	(2) Predominant Development Type 1 Farms, woods, pastures 2 Residential 3 Commercial 4 Institutional 5 Industrial
3	(3) Road Surface Condition 1 Dry 2 Wet 3 Water (standing, moving) 4 Ice 5 Snow 6 Dust 7 Sand, Mud, Dirt, Gravel 8 Frost, Oil 9 Other 10 Unknown
4 - 5	(4-5) Weather Condition (Maximum - two per crash) 1 Clear 2 Cloudy 3 Rain 4 Snow 5 Fog, smog, smoke 6 Hail, rain, freezing rain/snow 7 Severe crosswinds 8 Blowing sand, dirt, snow 9 Other
6	(6) Weather Contributed To the Crash 1 Yes 2 No 3 Unknown
7	(7) Ambient Light 1 Daylight 2 Dusk 3 Dawn 4 Dark - lighted roadway 5 Dark - roadway not lighted 6 Dark - unknown lighting 7 Other 8 Unknown
8	(21) Vehicle Number 1, 2, 3, etc.
9	(22) Person Type 1 Driver 2 Passenger Non-Motorist (including) 3 Pedestrian 4 Pedicyclist 5 Roller skater, roller blader, etc. 6 Other 7 Unknown
10	(23) Seating Position 1 Front - left (Driver, motorcycle driver) 2 Front - middle 3 Front - right 4 Second seat - left (motorcycle passenger) 5 Second seat - middle 6 Second seat - right 7 Third row - left (motorcycle passenger) 8 Third row - middle 9 Third row - right 10 Passenger section of cab (truck) 11 Passenger in other enclosed area (refer to multi-occupant forms) 12 Passenger in unenclosed area (pickup) 13 Trailing unit 14 Riding on vehicle exterior 15 Unknown
11	(24) DOB mm/dd/yyyy (if unavailable approx. Age)
12	(25) Ethnicity 1 White 2 Black 3 Native American 4 Hispanic 5 Asian 6 Other 7 Unknown
13	(26) Gender 1 Male 2 Female 3 Unknown
14	(27) Occupant/Non-Motorist Protection 0 None used 1 Lap belt only 2 Shoulder and lap belt 3 Shoulder belt only 4 Child restraint 5 Helmet (motorcycle or Non-Motorist) Codes: 6-8 Non-Motorist 6 Protective pads 7 Reflective clothing 8 Lighting 9 Other 10 Unable to determine
15	(28) Air Bag Deployed 0 No Air Bag(s) 1 Not deployed 2 Deployed front 3 Deployed side 4 Deployed both front and side 5 Unknown
16	(29) Air Bag Switch Status 0 No ON/OFF switch 1 Switch in ON position 2 Switch in OFF position 3 Unknown if switch present 4 Unknown pos. in vehicle
17	(30) Trapped 1 Yes 2 No 3 Unknown
18	(31) Ejection 1 Not ejected 2 Totally ejected 3 Partially ejected 4 Unknown
19	(32) Injury Status 1 Killed 2 A type injury (disabling) 3 B type injury (disabling) 4 C type injury (possible) 5 No injury 6 Unknown
20	Names and Addresses Names and addresses are necessary for all persons involved in the crash, including non-occupants, as well as motor vehicle occupants.
21	This will help law enforcement, including identifying persons previously involved in a crash, as well as persons whose injury status is later updated following a crash.
22	Vehicle Towing Towed To/From

North Carolina

Crash Report Form DMV-349

A reportable motor vehicle crash must meet at least one of the following criteria:

- results in a fatality, or
- a non-fatal personal injury, or
- property damage of \$1,000 or greater, or
- property damage of any amount to a vehicle seized

In addition, a reportable motor vehicle crash must occur on a roadway (any land way open to the public as a matter of right or custom for moving persons or property from one place to another) or occur after the motor vehicle runs off the roadway but before events are stabilized.

The terms collision, accident, and crash are synonymous when describing a motor vehicle crash.

(FILLING OUT THE DMV-349)

(1) EXPLAIN IN CRASH NARRATIVE

(- IF QUESTION DOES NOT APPLY, USE A DASH)

(If a section does not apply, draw diagonal line through section)

(2) ONLY USE "CHECK BLOCKS" IF THEY APPLY

The Division of Motor Vehicles (DMV) requests that:

1. The DMV-349 should be typewritten or if handwritten the officer should use black ink.
2. The report should be legible. This is of the utmost importance for clarity, when reports are microfilmed or imaged for later storage, and
3. The original should be submitted to the DMV Traffic Records Section.

(3-4) Contributing Circumstances, Non-Motorist (Maximum - two per person)

- 0 None
- 1 Coming from behind parked vehicle
- 2 Distracted
- 3 Lying under illegality in roadway
- 4 Failure to yield right of way
- 5 Not visible (dark clothing, etc.)
- 6 Inattentive (talking, eating, etc.)
- 7 Failure to obey traffic signs, signals
- 8 Wrong side of road
- 9 Other
- 10 Unknown

(12-13) Contributing Circumstances, Roadway (Maximum - two per crash)

- 0 None (no unusual conditions)
- 1 Road Surface Condition
- 2 Debris
- 3 Rain, Ripples, Bumps
- 4 Work zone (construction, maintenance, utility)
- 5 Snow, slush, polished surface
- 6 Construction in roadway
- 7 Traffic control device inoperative, not visible or missing
- 8 Shoulders low, soft or high
- 9 No shoulders
- 10 Non-highway work
- 11 Other
- 12 Unknown

(5-11) CRASH LEVEL
First Harmful Event & Most Harmful Event

- 0 Unknown
- 1 Non-Collision
- 2 Run off road - right
- 3 Run off road - left
- 4 Run off road - straight
- 5 Jackknife
- 6 Overturn/roll-over
- 7 Other non-collision

Collision of Motor Vehicle With

- 14 Pedestrian
- 15 Pedicyclist
- 16 RPT, truck, engine
- 17 Animal
- 18 Motorist object
- 19 Fixed object

Collision of Two or More Motor Vehicles

- 20 Parked motor vehicle
- 21 Rear end, side or side
- 22 Rear end, turn
- 23 Left turn, same roadway
- 24 Left turn, different roadway
- 25 Right turn, same roadway
- 26 Right turn, different roadway
- 27 Head on
- 28 Side-swipe, same direction
- 29 Side-swipe, opposite direction
- 30 Angle
- 31 Backing up
- 32 Other collision with vehicle
- 33 Unknown

Contributing Circumstances 1-4
Non-Motorist

First Harmful Event at Crash Level

Most Harmful Event at Crash Level

Contributing Circumstances 12-13
Roadway

Driver 1 Contributing Circumstances

Driver 2 Contributing Circumstances

14-16

17-19

Names and Addresses

Names and addresses are necessary for all persons involved in the crash, including non-occupants, as well as motor vehicle occupants.

(31) Ejection
1 Not ejected
2 Totally ejected
3 Partially ejected
4 Unknown

(32) Injury Status
1 Killed
2 A type injury (disabling)
3 B type injury (disabling)
4 C type injury (possible)
5 No injury
6 Unknown

This will help law enforcement, including identifying persons previously involved in a crash, as well as persons whose injury status is later updated following a crash.

Vehicle Towing Towed To/From

(3-4) Contributing Circumstances, Non-Motorist (Maximum - two per person)

- 0 None
- 1 Coming from behind parked vehicle
- 2 Distracted
- 3 Lying under illegality in roadway
- 4 Failure to yield right of way
- 5 Not visible (dark clothing, etc.)
- 6 Inattentive (talking, eating, etc.)
- 7 Failure to obey traffic signs, signals
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- 31 Backing up
- 32 Other collision with vehicle
- 33 Unknown

Contributing Circumstances 12-13
Roadway

Driver 1 Contributing Circumstances

Driver 2 Contributing Circumstances

14-16

17-19

(20) Commercial Motor Vehicle (CMV)

A commercial motor vehicle (CMV) is defined as a motor vehicle or combination of motor vehicles used in commerce to transport passengers or property if the motor vehicle:

- a. Has a gross combination weight rating of 16,000 or more pounds inclusive of a towed unit, or
- b. Is designed to transport 16 or more passengers, including the driver, or
- c. Is of any size and is used in the transportation of materials found to be hazardous for the purposes of the Hazardous Materials Transportation Act and which results the motor vehicle to be classified under the Hazardous Materials Regulations (49 CFR Part 172, Subpart F).

✓ If the vehicle is a CMV, check box 20 on the DMV-349

20

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North Carolina Dmv Report

**Virginia. Office of the Attorney
General**

North Carolina Dmv Report:

North Carolina Court of Appeals Reports North Carolina. Court of Appeals,2009 Comparative Data Report ,1969
Drug and Alcohol Testing of Commercial Motor Vehicle Drivers United States. Congress. House. Committee on Transportation and Infrastructure. Subcommittee on Highways and Transit,2007 **Federal Register** ,1975-08-27
Adopting the MMUCC Guideline ,1999 **Physician's Guide to Assessing and Counseling Older Drivers** American Medical Association,2010 *An Evaluation of Traffic Accident Records Systems in Texas and Other States* ,1984
State Driver Improvement Analysis Report on Program Status/recommendations. Volume II. Technical Report.
Final Report J. P. McGuire (et al),1976 *Opinions of the Attorney General and Report to the Governor of Virginia* Virginia. Office of the Attorney General,1976 **The Librarian's Guide to Public Records** Carl Ernst,Michael Sankey,1995
Uniquely assembles over 11 500 major federal state and county public record locations Taken directly from the database of The Public Record Research Library **Hispanic Link Weekly Report** ,1994 **Driver Licensing: Revised Edition** Lois Flynn,1979 Government Reports Announcements & Index ,1991-11 Report. NTSB-HAR ,1976 A Study of Law Enforcement in the State of North Carolina Systems Design Group,1991 **Transportation Research Record** ,2003
Traffic Offense Sentencing Processes and Highway Safety. Volume III - Appendices. Final Report J. P. McGuire,1977
Single Variable Tabulations for 1979-1981 North Carolina Accidents Elizabeth G. Hamilton,1982 Statistical Methods and Modeling and Safety Data, Analysis, and Evaluation National Research Council (U.S.). Transportation Research Board,2003 Covers empirical approaches to outlier detection in intelligent transportation systems data modeling of traffic crash flow relationships for intersections profiling of high frequency accident locations by use of association rules analysis of rollovers and injuries with sport utility vehicles and automated accident detection at intersections via digital audio signal processing **A State Accident Investigation Program** Murray Blumenthal,Wuerdemann, H.,1968

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