| OHIO DEPARTMENT TRAFFIC CRASH | LOCAL REPORT NUMBER* | | | | | | | | | |
|---|---|--|---|-----------------------------------|--|------------------------------------|---|--|--|--|
| PHOTOS TAKEN OH-2 OH-3 | 2,0,2,3,-,0,0,0,2,2,1,4, | | | | | | | | | |
| SECONDARY CRASH OH-1P OTHER | REPORTING AGENCY NAME: City of Kent Pol | | | NCIC* | HIT/SKIP 1 - SOLVED | NUMBER OF UNITS | UNIT IN ERROR 98 - ANIMAL | | | |
| PRIVATE PROPERTY | ry, VILLAGE, TOWNSHIP* | լՍլ | 6,7,0,3 | L 2 - UNSOLVED CRASH DATE / TI | | 0 1 99 - UNKNOWN CRASH SEVERITY | | | | |
| 6 7 1 1 2-VILLAGE Kont | is victade, IOWNSHIP? | | | 0,2,1,0,2,0,2,3,/ | | 1 - FATAL | | | | |
| Z J J J S TOWNSHIP | ROAD TYPE | LATITUDE DECI | | 2 - SERIOUS INJURY SUSPECTED | | | | | | |
| ROUTE TYPE ROUTE NUMBER PREFIX N - NORTH S - SOUTH E - EAST W - WEST | MAIN | | | $\mathbf{S}_1 \mathbf{T}_1$ | 41,1,15,2 | 6 9 1 3 - MINOR INJURY SUSPECTED | | | | |
| | REFERENCE ROAD NAME (R | DAD, MILEPOST, HO | USE #) | ROAD TYPE | LONGITUDE DEC | 4 - INJURY POSSIBLE | | | | |
| ROUTE TYPE ROUTE NUMBER PREFIX N - NORTH S - SOUTH E - EAST W - WEST | IRMA | | | S T | $-81_{0}39_{0}$ | 1,03,9,0,5,7,2, 5-PROPERTY DAMA | | | | |
| REFERENCE POINT DIRECTION 1-INTERSECTION FROM REFERENCE N. NORTH IR | ROUTE TYPE - INTERSTATE ROUTE(TP) | ROAD TYPE | RD - ROAD | | NTERSECTION RELA | | | | | |
| 2 MILEDIST 0 COUTH | - FEDERAL US ROUTE | AV - AVENUE | A - LANE S | SQ - SQUARE | | SECTION OR ON APP | 3 | | | |
| W-WEST SF | - STATE ROUTE - NUMBERED COUNTY ROUTE | BL - BOULEVARD I CR - CIRCLE (| | ST - STREET TE - TERRACE | WITHIN INTER | ROADWAY | IUMBER OF APPROACHES | | | |
| FROM REFERENCE UNIT OF MEASURE 1 - MILES TF | - NUMBERED TOWNSHIP | | | TL - TRAIL WA - WAY | | - · · - | | | | |
| 2 - FEET | ROUTE | | PL - PLACE | | ROADWAY DIV | IDED | | | | |
| LOCATION OF FIRST HARMFUL EVE 1 - ON ROADWAY 9 - CROSSOVE | 1 | MANNER OF CRASH NOT COLLISION 4 | | \CT | DIRECTION OF TRAVEL | | DIAN TYPE | | | |
| 0 1 2-0N SHOULDER 10-DRIVEWA | Y/ALLEY ACCESS 6 | BETWEEN 5 | - BACKING | | N - NORTH S - SOUTH | ED FLUSH MEDIAN EET) | | | | |
| 4 - ON ROADSIDE 12-SHARED | GRADE CROSSING SING SING SING SING SING SING SING | A TILLOTTO TIA | - ANGLE - SIDESWIPE, SAN | ME DIRECTION | E - EAST W - WEST | (≥4 F | | | | |
| 5-ON GORE TRAILS 6-OUTSIDE TRAFFIC WAY 13-BIKE LAN | - | | - SIDESWIPE, OPP - OTHER / UNKNO | | | 4 - DIVID | ED, DEPRESSED MEDIAN ED, RAISED MEDIAN | | | |
| 7 - ON RAMP 14-TOLL BOO 8 - OFF RAMP 99-OTHER / U | I | | | | | (ANY 9 - OTHE | TYPE) R/UNKNOWN | | | |
| WORK ZONE RELATED | WORK ZONE TYPE | LOCATION | OF CRASH IN W | ORK ZONE | CONTOUR | CONDITIONS | SURFACE | | | |
| | - LANE CLOSURE - LANE SHIFT/CROSSOVER | | BEFORE THE 1ST WARNING SIGN | WORK ZONE | 1 1 | _1_ | _2_ | | | |
| | -WORK ON SHOULDER OR MEDIAN | 1 | ADVANCE WARNI TRANSITION ARE | | 1 - STRAIGHT LEVEL | | 1 - CONCRETE | | | |
| 1 r I | - INTERMITTENT OR MOVING | WORK 4- | ACTIVITY AREA | | 2 - STRAIGHT GRADE 3 - CURVE LEVEL | 3-SNOW | 2 - BLACKTOP, BITUMINOUS, ASPHALT | | | |
| | - OTHER | | TERMINATION A | KEA | 4 - CURVE GRADE | 4 - ICE | 3 - BRICK/BLOCK | | | |
| LIGHT CONDITION 1 - DAYLIGHT | 1-CLEAR | EATHER 6 - SNOW | | | 9 - OTHER/UNKNOWN | 5 - SAND, MUD, DIRT OIL, GRAVEL | 4 - SLAG, GRAVEL, STONE | | | |
| 2 - DAWN/DUSK 3 - DARK - LIGHTED ROADWAY | 011 2-CLOUDY | 7-SEVERE MOKE 8-BLOWING | CROSSWINDS S SAND, SOIL, DIR | rt. SNOW | | 6 - WÁTER (STANDII MOVING) | . 2.01//1 | | | |
| 4 - DARK – ROADWAY NOT LIGHTED | 4 - RAIN | 9 - FREEZIN | G RAIN OR FREE | | | 7-SLUSH | 9 - OTHER/UNKNOWN | | | |
| 5 - DARK – UNKNOWN ROADWAY LIGHTIN 9 - OTHER / UNKNOWN | IG 5 - SLEET, HAIL | 99 - OTHER | ONKNOWN | | 1 | 9-OTHER/UNKNOW | N | | | |
| NARRATIVE | | | | | | 4 | Indicate the north | | | |
| UNIT ONE WAS LEAVING T | HE PARKING LO | TOF | | | | 1 | an "N" on the compass diagram. | | | |
| BISTRO, UNIT TWO WAS T | TRAVELING | or the second se | | | | | | | | |
| WESTBOUND ON W. MAIN | | | | | | | (Z = | | | |
| HAND LANE. UNIT ONE P | | - | | | | No | ot To Scale | | | |
| MAIN ST TO HEAD STRAI | | NIT | | 1 | BISTRO PARKING LOT | | | | | |
| TWO STRUCK UNIT ONE | | | | | | W. MAIN ST | | | | |
| | ON THE DRIVER | SIDE | NN | | | | | | | |
| FENDER. | | | | UN | it two | | | | | |
| | | | | | | | | | | |
| | | | | | (IRMA ST | | | | | |
| ₽ST | | | | | | | | | | |
| | | | | | | | | | | |
| CRASH REPORTED DATE / TIME | DISPATCH DATE / TIME | | RIVAL DATE / TIP | | SCENE CLEARED | | REPORT TAKEN BY POLICE AGENCY | | | |
| $\frac{ 0,2,1,0,2,0,2,3 / 1,8,4,2 }{ 0,2 } \frac{ 0,2,1,0,2,0,2 }{ 0,2 }$ | | | ₁ 2 ₁ 0 ₁ 2 ₁ 3 ₁ / ₁ | | 0,2,1,0,2,0,2 FICER'S NAME* | 3/1917 | MOTORIST | | | |
| | otal officer's name* Bruno, San | | | CHECKED BY OF Bowen, | SUPPLEMENT (CORRECTION OF ADDITIO | | | | | |
| | OFFICE | R'S BADGE NUMBE | R* | | CORRECTION OR ADDITION OR ADDI | | | | | |
| 0 0 0 0 3 0 0 | 6 4 2 5 | 2 | 1 4 _ | | | | | | | |

LOCAL REPORT NUMBER 2 + 0 + 2 + 3 + - + 0 + 0 + 0 + 0 + 2 + 2 + 1 + 4 PHINED DUONE - THE HAT THE TOTAL COME IT SAME AS DRIVER).

| | | | | | puner buone. | SE AND COME (THEAME AS DRIVER) | DAMAGE | | | | |
|--|------------------------------|---|--|--|---|---|--|---|--|--|--|
| UNER ADDRESS: STREET, CITY, STATE, ZIP (SAME AS DRIVER) | | | | | ļI | Ł | DAMAGE SCALE 1 - NONE 3 - FUNCTIONAL DAMAGE | | | | |
| OWNER | | OLET ST, CO | | 4321 | | | 2 - MINOR DAMAGE 4 - DISABLING DAMAGE | | | | |
| Θ- | | AL CARRIER: NAME, ADDRE | | | COMMERCIAL CARRIER | HONE: INCLUDE AREA CODE | 9 - UNKNOWN | | | | |
| 3 | | | | | | | DAMAGED AREA(S) INDICATE ALL THAT APPLY | | | | |
| H | LP STATE | IICENSE PLATE # IWK8530 | VEHICLE : 1. C.4.P.J.T.D. | IDENTIFICATION # $\mathbf{B} \mathbf{X}_1 \mathbf{K} \mathbf{D} 4_1 6_1 9_1 7_2$ | $7_11_15_{11}2_10_11_15_1$ | Jeep | INDIOA! | TENNE THAT ALL E | | | |
| ŀ | | | | SURANCE POLICY # | COLOR | VEHICLE MODEL | 11 12 | 11 12 | | | |
| ı | INSURAN VERIFIE | ALLSTATE | | 0306236 | WHI | CHEROKE | E ₀ 0 1 2 | 10 11 1 2 | | | |
| | | TYPE OF USE | IN EMERGENCY | US DOT # | TOWED BY: COMPANY | NAME | | 10 22 | | | |
| | COMMER | CIAL GOVERNMENT | IN EMERGENCY RESPONSE | ICLE WEIGHT GVWR/GCWR | | US MATERIAL | 8 3 4 | | | | |
| | INTERL DEVICE EQUIPP | OCK HIT/SKIP UNIT | #UCCUPANIS | 1 - ≤10K LBS. | MATERIAL C | LASS # PLACARD ID # | 8 7 5 4 | 8 7 5 4 | | | |
| ı | EQUIPP | ED MINIORII ONII | 0,2, | 2 - 10,001 - 26K LBS. 3 - >26K LBS. | PLACARD L | | 7 6 5 | 12 7 6 5 | | | |
| | | | | | 18 - LIMO (LIVERY VEHICLE) | 23-PEDESTRIAN/SKATER | B 11 | 12 | | | |
| | | 2 - PASSENGER VAN (MINIVAN) 3 - Sport Utility Vehicle | | | 19-BUS (16+ PASSENGERS) 20-Other Vehicle | 24 - WHEELCHAIR (ANY TYPE) 25 - OTHER NON-MOTORIST | 10 | 11 2 2 | | | |
| | UNIT TYPE | 4 - PICK UP | 10 - MOPED OR MOTORIZED | | 21 - HEAVY EQUIPMENT | 26 - BICYCLE | 9 | 9 3 3 | | | |
| | | 5 - CARGO VAN | 14 () (DEBOLTH) (IE(ITA) E | | 22 - ANIMAL WITH RIDER OR ANIMAL-DRAWN VEHICLE | 27 -TRAIN | - | | | | |
| щ | 00 | 0 - YAN (7-13 SER13) | (ATV / UTV) | 17 - MOTORHOME | WAINWE-DUMMA ACUIOCC | 99 - UNKNOWN OR HIT/SKIP | 8 🗸 | 6 4 | | | |
| VEHICL | <u> </u> | # of TRAILING UNITS | | | | | 11 12 7 | 6 11 12 | | | |
| Ü | | WAS VEHICLE OPERATING IN AUT MODE WHEN CRASH OCCURRED? | | | 3 - CONDITIONAL AUTOMATION | 9 - UNKNOWN | 10 12 2 | 10 | | | |
| | • | 1-YES 2-NO 9-OTHER/UNKN | 1 0 1 | | 4 - HIGH AUTOMATION 5 - FULL AUTOMATION | | 10 2 2 | 10 2 | | | |
| | | | MODE LEVEL | | | | 9 3 3 | 9 $9 $ $3 $ 3 | | | |
| | | | 6 - BUS - CHARTER/TOUR 7 - BUS - INTERCITY | 11-FIRE 12-MILITARY | 16-FARM 17-MOWING | 21 - MAJL CARRIER 99 - OTHER / UNKNOWN | 7 5 74 | 7 5 74 | | | |
| ı | | 3 - ELECTRONIC RIDE SHARING | | 13 - POLICE | 18-SNOW REMOVAL | // VINERY GIRMOTH | 7 6 5 | 7 6 5 | | | |
| ľ | FUNCTION | | 9 - BUS-OTHER | 14-PUBLIC UTILITY | 19-TOWING | | 6 | 6 | | | |
| ı | | 5 - BUS - TRANSIT/COMMUTER | | 15 - CONSTRUCTION EQUIPMENT | | | | 12 12 12 | | | |
| | $_{\perp}0_{\perp}1_{\perp}$ | 1 - NO CARGO BODY TYPE / NOT APPLICABLE | 3 - VEHICLE TOWING ANOTHER MOTOR VEHICLE | 5 - INTERMODAL CONTAINER CHASSIS | 8 - POLE 9 - CARGO TANK | 12 - CONCRETE MIXER 13 - AUTO TRANSPORTER | 12 | | | | |
| H | CARGO BODY | 2 - BUS | 4 - LOGGING | 6 - CARGO VAN/ENCLOSED BOX | 10-FLAT BED | 14 - GARBAGE/REFUSE | R. R. | 3 9 1 3 9 1 3 | | | |
| | TYPE | | | 7 - GRAIN/CHIPS/GRAVEL | 11-DUMP | 99 - OTHER / UNKNOWN | | 4 | | | |
| ı | | | 4 - BRAKES | 7 - WORN OR SLICKTIRES | 9 - MOTOR TROUBLE | 99-OTHER/UNKNOWN | 6 | | | | |
| | | 2 - HEAD LAMPS 3 - TAIL LAMPS | 5 - STEERING 6 - TIRE BLOWOUT | 8 - TRAILER EQUIPMENT DEFECTIVE | 10-DISABLED FROM PRIOR ACCIDENT | | | 6 6 6 | | | |
| 1 | | | | | | | ☐ - NO DAMAGE [| 0] | | | |
| | | CROSSWALK | 3 - INTERSECTION - OTHER 4 - MIDBLOCK - MARKED | 6 - BICYCLE LANE 7 - SHOULDER/ROADSIDE | 9 - MEDIAN/CROSSING ISLAND 10-DRIVEWAY ACCESS | 12-FIRST RESPONDER AT INCIDENT SCENE | ☐-TOP [13] | □-ALL AREAS [15] | | | |
| | NON-MOTORIST LOCATION | 2-INTERSECTION UNMARKED CROSSWALK | CROSSWALK | 8 - SIDEWALK | 11 - SHARED USE PATHS OR | 99 - OTHER / UNKNOWN | | T NOT AT COPNE (1/3 | | | |
| | AT IMPACT | | 5 - TRAVEL LANE OTHER LOCATION | | TRAILS | | □ - 0NI | T NOT AT SCENE [16] | | | |
| | | A MON COLLISSON | 1 - STRAIGHT AHEAD 2 - BACKING | 7 - MAKING U-TURN 8 - Entering traffic lane | 13 - NEGOTIATING A CURVE 14 - ENTERING OR CROSSING | 18 - APPROACHING Or Leaving Vehicle | | L POINT OF CONTACT | | | |
| ı | _4_ | II X | 3 - CHANGING LANES | 9 - LEAVING TRAFFIC LANE | SPECIFIED LOCATION | 19-STANDING | 0 - NO DAMA(| | | | |
| 1 | ACTION | 4- STRUCK PRE-CRASH | 4 - OVERTAKING/PASSING | 10 - PARKED | 15 - WALKING, RUNNING, JOGGING, PLAYING | 20 - OTHER NON-MOTORIST 21 - Standing Outside | 1-12 - REFER | TO UNIT 15 - VEHICLE NOT AT SCENE 99 - UNKNOWN | | | |
| | | 5 - BOTH STRIKING ACTIONS & STRUCK | .5 - MAKING RIGHTTURN 6 - MAKING LEFTTURN | 11 - SLOWING OR STOPPED In traffic | 16-WORKING | DISABLED VEHICLE | 13 - TOP | ., ., ., ., ., ., ., ., ., ., ., ., ., . | | | |
| | | 9-OTHER/UNKNOWN | 0 - MAKING CELT) ORA | 12 - DRIVERLESS | 17 - PUSHING VEHICLE | 99 - OTHER / UNKNOWN | | TRAFFIC | | | |
| | | 1-NONE | 7 - LEFT OF CENTER | 13 - IMPROPER START FROM A | 17 - VISION OBSTRUCTION | 21 - LYING IN ROADWAY | TRAFFICWAY FLOW | TRAFFIC CONTROL | | | |
| | | 2 - FAILURE TO YIELD 3 - RAN RED LIGHT | 8 - FOLLOWING TOO CLOSE / ACD. 9 - IMPROPER LANE CHANGE | A PARKED POSITION 14-Stopped or Parked | 18-OPERATING DEFECTIVE EQUIPMENT | 22 - NOT DISCERNIBLE 23 - Öpening door into | 1 - ONE-WAY | 1 - ROUNDABOUT 4 - STOP SIGN | | | |
| | <u>0</u> 2 | 4 - RAN STOP SIGN | 10-IMPROPER PASSING | ILLEGALLY 15 - SWERVING TO AVOID | 19-LOAD SHIFTING/FALLING/ | ROADWAY | 2 - TWO-WAY | 6 - SIGNAL 5 - YIELD SIGN 3 - FLASHER 6 - NO CONTROL | | | |
| 1 | CONTRIBUTINI CIRCUMSTANCE | 5 - UNSAFE SPEED | 11 - DROVE OFF ROAD | 16 - WRONG WAY | SPILLING 20-IMPROPER CROSSING | 99 - OTHER IMPROPER ACTION | # of through lanes | RAIL GRADE CROSSING | | | |
| Ì | | 0-1MPROPERTURN | 12 - IMPROPER BACKING | | | | # OF THRUUGH LANES | 1 - NOT INVOLVED | | | |
| | SEQUENCI | E OF EVENTS | | NON-COLLISION | | | 4 | 1 2 - INVOLVED-ACTIVE CROSSING | | | |
| ľ | 1,2,0 | 1 - OVERTURN/ROLLOVER | 6 - EQUIPMENT FAILURE | 11 - CROSS CENTERLINE - | 16 - RAILWAY VEHICLE | 22 - WORK ZONE MAINTENANCE | | 3 - INVOLVED-PASSIVE CROSSING | | | |
| | | 2 - FIRE/EXPLOSION 3 - IMMERSION | 7 - SEPARATION OF UNITS 8 - RAN OFF ROAD RIGHT | OPPOSITE DIRECTION OF Travel | 17 - ANIMAL — FARM 18 - Animal — Deer | EQUIPMENT 23 - STRUCK BY FALLING, | UNIT / NO | N-MOTORIST DIRECTION | | | |
| | 2 | 4 - JACKKNIFE | 9 - RAN OFF ROAD LEFT | 12 - DÓWNHILL RUNAWAY 13 - OTHER NON-COLLISION | 19-ANIMAL - OTHER | SHIFTING CARGO OR Anything set in motion | | 1 - NORTH 5 - NORTHEAST | | | |
| | | 5 - CARGO / EQUIPMENT LOSS OR SHIFT | 10 - CROSS MEDIAN | 14 - PEDESTRIAN | 20 - MOTOR VEHICLE IN Transport | BY A MOTOR VEHICLE 24 - OTHER MOVABLE OBJECT | FROM 2 TO L | 2 - SOUTH 6 - NORTHWEST 1 3 - EAST 7 - SOUTHEAST | | | |
| | 3 📖 | FOOD OW SHILL | | 15 - PEDALCYCLE | 21 - PARKED MOTOR VEHICLE | 24-VILLEN MOVABLE VOJEÇI | | 4 - WEST 8 - SOUTHWEST | | | |
| | | 25 - IMPACT ATTENUATOR | COLLISIO 31-GUARDRAIL END | N WITH FIXED OBJEC 37-TRAFFIC SIGN POST | T - STRUCK 43-CURB | 50 - WORK ZONE MAINTENANCE | | 9 - OTHER / UNKNOWN | | | |
| | 4 | / CRASH CUSHION | 32 - PORTABLE BARRIER | 38 - OVERHEAD SIGN POST | 44 - DITCH | EQUIPMENT | UNIT SPEED | DETECTED SPEED | | | |
| | E | 26 - BRIDGE OVERHEAD STRUCTURE | 33 - MEDIÁN CABLE BARRIER 34 - MEDIÁN GUARDRÁIL | 39 - LIGHT / LUMINARIES Support | 45 - EMBANKMENT 46 - FENCE | 51 - WALL 52 - BUILDING | 0,0,5 | 1 - STATED / ESTIMATED SPEED | | | |
| | 5 <u> </u> | 27 - BRIDGE PIER OR ABUTMENT | T BARRIER | 40 - UTILITY POLE | 47 - MAILBOX | 53 - TUNNEL | 0,0,5 | 2 - CALCULATED / EDR | | | |
| | 6 | 28 - BRIDGE PARAPET 29 - BRIDGE RAIL | 35 - MEDIAN CONCRETE BARRIER | 41 - OTHER POST, POLE OR SUPPORT | 48-TREE 49-FIRE HYDRANT | 54 - OTHER FIXED OBJECT 99 - OTHER / UNKNOWN | POSTED SPEED | 3 - UNDETERMINED | | | |
| | I . | 30 - GUARDRAIL FACE | 36 - MEDIAN OTHER BARRIER | 42 - CULVERT | TT-FINE DIVINANT | smaletin | 2 5 | | | | |
| 1 | . 1 | | 1 | | | | 2 5 | \$ | | | |

LOCAL REPORT NUMBER

 $\begin{bmatrix} 2 & 0 & 2 & 3 & -1 & 0 & 0 & 0 & 0 & 2 & 2 & 1 & 4 \end{bmatrix}$

| UNIT# | OWNER NAME: LAST, FIRST | , MIDDLE (X SAME AS DRIVER) | 3 | DMNED DHUNE INCH | NE AREA CONF. (TXT SAME AS DRIVER) | DAMAGE | | | | |
|--|--|--|--|---|--|--|---|--|--|--|
| | COATES, BEN DRESS: STREET, CITY, STATE, 1 | | <u> </u> | <u>L</u> | 4 | DAMAGE SCALE 1 - NONE 3 - FUNCTIONAL DAMAGE | | | | |
| | LARENDON | | NTON ,OH 44 | 4708 | | 4 2 - MINOR DAMAGE 4 - DISABLING DAMAGE | | | | |
| COMMERCI | AL CARRIER: NAME, ADDRE | SS, CITY, STATE, ZIP | | COMMERCIAL CARRIER F | PHONE: INCLUDE AREA CODE | 9 - UNKNOWN | | | | |
| I D CTATE | LICENSE PLATE# | VEHICLE | IDENTIFICATION # | VEHICLE YEA | R VEHICLE MAKE | DAMAGED AREA(S) INDICATE ALL THAT APPLY | | | | |
| | JOM3122 | | $1_{1}1_{1}B_{1}7_{1}2_{1}6_{1}5_{1}8$ | $3 \cdot 5 \cdot 7 \cdot \begin{vmatrix} 2 \cdot 0 \cdot 1 \cdot 1 \end{vmatrix}$ | | Corporation | 12 | | | |
| INSURAN VERIFIE | CE INSURANCE COMPA | | SURANCE POLICY # | COLOR | VEHICLE MODEL | | 11 12 | | | |
| TSSI AFKILIF | D GEICO TYPE OF USE | 60 | 88874083 US DOT # | TOWED BY: COMPANY | Soul | $\frac{10}{10}$ | 10 11 1 2 | | | |
| COMMER | | IN EMERGENCY L | 1 | City Service | | 9 3 3 | 9 3 3 | | | |
| INTERL | OCK | #OCCUPANTS VEH | ICLE WEIGHT GVWR/GCWR 1 - ≤10K LBS. | | JS MATERIAL Lass # Placard ID # | 3 4 | 8 4 | | | |
| INTERLO DEVICE EQUIPP | ED HIT/SKIP UNIT | $\begin{bmatrix} & 0 & 1 & 1 \end{bmatrix}$ | 2 - 10,001 - 26K LBS | RELEASED PLACARD | | 6 | 8 7 6 | | | |
| | | | 3 - >26K LBS. 12-GOLF CART | 18-LIMO (LIVERY VEHICLE) | 23 - PEDESTRIAN / SKATER | 6 11 | 12 6 | | | |
| | 2 - PASSENGER VAN (MINIVAN) | | | 19-BUS (16+ PASSENGERS) | 24-WHEELCHAIR (ANYTYPE) | 10 | 1 2 | | | |
| UNIT TYPE | 3 - SPORT UTILITY VEHICLE 4 - PICK UP | | 14 - SINGLE UNIT TRUCK 15 - SEMI-TRACTOR | 20 - OTHER VEHICLE 21 - HEAVY EQUIPMENT | 25-OTHER NON-MOTORIST 26-BICYCLE | 9 1 | 3 3 | | | |
| | 5 - CARGO VAN | 11 ALL TERRITORIES | 16 - FARM EQUIPMENT | 22 - ANIMAL WITH RIDER OR | 27 - TRAIN | <u> </u> | | | | |
| 1 | G - ANI (3:17 2011 3) | 11 - ALL TERRAIN VEHICLE (ATV / UTV) | 17 - MOTORHOME | ANIMAL-DRAWN VEHICLE | 99 - UNKNOWN OR HIT/SKIP | 8 | 6 4 | | | |
| | # OF TRAILING UNITS | | | | | 11 12 7 | 6 11 12 1 | | | |
| | WAS VEHICLE OPERATING IN AUT MODE WHEN CRASH OCCURRED | | 0 - NO AUTOMATION 1 - DRIVER ASSISTANCE | 3 - CONDITIONAL AUTOMATION 4 - HIGH AUTOMATION | 9 - UNKNOWN | 10 11 1 2 | 10 11 1 2 | | | |
| | 1-YES 2-NO 9-OTHER/UNKN | NOWN AUTONOMOUS | 2 - PARTIAL AUTOMATION | 5 - FULL AUTOMATION | | | | | | |
| | 1 - NONE | MODE LEVEL 6 - BUS - CHARTER/TOUR | 11-FIRE | 16-FARM | 21 - MAIL CARRIER | 8 4 4 | | | | |
| | 2 - TAXI | 7 - BUS - INTERCITY | 12 - MILITARY | 17 - MOWING | 99-OTHER/UNKNOWN | 8 7 6 4 | 8 7 6 4 | | | |
| | 3 - ELECTRONIC RIDE SHARING 4 - SCHOOL TRANSPORT | 8 - BUS - SHUTTLE 9 - BUS - OTHER | 13-POLICE 14-PUBLIC UTILITY | 18-SNOW REMOVAL 19-TOWING | | 7 6 | 7 6 5 | | | |
| | 5 - BUS -TRANSIT/COMMUTER | | 15 - CONSTRUCTION EQUIPMENT | | | | 2 12 12 | | | |
| 0.1 | | 3 - VEHICLE TOWING ANOTHER | | 8 - POLE | 12-CONCRETE MIXER | 12 | | | | |
| | / NOT APPLICABLE 2 - BUS | MOTOR VEHICLE 4 - LOGGING | CHASSIS 6 - CARGO VAN/ENCLOSED BOX | 9 - CARGOTANK 10-FLAT BED | 13 - AUTO TRANSPORTER 14 - GARBAGE/REFUSE | | | | | |
| BODY Type | | | 7 - GRAIN/CHIPS/GRAVEL | 11 - DUMP | 99-OTHER/UNKNOWN | 9 (3 9 | . ¹⁹ 3 9 3 9 8 3 3 1 3 9 3 6 3 3 1 3 9 3 6 6 9 3 1 3 9 3 6 6 9 9 3 1 3 9 3 6 6 9 9 3 1 3 9 3 6 9 9 9 3 1 3 9 3 6 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 | | | |
| | 1 - TURN SIGNALS | 4 - BRAKES | 7 - WORN OR SLICKTIRES | 9 - MOTORTROUBLE | 99 - OTHER / UNKNOWN | 6 | ⊕ | | | |
| VEHICLE | 2 - HEAD LAMPS | 5 - STEERING | 8 - TRAILER EQUIPMENT DEFECTIVE | 10-DISABLED FROM PRIOR ACCIDENT | | | 6 6 6 | | | |
| | 3 - TAIL LAMPS | 6 - TIRE BLOWOUT | | | | - NO DAMAGE [0] | UNDERCARRIAGE [14] | | | |
| 1 1 1 | 1 - INTERSECTION - MARKED CROSSWALK | 3 - INTERSECTION - OTHER 4 - MIDBLOCK - MARKED | 6 - BICYCLE LANE 7 - SHOULDER / ROADSIDE | 9 - MEDIAN/CROSSING ISLAND 10-DRIVEWAY ACCESS | 12-FIRST RESPONDER AT INCIDENT SCENE | -TOP (13) | - ALL AREAS [15] | | | |
| NON-MOTORIST LOCATION | 2-INTERSECTION - UNMARKED CROSSWALK | CROSSWALK | 8 - SIDEWALK | 11 - SHARED USE PATHS OR | 99-OTHER/UNKNOWN | | OT AT SCENE [16] | | | |
| AT IMPACT | | 5 - TRAVEL LANE - OTHER LOCATION | | TRAILS: | | □-ONII N | UI A! SCENE [16] | | | |
| | 1 - NON-CONTACT 2 - NON-COLLISION | 1 - STRAIGHT AHEAD 2 - BACKING | 7 - MAKING U-TURN 8 - Entering Traffic Lane | 13 - NEGOTIATING A CURVE 14 - Entering or Crossing | 18 - APPROACHING OR LEAVING VEHICLE | 1 | OINT OF CONTACT | | | |
| | 3-STRIKING LULL | 3 - CHANGING LANES | 9 - LEAVING TRAFFIC LANE | SPECIFIED LOCATION | 19-STANDING | 0 - NO DAMAGE 1-12 - REFER TO | 14 - UNDERCARRIAGE UNIT 15 - VEHICLE NOT AT SCENE | | | |
| ACTION | 4- STRUCK PRE-CRASH 5- BOTH STRIKING AGTIONS | 4 - OVERTAKING/PASSING | 10 - PARKED 11 - SLOWING OR STOPPED | 15-WALKING, RUNNING, JOGGING, PLAYING | 20 - OTHER NON-MOTORIST 21 - Standing Outside | DIAGRAM | 99 - UNKNOWN | | | |
| | & STRUCK | 6 - MAKING LEFT TURN | IN TRAFFIC | 16 - WORKING 17 - Pushing Vehicle | DISABLED VEHICLE 99 - OTHER / UNKNOWN | 13 - TOP | | | | |
| | 9-OTHER/UNKNOWN | A LECT OF OCCUPED | 12 - DRIVERLESS | | | | RAFFIC | | | |
| | 1 - NONE 2 - FAILURE TO YIELD | 7 - LEFT OF CENTER 8 - FOLLOWING TOO CLOSE / ACD. | 13 - IMPROPER START FROM A PARKED POSITION | 17 - VISION OBSTRUCTION 18 - OPERATING DEFECTIVE | 21 - LYING IN ROADWAY 22 - NOT DISCERNIBLE | TRAFFICWAY FLOW 1 - ONE-WAY | TRAFFIC CONTROL 1 - ROUNDABOUT 4 - STOP SIGN | | | |
| $0_{1}1_{1}$ | 3 - RAN RED LIGHT | 9 - IMPROPER LANE CHANGE | 14 - STOPPED OR PARKED ILLEGALLY | EQUIPMENT | 23 - OPENING DOOR INTO | 2 2 TWO-WAY | 6 2-SIGNAL 5-YIELD SIGN | | | |
| | 4 - RAN STOP SIGN 5 - UNSAFE SPEED | 10 - IMPROPER PASSING 11 - DROVE OFF ROAD | 15 - SWERVING TO AVOID | 19-LOAD SHIFTING/FALLING/ SPILLING | ROADWAY 99 - OTHER IMPROPER ACTION | | 3 - FLASHER 6 - NO CONTROL | | | |
| Ĭ | 6-IMPROPERTURN | 12-IMPROPER BACKING | 16-WRONG WAY | 20 - IMPROPER CROSSING | | # OF THROUGH LANES | RAIL GRADE CROSSING | | | |
| SEQUENCE | E OF EVENTS | | NON COLLIERS | | | 4 | 1 - NOT INVOLVED 2 - INVOLVED-ACTIVE CROSSING | | | |
| $egin{array}{cccccccccccccccccccccccccccccccccccc$ | 1 - OVERTURN/ROLLOVER | 6 - EQUIPMENT FAILURE | NON-COLLISION 11-CROSS CENTERLINE — | 16 - RAILWAY VEHICLE | 22 - WORK ZONE MAINTENANCE | 1 — — | 3 - INVOLVED-PASSIVE CROSSING | | | |
| 1 - 1 | 2 - FIRE/EXPLOSION | 7 - SEPARATION OF UNITS | OPPOSITE DIRECTION OF Travel | 17 - ANIMAL — FARM 18 - ANIMAL — DEER | EQUIPMENT 23 - STRUCK BY FALLING, | UNIT / NON- | MOTORIST DIRECTION | | | |
| 2 🗀 | 3 - IMMERSION 4 - JACKKNIFE | B - RAN OFF ROAD RIGHT 9 - RAN OFF ROAD LEFT | 12 - DOWNHILL RUNAWAY 13 - Other Non-Collision | 19-ANIMAL - OTHER | SHIFTING CARGO OR Anything set in motion | | 1 - NORTH 5 - NORTHEAST | | | |
| | 5 - CARGO / EQUIPMENT LOSS OR SHIFT | 10 - CROSS MEDIAN | 14 - PEDESTRIAN | 20 - MOTOR VEHICLE IN TRANSPORT | BY A MOTOR VEHICLE 24-OTHER MOVABLE OBJECT | FROM 3 TO | 2 - SOUTH 6 - NORTHWEST 3 - EAST 7 - SOUTHEAST | | | |
| 3 📖 | FAGG ON SHILL | 0011777 | 15-PEDALCYCLE | 21 - PARKED MOTOR VEHICLE | ET-UTHER MOVABLE UDIECT | , | 4 - WEST B - SOUTHWEST | | | |
| .a1 . | 25 - IMPACT ATTENUATOR | COLLISIO 31-GUARDRAIL END | N WITH FIXED OBJEC 37 - TRAFFIC SIGN POST | 43-CURB | 50 - WORK ZONE MAINTENANCE | : | 9 - OTHER / UNKNOWN | | | |
| 4 | / CRASH CUSHION 26 - Bridge Overhead | 32 - PORTABLE BARRIER 33 - MEDIAN CABLE BARRIER | 38 - OVERHEAD SIGN POST 39 - Light / Luminaries | 44 - DITCH 45 - EMBANKMENT | EQUIPMENT 51 - WALL | UNIT SPEED | DETECTED SPEED | | | |
| 5 | STRUCTURE 27 - BRIDGE PIER OR ABUTMENT | 34 - MEDIAN GUARDRAIL | SUPPORT | 46-FENCE | 52 - BUILDING | 0,2,5, | 1 - STATED / ESTIMATED SPEED | | | |
| | 28 - BRIDGE PARAPET | BARRIER 35 - MEDIAN CONCRETE | 40 - UTILITY POLE 41 - Other Post, Pole | 47 - MAILBOX 48 - TREE | 53 - TUNNEL 54 - OTHER FIXED OBJECT | | 2 - CALCULATED / EDR | | | |
| 6 | 29 - BRIDGE RAIL 30 - Guardrail Face | BARRIER 36 - MEDIAN OTHER BARRIER | OR SUPPORT 42 - CULVERT | 49-FIRE HYDRANT | 99 - OTHER / UNKNOWN | POSTED SPEED | 3 - UNDETERMINED | | | |
| 1 1 | FIRST HARMFUL EVE. | 1 | HARMFUL EVENT | | | 2 5 | | | | |
| | , IINGI HAKWI'UL EVE | <u> </u> | INVIAL OF EAEU(| | | 1 | i | | | |

| OHIO DEPARTMENT MOTORIST / NON-MOTORIST | | | | | | | | LOCAL REPORT NUMBER | | | | | | | |
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| ************************************** | | | | | | | | 12 10 12 13 1- 10 10 10 10 12 12 11 4 | | | | | | | |
| UNIT# | NAME: LAST, FIRST, MIDDLE | | | | | | | | | DATE OF BIRTH AGE GENDER | | | | | |
| 0.1 | JESSIE | , MICHAEL, AN | | 0 + 2 + 1 + 6 + 2 + 0 + 0 + 0 + 2 + M | | | | | | | | | | | |
| > | SS: STREET, CITY, STATE, ZIP | | | | | | | | | CONTACT PHONE - INCLUDE AREA CODE | | | | | |
| Θ | 87 VIOLET ST ,COPLEY ,OH 44321 | | | | | | | | | | | | | | |
| INJURIES | TAKEN USED | | | | | | | | DOT-COMPLIANT SEATING POSITION AIR BAG USAGE EJECTION TRAPPED 1 1 1 1 1 | | | | | | |
| | | | | | | | | | | | | | | | |
| OL STATE O, H, | OPERATOR L | ICENSE NUMBER | | | | iED | LOCAL CODE | OFFENSE DESCI | CITATION NUMBER 24876 | | | | ĺ | | |
| | ENDODOEMENT | RESTRICTION SELECT U | PTO3 DRIV | 331.22 Duty to Yield | | | ALCOHOL TEST DRUG TEST(S) | | | | | | | | |
| OL CLASS | ENDORSEMENT SELECT UP TO 2 | KESTRICTION SELECTION | | STRACTED - | | | STATUS TYPE VALUE STATUS TYPE RESULT SELECTUPTO | | | | | | | | |
| 4 | | | | 1 OTHER DRUG 1 | | | | | | | iiii | | | | |
| UNIT# | NAME: LAST, | FIRST, MIDDLE | | | | 4 | | AR REST STATE | | DATE OF BIRTH | | AGE | GENDER | | |
| 0,2 | COAT | ES, BENJAMIN, I | LEE | | | | | | 0.6 | 2 3 2 0 | 0 3 | 1_{1} | \mathbf{M} | | |
| ADDRESS: | STREET, CITY, ST | TATE, Z1P | | | | | | | CONTACT P | HONE - INCLUDE AREA CO | DDE | | <u>' </u> | | |
| 2112 (| CLARE | NDON AVE NW ,0 | CANT | ON ,(| OH 44 | 1708 | | | l | | | | _ | | |
| ADDRESS: | INJURED TAKEN | EMS AGENCY (NAME) | | INJURED T | AKEN TO: | MEDICAL FACILITY | (NAME, CITY) | SAFETY EQUIPMENT | г— DOT-Сом | PLIANT | AIR BAG | USAGE EJECTION | TRAPPED | | |
| <u> </u> | BY | | | | | | | 0 4 | MC HEL | MET 0 1 | 1 | 1 1 1 | | | |
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| <u>O, H</u> | | | | | | | | | | | | | | | |
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| | STREET, CITY, S | TATE, ZIP | | | | | | | CONTACT PHONE - INCLUDE AREA CODE | | | | | | |
| NON-MOTORIES | | | | | | | | | | | | | | | |
| INJURIES | INJURED | EMS AGENCY (NAME) | | INJURED | TAKEN TO: | MEDICAL FACILITY | (NAME, CITY | | DOT-COM | | N AIR BAG | USAGE EJECTIO | N TRAPPED | | |
| NON _ | TAKEN BY | | | | | | | USED | MC HEL | MET | | | اـــااـ | | |
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| E01 | ,] | | | | | | | | | | | | | | |
| OL CLASS | ENDORSEMEN SELECT UP TO 2 | | UPTO3 DRI | STRACTED | | | CONDITION | | | | DRUG TEST(TYPE RESU | S) LT selectupio4 | | | |
| | | 1 | BY | | | .COHOL MA HER DRUG | RIJUANA | | | | | | | | |
| LINJ | J L L URIES | SEATING POSITION | | AIR BAG | | OL CLAS | s | OL RESTRIC | TION(S) | DRIVER DISTRAC | TION | TEST ST | TATUS | | |
| 1 - FATAL | | 1-FRONT-LEFT SIDE | 1 - NOT DE | 在 的复数管门场的 | | 1-CLASS A | | 1 - ALCOHOL INTE | RLOCK DEVICE | 1 - NOT DISTRACTED | | 1 - NONE GIVEN | | | |
| 1.23 SV 4. 200 CV | D SERÍOUS INJURY D MINOR INJURY | (MOTORCYCLE DRIVER) 2 - FRONT - MIDDLE | 2 - DEPLOY 3 - DEPLOY | 10 Control 12 12 | | 2 - CLASS B 3 - CLASS C | | 2 - CDL INTRASTA 3 - CORRECTIVE L | TOTAL STREET | 2 - MANUALLY OPERATIN Electronic commu | NICATION 🖟 | 2 - TEST REFUSEI 3 - TEST GIVEN, C | Office and the second | | |
| 4 - POSSIBLE I | | 3-FRONT-RIGHT SIDE | 1000 | YED BOTH FRONT / SIDE 4 - REGULAR CLASS 4 - FARM WAIVER | | | | 4 - FARM WAIVER | ER DIALING) SAMPLE/UNUSABLE | | | | ISABLE | | |
| 5 - NO APPARE | NT INJURY | 4 - SECOND - LEFT SIDE (MOTORCYCLE PASSENGER) | 5 - NOT API | 化氯化氯化物 | | (OHIO = D) 5 - M/C MOPED ONLY | | 5 - EXCEPT CLASS | | 3 - TALKING ON HANDS-F Communication De | | 4 - TEST GIVEN, R 5 - TEST GIVEN, R | 化邻氯铅 医毛线电影发展 | | |
| INJURED | TAKEN BY | 5 - SECOND - MIDDLE | 9- DEPLOY | MENT UNKN | IUWN | 6 - NO VALID OL | | 6 - EXCEPT CLASS & CLASS B BUS | | 4 - TALKING ON HAND-HI | ELD | UNKNOWN | | | |
| 1 - NOT TRANS /TREATED | | 6 - SECOND - RIGHT SIDE 7 - Third - Left side | | JECTION | | OL ENDORSE | EMIENT | 7 - EXCEPT TRACT 8 - INTERMEDIAT | | COMMUNICATION DE | 200 | ALCOHOLT | EST TYPE | | |
| 2 - EMS | | (MOTORCYCLE SIDE CAR) 8 - Third – Middle | 1 - NOT EJI | 3.0 | | H - HAZMAT | | RESTRICTIONS | | ELECTRONIC DEVICE | | 1 - NONE | | | |
| 3 - POLICE 9 - OTHER/UN | NKNOWN | 9 - THIRD - RIGHT SIDE | (2014年) (2014年) | LLY EJECTEI Y EJECTED |) | M - MOTORCYCLE P - Passenger | | 9 - LEARNER'S PE RESTRICTIONS | | 6 - PASSENGER 7 - OTHER DISTRACTION | | 3 - URINE | | | |
| | | 10 - SLEEPER SECTION OF TRUCK CAB | 4 - NOT AP | | | N-TANKER | | 10 - LIMITED TO DA | | INSIDE THE VEHICLE | | 4 - BREATH | | | |
| SAFETY L | EQUIPMENT | 11 - PASSENGER IN OTHER | 1 | RAPPED | | Q - MOTOR SCOOTER | | 11 - LIMITED TO EN 12 - LIMITED - OTH | | 8 - OTHER DISTRACTION THE VEHICLE | I OU I SIDE | 5-OTHER | | | |
| 100 - 100 CO 3 O 100 | R BELT ONLY USED | in dan ili valori nastriano empirativa il succi di mali di si ci si | 1-NOTTR | A 400 | | R - THREE-WHEEL N S - School Bus | MUTUKUTULE | 13 - MECHANICAL | DEVICES | 9 - OTHER / UNKNOWN | | DRUG TE | STTYPE | | |
| 3 - LAP BELT | | PICK-UP WITH CAP) 12 - PASSENGER IN UNENCLOSED | 2 - EXTRIC Mecha | ATED BY NICAL MEAN | IS | ,T - DOUBLE & TRÌPL | | | OTHER | CONDITION | 60000000000 | 2 - BL00D | | | |
| 5 - CHILD RESTRAINT SYSTEM - CARGO AREA 3 - FREE | | | 3 - FREED | D BY X - TANKER / HAZMAT ADAPTIVE DI | | | ADAPTIVE DE | EVICES) 1 - APPARENTLY NORMAL | | | 3 - URINE | | | | |
| 10.50 F 44.034N | FORWARD FACING 13-TRAILING UNIT NUM-MECHANICAL MEANS | | | | | | R | 15 - MOTOR VEHIC | CLES WITHOUT 3 - EMOTIONAL (E.G., DEPRESSED, | | | | | | |
| REAR FACI | ING | (NON-TRAILING UNIT) | | | | F-FEMALE M-MALE | | 并有关系的 医皮肤 医皮肤炎 | ÁIR BRÁKES 16-OUTSIDE MIRROR | | | DRUG TEST 1 - AMPHETAMII | A ST THEFT SHE THE | | |
| 7 - BOOSTER 8 - HELMET L | | 15 - NON-MOTORIST 99 - OTHER/UNKNOWN | | | | U - OTHER / UNKNOV | ÝN | 17 - PROSTHETIC | CAIO 5 - FELL ASLEEP, FAINTED, | | | 2 - BARBITURAT | | | |
| 9. PROTECTI | VE PADS USED | | | | | | | 18-OTHER | | FATIGUED, ETC. 6 - UNDER THE INFLUE | | 3 - BENZODIAZE | | | |
| (ELBOW, K | (NEES, ETC.) IVE CLOTHING | | | | | | | | 4.76.57 | OF MEDICATIONS / D | | 4 - CANNABINOI 5 - COCAINE | | | |
| 11 - LIGHTING | - PEDESTRIAN | | | | | | | | | 9 - OTHER / UNKNOWN | | 6-OPIATES/OP | IOIDS | | |
| /BICYCLE 99-OTHER/U | | | | | | | | | | | | 7 - OTHER 8 - Negative Ri | ESULTS | | |

| OHIO DEF | OF PHANT OCCUPANT / WITNESS ADDENDUM | | | | | | LOCAL REPORT NUMBER | | | | | | |
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| UNIT # | | , FIRST, MIDDLE | 78 AT A 7773 | | | | DATE OF BIRTH AGE GENDER 1 . 0 . 0 . 3 . 1 . 9 . 9 . 9 . 2 . 3 | | | | | | |
| 01 | | OMME, LEAH, | MAE | | | | 1 0 0 3 1 9 9 9 9 2 3 F | | | | | | |
| 7 | STREET, CITY, : | ST, COPLEY | COM LACT PROUNC - INCLUDE AREA CODE | | | | | | | | | | |
| INJURIES | INJURED | EMS AGENCY (NAME) | ,011 4452 | INJURED TAKEN TO: Medical Facilit | ry (name, citỳ) | SAFETY EQUIPMENT | <u> </u> | SEATING POSITION | AIR BAG USAGE | EJECTION | TRAPPED | | |
| 5 | TAKEN BY | | | | | USED 0 4 | DOT-COMPLIANT | 0 3 | . 1 | 1 | 1 | | |
| UNIT # | NAME: LAS | T, FIRST, MIDDLE | · . | | | | DATE | OF BIRTH | | AGE | GENDER | | |
| , , | | | | | | | | | | | | | |
| ADDRESS: | : STREET, CITY, | STÁTE, ZIP | 10. 496 | · · · · · · · · · · · · · · · · · · · | | | CONTACT PHONE - INCLUDE AREA CODE | | | | | | |
| ADDRESS | | | | | | | | | | | | | |
| INJURIES | INJURED EMS AGENCY (NAME) TAKEN | | | INJURED TAKEN TO: Medical Facility (NAME, CITY) SAFETY EQUIPME USED | | | DOT-COMPLIANT | SEATING POSITION | AIR BAG USAGI | EJECTION | TRAPPED | | |
| <u></u> | BY | | | | | | MC HELMET | | L | تــــال | <u></u> | | |
| UNIT# | NAME: LAS | T, FIRST, MIDDLE | | | | | DATE OF BIRTH AGE GENDER | | | | | | |
| ARRESCO | | Anton pro | | | | | | | | | | | |
| ADDRESS | S: STREET, CITY, | STATE, ZIP | | | | | CONTACT PHONE | - INGLUDE AREA CO | DE | | | | |
| INJURIES | INJURED | EMS Agency (NAME) | | INJURED TAKEN TO: MEDICAL FACILI | ITY (NAME, CITY) | SAFETY EQUIPMENT | | SEATING POSITION | AIR BAG USAG | E EJECTION | TRAPPED | | |
| | TAKEN BY | | | | | USED | DOT-COMPLIANT MC HELMET | | <u> </u> | 1 . |], , | | |
| UNIT# | NAME: LAS | T, FIRST, MIDDLE | | | A TO A MARKAT | | DAT | E OF BIRTH | | AGE | GENDER | | |
| | | | | | | | | ll | | 11 | | | |
| ADDRESS | S: STREET, CITY, | STATE, ZIP | | | | | CONTACT PHONE | - INCLUDE AREA CO | DE | | | | |
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| INJURIES | INJURED TAKEN | EMS AGENCY (NAME) | | INJURED TAKEN TO: Medical Facili | ITY (NAME, CITY) | SAFETY EQUIPMENT USED | DOT-COMPLIANT | SEATING POSITION | AIR BAG USAG | E EJECTION | TRAPPED | | |
| | BY L | | | V = 0.110.4 = 1.2 1.0 = 0. | 1 | CENTING DO | MC HELMET | | L | U0 4 0 F | | | |
| 1 - FAT | 78,5455,32 9275,035 | URIES | 1 - NONE US | Y EQUIPMENT USED Sed= | 1 - FRON | SEATING POS NT = LEFT SIDE | s, a fedition i transfer al estata i a | 1 - NOT DI | AIR BAG | USAGE | | | |
| | | ERIOUS INJURY | | OCCUPANT | (MOT | ORCYCLE DRIV | | | YED FRON | T | | | |
| 3 - SUS | SPECTED M | INOR INJURY | Land Sand St. | PER BELT ONLY USED 2 - FRONT - MIDDLE 3 - FRONT - RIGHT SID | | | E | 3 - DEPLO | YED SIDE | | | | |
| 4 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | SSIBLE INJU | | | T ONLY USED 4 - SECOND – LEFT SID BER & LAP BELT USED (MOTORCYCLE PAS: | | | | 4 - DEPLO FRONT | YED BOTH | | | | |
| 5 - NO | APPARENT | INJURY | 128.30 30.00 | LESTRAINT SYSTEM - 5 - SECOND - MIDDLE | | | SCNGCK) | 建筑等的 | PPLICABLE | | | | |
| GERTON PRO | enderan wetableiten. In | TAKEN BY | | RD FACING 6 - SECOND - RIGHT SI | | | | 9 - DEPLO | YMENT UN | IKNOWN | | | |
| | TTRANSPOR | | 6 - CHILD R REAR FA | LO MAINTO TO LIM | | | | | EJECT | ПОИ | | | |
| 2 - EM | S | | 7 - B00STE | R SEAT | | RD = MIDDLE RD = RIGHT SID | E | 1'- NOT È | JECTED | | | | |
| 3-/P0L | | | 8 - HELMET | | | | N OF TRUCK CAB 2 - PARTIALLY EJECTED | | | | | | |
| 9 - OTF | HER/UNKN | OWN | | TIVE PADS USED , KNEES, ETC.) | 化氯氯化物 化邻氯甲烷二甲烷 | er all the first that | HER ENCLOSED 3 - TOTALLY EJECTED TRAILING UNIT, 4 - NOT APPLICABLE | | | | | | |
| | CONTRACTOR OF | NDER | 10- REFLEC | TIVE CLOTHING | BUS, | PICK-UP WITH C | AP) | 4 - NUTA | | 经 额上货车 | | | |
| F-FEM M-MAI | | | | IG – PEDESTRIAN LE ONLY | | SENGER IN UN GOAREA | ENCLOSED | 1 - NOTT | TRAP RAPPED | MED | | | |
| UOT H | ER/UNKNO |)WN | 99 - OTHER / | | | ILING UNIT | 1 - NOT TRAPPED 2 - EXTRICATED BY MECHANICAL | | | | | | |
| | | | | | the second second second second | ING ON VEHICL I-TRAILING UNIT | | MEAN | | | | | |
| | | | | | | -MOTORIST Er/Unknown | | 3-FREE | O BY NON-N IS | NECHANI | UAL | | |
| NAME: | .AST, FIRST, MID | DI F | | | 23-0111 | ER 7 ON KINOWI | | TE OF BIRTH | 高度产业 (6) | AGE | GENDER | | |
| | ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | | | | | | | I | 111 | | 1 | | |
| ADDRES | S: STREET, CIT | Y, STATE, ZIP | | | | · · · | CONTACT PHON | E - INCLUDE AREA | CODE | | | | |
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| NAME: LAST, FIRST, MIDDLE | | | | | | DATE OF BIRTH AGE GENDI | | | | | | | |
| Andres | ADDRESS: STREET, CITY, STATE, ZIP | | | | | | CONTACT PHON | E - INCLUDE AREA | CODE | | | | |
| Model | AUDRESS: STREET, STITT, STATE, ZIP | | | | | | | I I | | 1 1 | 1 | | |
| NAME: L | LAST, FIRST, MIL | DDLE | | | | | D/ | ATE OF BIRTH | | AGE | GENDER | | |
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