

CAR INSPECTION FORM

CASE NUMBER: _____

ELEMENT NUMBER: _____

Administration

Inspection completed		0 = No; 1 = Yes
Inspection date		yyyymmdd
Inspection duration		
Start Time:		hh.mm
End Time:		hh.mm
Duration:		Minutes
Source of information locating vehicle		2 = Driver; 3 = Passenger; 4 = Owner if not occupant; 5 = Police; 6 = Towing service; 7 = Workshop/auto wrecker
Distance to inspection site		km
Mandatory safety Inspection done?		0 = No; 1 = Yes (Newer car than 3-year not inspected yet = 1 yes)
Date of the safety inspection or if newer car not inspected yet date of manufacture.		(month, year)
	Investigators (name)	

When applicable, use below proposed codes.

—= Not applicable (7777)

OT= Other (8888)

U= Unknown (9999)

General (1)		
Vehicle Identification		
Registration Number		
VIN Number		
Country of Registration		
Accident participant according to DaCoTA accident type		A; B; C
Traveled Lane		
Conditions and Defects		
General Conditions (body, outside)		2 = Excellent; 3 = Good; 4 = Average; 5 = Bad
Condition of seat		2 = Good - Normal; 3 = Defective
Defect in vehicle that may have contributed to the accident		0 = No; 2 = Yes (specify in comment)
Defect in braking components		
Defect in suspension and shock absorption		
Defect in steering components		
Defect in lights and turn signals		
Other defects in vehicle		
Make and Model		
Make		
Model		
Year and month of manufacture		
Model Year		
Colour according reg.		
Euro NCAP rating		1 = 1 Star; 2 = 2 Stars; 3 = 3 Stars; 4 = 4 Stars; 5 = 5 Stars; 6 = Not Rated
Special use car		0 = No; 3 = Taxi; 4 = Police; 5 = Fire Brigade; 6 = Ambulance; 7 = Military; 8 = Learner's Car; 9 = Rental Car
Number of side doors		
Body style		2 = Sedan; 3 = Hatchback/Wagon; 4 = Sports; 5 = Convertible; 6 = Derivative; 7 = Off-road/SUV; 8 = MPV/Minibus; 9 = Pick-up; 10 = Van
(If convertible)		
Soft/hard top		2 = Hard; 3 = Soft; 4 = Retractable hardtop; 5 = No roof
Soft/hard top up/down		2 = Up; 3 = Down

When applicable, use below proposed codes.

—= Not applicable (7777)

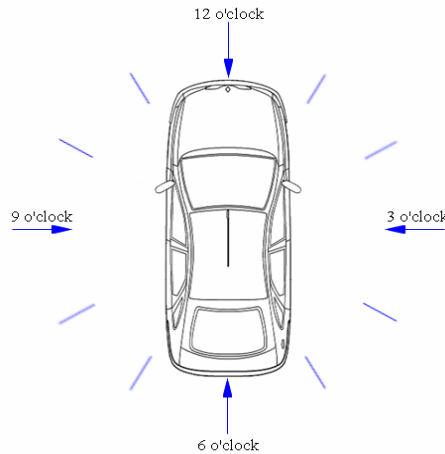
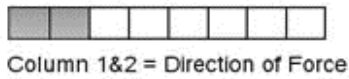
OT= Other (8888)

U= Unknown (9999)

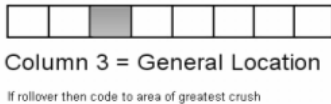
Impacts

General

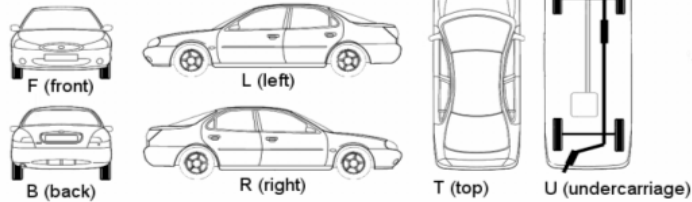
CDC 1,2



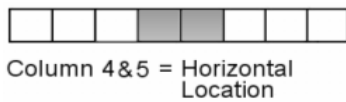
CDC 3



If rollover then code to area of greatest crush

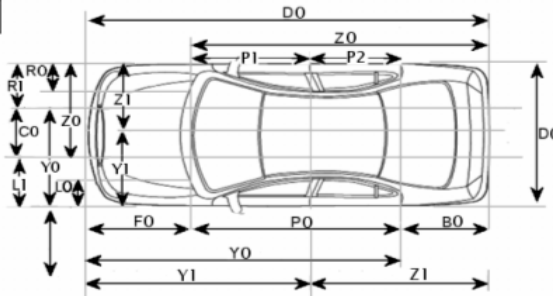


CDC 4, 4e



If Front or Rear impact code along width.

- RO = ¼ from right side, excluding longitudinal
- LO = ¼ from left side, excluding longitudinal
- RI = ½ from right side
- LI = ½ from left side
- CO = Centre (engine width)
- ZI = ½ from right side
- YI = ½ from left side
- ZO = ½ from right side
- YO = ½ from left side
- DO = Distributed across entire width



Side Impacts

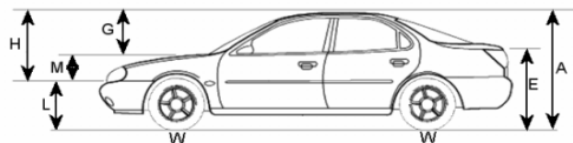
- If Side impact or if Box 3 is coded T or U then code along length.
- FO = Front compartment
- P0 = All of Passenger compartment
- P1 = Passenger Compartment - Front seat
- P2 = Passenger Compartment - Rear seat
- BO = Rear compartment
- YO = Front and passenger compartment
- Y1 = Front compartment and front seat
- Z0 = Rear and passenger compartment
- Z1 = Rear compartment and rear seat
- DO = Distributed across entire side

CDC 5

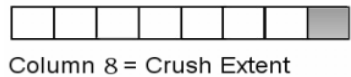


- A = all
- G = belt line & above
- H = above longitudinal to top of vehicle
- M = above longitudinal to belt line
- E = everything below belt line
- L = longitudinal and below (including undercarriage)
- W = wheels & tyres only

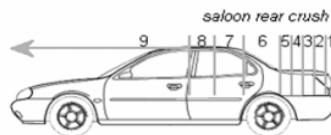
If box 3 is coded T or U then code across width



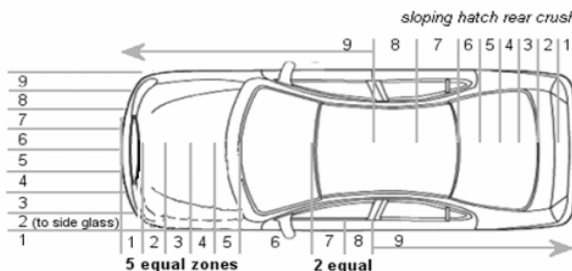
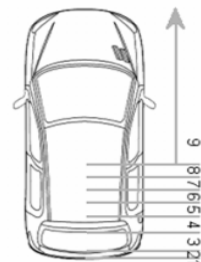
CDC 7



- Rear Crush Zones:**
- saloons = 5 equal zones over boot to base of rear window
- zone 6 is upto top of rear window
- zones 7 and 8 upto mid B pillar
- upright = zone 1 is upto base of rear window.
- hatchbacks = zone 2 is upto top of rear window.
- sedans = zones 7 and 8 upto mid B pillar
- 8 vans = then 6 equal zones to mid B pillar
- sloping = 6 equal zones upto top of rear window
- hatchbacks = zones 7 and 8 upto mid B pillar
- pick-ups = 8 equal zones upto mid B pillar



upright hatchback rear crush



When applicable, use below proposed codes.

—= Not applicable (7777)

OT= Other (8888)

U= Unknown (9999)

Impact							
(First Impact)							
Frontal Deformation Rear Deformation Side Deformation - Left Side Deformation - Right Top	<table border="1" style="width: 100%; height: 100%; border-collapse: collapse;"> <tr><td style="height: 20px;"></td></tr> <tr><td style="height: 20px;"></td></tr> <tr><td style="height: 20px;"></td></tr> <tr><td style="height: 20px;"></td></tr> <tr><td style="height: 20px;"></td></tr> </table>						(Mark all that apply)
CDC							
CDC 1,2		00-12					
CDC 3		F = Front; R = Right; B = Back; L = Left; T = Top; U = Undercarriage; X = Unclassifiable					
CDC 4		L = Left Third; C = Centre Third; R = Right Third; Y = Left 2/3; Z = Right 2/3; D = Full Width F = Front Compartment P = Passenger Compartment B = Back Compartment Y = Front and Passenger Compartment Z = Passenger and Back Compartment D = Full Length					
CDC4e		0-2					
CDC5		L = Long. rail height incl. undercarriage; M = Above rail/frame to belt line or hood; G = Above belt line or hood; H = Above rail/frame; E = Below belt line or hood; A = Full height; W = Below undercarriage / wheels + tires only; L = Left third; C = Centre third; R = Right third; Y = Left 2/3; Z = Right 2/3; D = Full width					
CDC6		W = Wide impact area N = Narrow impact area S= Sideswipe; O = Rollover / roll onto side A = Overhanging structures E = Corner, less than 410 mm K = Conversion in impact type U = No residual deformation					
CDC7		1-9					
Deformation Measurements							
C1 deformation	<input style="width: 100%;" type="text"/>	mm					
C2 deformation	<input style="width: 100%;" type="text"/>	mm					
C3 deformation	<input style="width: 100%;" type="text"/>	mm					
C4 deformation	<input style="width: 100%;" type="text"/>	mm					
C5 deformation	<input style="width: 100%;" type="text"/>	mm					
C6 deformation	<input style="width: 100%;" type="text"/>	mm					
Maximum Deformation	<input style="width: 100%;" type="text"/>	mm					
Length of Deformation	<input style="width: 100%;" type="text"/>	mm					
Deformation distance from vehicle front	<input style="width: 100%;" type="text"/>	mm					
Deformation distance from CoG	<input style="width: 100%;" type="text"/>	mm					

Measured at bumper/sill height if damaged otherwise note where and how measured.

C1 to C6 = from left to right or from rear to front

Impact		
(Second Impact)		
Frontal Deformation Rear Deformation Side Deformation - Left Side Deformation - Right Top	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	(Mark all that apply)
CDC		
CDC 1,2		00-12
CDC 3		F = Front; R = Right; B = Back; L = Left; T = Top; U = Undercarriage; X = Unclassifiable
CDC 4		L = Left Third; C = Centre Third; R = Right Third; Y = Left 2/3; Z = Right 2/3; D = Full Width F = Front Compartment P = Passenger Compartment B = Back Compartment Y = Front and Passenger Compartment Z = Passenger and Back Compartment D = Full Length
CDC4e		0-2
CDC5		L = Long. rail height incl. undercarriage; M = Above rail/frame to belt line or hood; G = Above belt line or hood; H = Above rail/frame; E = Below belt line or hood; A = Full height; W = Below undercarriage / wheels + tires only; L = Left third; C = Centre third; R = Right third; Y = Left 2/3; Z = Right 2/3; D = Full width
CDC6		W = Wide impact area N = Narrow impact area S= Sideswipe; O = Rollover / roll onto side A = Overhanging structures E = Corner, less than 410 mm K = Conversion in impact type U = No residual deformation
CDC7		1-9
Deformation Measurements		
C1 deformation	<input type="text"/>	mm
C2 deformation	<input type="text"/>	mm
C3 deformation	<input type="text"/>	mm
C4 deformation	<input type="text"/>	mm
C5 deformation	<input type="text"/>	mm
C6 deformation	<input type="text"/>	mm
Maximum Deformation	<input type="text"/>	mm
Length of Deformation	<input type="text"/>	mm
Deformation distance from vehicle front	<input type="text"/>	mm
Deformation distance from CoG	<input type="text"/>	mm

Measured at bumper/sill height if damaged otherwise note where and how measured.

C1 to C6 = from left to right or from rear to front

When applicable, use below proposed codes.

—= Not applicable (7777)

OT= Other (8888)

U= Unknown (9999)

Impact			
(Third Impact)			
Frontal Deformation Rear Deformation Side Deformation - Left Side Deformation - Right Top	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	(Mark all that apply)	
CDC			
CDC 1,2		00-12	
CDC 3		F = Front; R = Right; B = Back; L = Left; T = Top; U = Undercarriage; X = Unclassifiable	
CDC 4		L = Left Third; C = Centre Third; R = Right Third; Y = Left 2/3; Z = Right 2/3; D = Full Width F = Front Compartment P = Passenger Compartment B = Back Compartment Y = Front and Passenger Compartment Z = Passenger and Back Compartment D = Full Length	
CDC4e		0-2	
CDC5		L = Long. rail height incl. undercarriage; M = Above rail/frame to belt line or hood; G = Above belt line or hood; H = Above rail/frame; E = Below belt line or hood; A = Full height; W = Below undercarriage / wheels + tires only; L = Left third; C = Centre third; R = Right third; Y = Left 2/3; Z = Right 2/3; D = Full width	
CDC6		W = Wide impact area N = Narrow impact area S= Sideswipe; O = Rollover / roll onto side A = Overhanging structures E = Corner, less than 410 mm K = Conversion in impact type U = No residual deformation	
CDC7		1-9	
Deformation Measurements			
C1 deformation		mm	Measured at bumper/sill height if damaged otherwise note where and how measured. C1 to C6 = from left to right or from rear to front
C2 deformation		mm	
C3 deformation		mm	
C4 deformation		mm	
C5 deformation		mm	
C6 deformation		mm	
Maximum Deformation		mm	
Length of Deformation		mm	
Deformation distance from vehicle front		mm	
Deformation distance from CoG		mm	

When applicable, use below proposed codes.

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U= Unknown (9999)

	Front Impact						
	Left side.			Right side			
	1	2	3	1	2	3	
Front Wheel Into Sill							* See below
Upper Longitudinal Deformation							2 = None; 3 = Minor (0-2 cm); 4 = Small (3-10 cm); 5 = Moderate (11-20 cm); 6 = Major (>20 cm)
Upper Longitudinal Hit							2 = No deformation force; 3 = Direct hit; 4 = Indirect force
Upper Deformation mode							2 = Not deformed; 3 = Bending; 4 = Crumpling; 5 = Both
Front Longitudinal Deformation							2 = None; 3 = Minor (0-2 cm); 4 = Small (3-10 cm); 5 = Moderate (11-30 cm); 6 = Major (>30 cm)
Front Longitudinal Hit							2 = No deformation force; 3 = Direct hit; 4 = Indirect force
Front Deformation mode							2 = Not deformed; 3 = Bending; 4 = Crumpling; 5 = Both
	Impact No.						
	1	2	3				
Roof Front edge longitudinal deformation							2 = None 3 = Minor deformation 4 = Moderate deformation (<20 cm) 5 = Major deformation (>20 cm)
A-pillar Damage Left side							2 = None 3 = Minor deformation 4 = Moderate deformation (up to 10 cm) 5 = Major deformation (more than 10cm) 6 = Rupture
A-pillar Damage Right side							2 = None; 3 = Minor (0-2cm) ; 4 = Moderate (3cm-dash-panel contact); 5 = Major (major dash panel dislocation due to engine dislocation)
Powertrain Dislocation							2 = No deformation force; 3 = Direct hit; 4 = Indirect force
Hit							2 = No deformation force; 3 = Direct hit; 4 = Indirect force
* Wheel Into Sill							
2 = None 3 = Minor (wheel dislocated 0-2 cm) 4 = Small (wheel dislocated 3 cm-sill contact) 5 = Moderate (sill deformed longitudinally up to 10 cm due to wheel dislocation) 6 = Major (sill deformed longitudinally more than 10 cm due to wheel dislocation)							

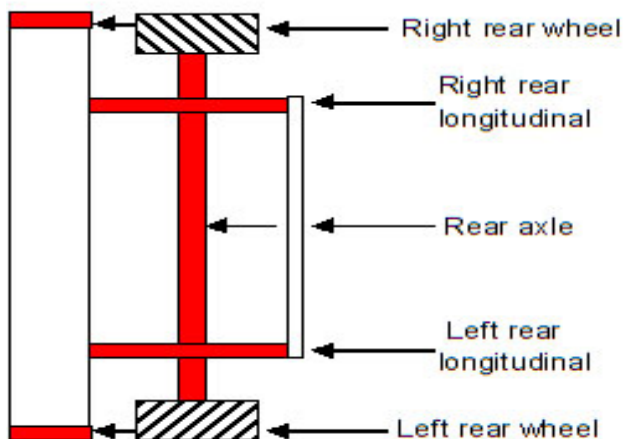
When applicable, use below proposed codes.

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Rear Impact



Rear Wheel Into Sill

Rear Impact					
Left			Right		
1	2	3	1	2	3

** See below

Longitudinal

Rear Longitudinal Deformation

Rear Impact					
Left			Right		
1	2	3	1	2	3

* See below

Rear Longitudinal Hit

2 = No deformation force;
3 = Direct hit; 4 = Indirect force

Rear Deformation Mode

2 = Not deformed; 3 = Bending;
4 = Crumpling; 5 = Both

Rear Axle Longitudinal Dislocation

Impact No.		
1	2	3

* See below

*** Longitudinal Deformation**

- 2 = None
- 3 = Minor deformation (0-2 cm)
- 4 = Small (3-10 cm)
- 5 = Moderate (11-30 cm)
- 6 = Major (>30 cm)

**** Wheel Into Sill**

- 2 = None
- 3 = Minor (wheel dislocated 0-2 cm)
- 4 = Small (wheel dislocated 3 cm-sill contact)
- 5 = Moderate (sill deformed longitudinally up to 10 cm due to wheel dislocation)
- 6 = Major (sill deformed longitudinally more than 10 cm due to wheel dislocation)

When applicable, use below proposed codes.

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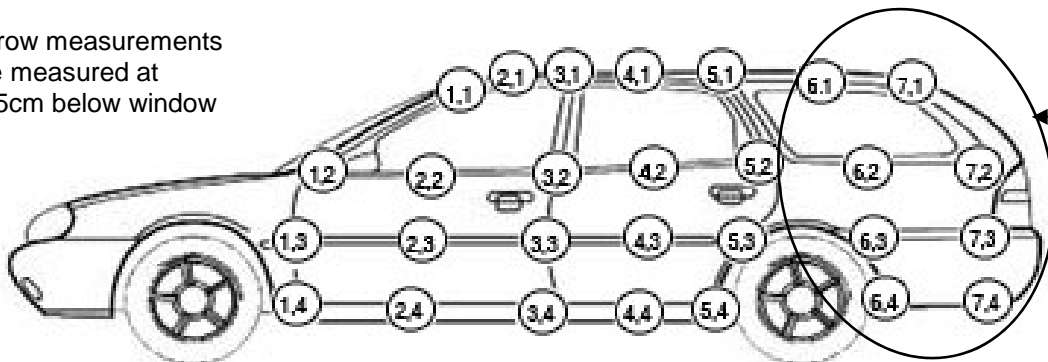
Top			
Pillar deformation	Left	Right	<div style="border: 1px solid black; height: 300px; margin-top: 20px;"></div> <p style="font-size: small; margin-top: 20px;"> 2 = None 3 = Minor (0-2 cm) 4 = Moderate (3-10 cm) 5 = Major (> 10 cm) </p>
A-pillar	<input style="width: 100%; height: 20px;" type="text"/>	<input style="width: 100%; height: 20px;" type="text"/>	
B-pillar	<input style="width: 100%; height: 20px;" type="text"/>	<input style="width: 100%; height: 20px;" type="text"/>	
C-pillar	<input style="width: 100%; height: 20px;" type="text"/>	<input style="width: 100%; height: 20px;" type="text"/>	
D-pillar	<input style="width: 100%; height: 20px;" type="text"/>	<input style="width: 100%; height: 20px;" type="text"/>	
Roof deformations at position;			
Seat Position Row 1, Left	<input style="width: 100%; height: 20px;" type="text"/>		
Seat Position Row 1, Middle	<input style="width: 100%; height: 20px;" type="text"/>		
Seat Position Row 1, Right	<input style="width: 100%; height: 20px;" type="text"/>		
Seat Position Row 2, Left	<input style="width: 100%; height: 20px;" type="text"/>		
Seat Position Row 2, Middle	<input style="width: 100%; height: 20px;" type="text"/>		
Seat Position Row 2, Right	<input style="width: 100%; height: 20px;" type="text"/>		
Seat Position Row 3, Left	<input style="width: 100%; height: 20px;" type="text"/>		
Seat Position Row 3, Middle	<input style="width: 100%; height: 20px;" type="text"/>		
Seat Position Row 3, Right	<input style="width: 100%; height: 20px;" type="text"/>		

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Side Impacts

Left Side Deformations

Second row measurements are to be measured at approx. 5cm below window line



Only measured if third row of seating exist

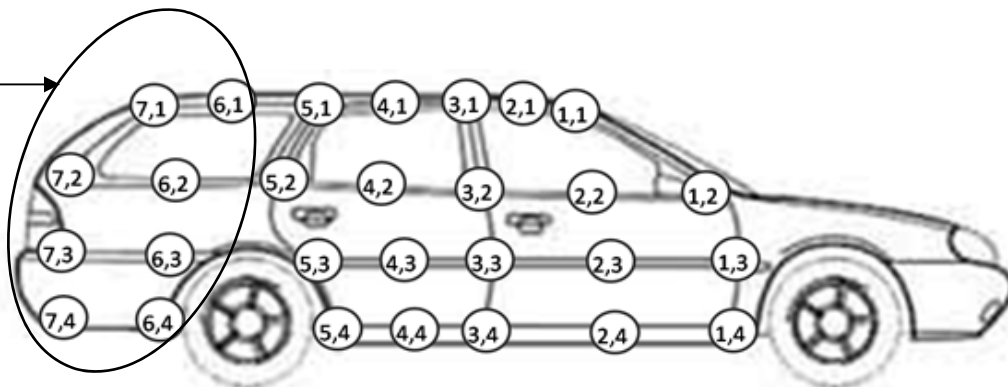
Measured at height of side roof rail
 Measured at approx. 5cm below window line
 Measured at height of mid door not incl. Window
 Measured at sill height

	1	2	3	4	5	6	7
1							
2							
3							
4							

2 = None
 3 = Minor (0-5 cm)
 4 = Moderate (6-20 cm)
 5 = Major (More than 20 cm)

Right Side Deformations

Only measured if third row of seating exist



Measured at height of side roof rail
 Measured at approx. 5cm below window line
 Measured at height of mid door not incl. Window
 Measured at sill height

	7	6	5	4	3	2	1
1							
2							
3							
4							

2 = None
 3 = Minor (0-5 cm)
 4 = Moderate (6-20 cm)
 5 = Major (More than 20 cm)

When applicable, use below proposed codes.

—= Not applicable (7777)

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Pedestrian								
Pedestrian Contacts								
Pedestrian contact No:	1	2	3	4	5	6	7	
X-Distance								cm
Y-distance								cm
Z-Distance								cm
Wraparound-distance								cm
Vehicle area								* See below
Body Region								** See below
* Vehicle Area				** Body Region				
2 = Bumper left 3 = Bumper centre 4 = Bumper right 5 = Bonnet leading edge left 6 = Bonnet leading edge centre 7 = Bonnet leading edge right 8 = Front hood left 9 = Front hood centre 10 = Front hood right 11 = Rear hood left 12 = Rear hood centre 13 = Rear hood right 14 = A-pillar left 15 = A-pillar right 16 = Fender left 17 = Fender right 18 = Windscreen left 19 = Windscreen centre 20 = Windscreen right 21 = Upper windscreen frame 22 = Roof				2 = Lower leg 3 = Knee 4 = Upper leg 5 = Pelvis 6 = Abdomen 7 = Thorax 8 = Shoulder 9 = Upper arm 10 = Elbow 11 = Lower arm 12 = Head				

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Exterior

General

General

Towing hook presence	<input type="checkbox"/>	2 = No towing hook; 3 = No hook present; 4 = Hook present
Towing hook condition	<input type="checkbox"/>	2 = Intact; 3 = Damaged
Hood openable	<input type="checkbox"/>	2 = Openable
Boot lid openable	<input type="checkbox"/>	3 = Unopenable 4 = Opened in crash
Engine orientation	<input type="checkbox"/>	2 = Transverse; 3 = Longitudinal
Engine placing	<input type="checkbox"/>	2 = Front; 3 = Rear or Middle
Battery placing, electric engine	<input type="checkbox"/>	2 = Front; 3 = Over front axle; 4 = Middle; 5 = Over rear axle; 6 = Rear
Fire	<input type="checkbox"/>	0 = No; 1 = Yes
Fire start location	<input type="checkbox"/>	2 = Engine and engine compartment; 3 = Occupant compartment (including dashpanel); 4 = Luggage compartment; 5 = Under vehicle; 6 = Outside source
Marks from extrication, tow-away	<input type="checkbox"/>	0 = No; 1 = Yes

Fuel and Batteries

Battery damage	<input type="checkbox"/>	0 = No 3 = Minor damage 4 = Moderate visible damage 5 = Major damage
Battery attachment	<input type="checkbox"/>	2 = Attached 3 = Loose
Fuel tank	<input type="checkbox"/>	2 = Intact
Fuelfiller pipes and caps	<input type="checkbox"/>	3 = Damaged without holes
Fuel pipes	<input type="checkbox"/>	4 = Damaged with hole

Leakage

Liquid fuel	<input type="checkbox"/>	Windscreen washer fluid	<input type="checkbox"/>	0 = No; 1 = Yes
Gas fuel	<input type="checkbox"/>	Cooling liquid	<input type="checkbox"/>	
Engine oil	<input type="checkbox"/>	Acid	<input type="checkbox"/>	
Gearbox oil	<input type="checkbox"/>	Brake fluid	<input type="checkbox"/>	
Power steering oil	<input type="checkbox"/>			

Compatibility Geometry

Front bumper beam height	<input type="text"/>	(mm)
Front longitudinal height	<input type="text"/>	(mm)
Compatibility protection	<input type="checkbox"/>	0 = No; 1 = Yes
Compatibility protection height	<input type="text"/>	(mm)
Rear bumper beam height	<input type="text"/>	(mm)
Sill height	<input type="text"/>	(mm)

Doors and Glazing			
Doors			
	Left	Right	
Front door function			2 = Openable; 3 = Openable only from outside; 4 = Openable only from inside; 5 = Unopenable;
Rear door function			6 = Door opened in crash; 7 = door opened by rescue services using tools
Longitudinal Deformation			
	Left	Right	
Frontal door opening longitudinal deformation			Deformations measured at waistline! 2 = None 3 = Minor (0-2 cm) 4 = Moderate (3-10 cm) 5 = Major (> 10 cm)
Frontal sill longitudinal deformation			
Rear door opening longitudinal deformation			
Rear sill longitudinal deformation			
Side Windows			
<u>Side Window Damage</u>	Left	Right	
Front Row			0 = No; 2 = Yes, broken not holed;
Second Row			3 = Yes, holed and/or partly separated/opened;
Third Row			4 = Yes, completely crushed/separated or opened window
<u>Side Window Laminated</u>	Left	Right	
Front Row			0 = No; 1 = Yes
Second Row			
Third Row			
Other Glazing			
Sunroof			2 = No sunroof; 3 = Hatch (openable); 4 = Glass roof (not openable)
Sunroof damaged			0 = No; 4 = Opened sunroof; 6 = Yes, broken not holed if glass 7 = Yes, completely crushed/separated 8 = Yes, holed and/or partly separated and/or partly opened
Windscreen damaged			0 = No 3 = Yes, broken not holed
Rear window damaged			4 = Yes, holed and/or partly separated 5 = Yes, completely crushed/separated window

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U= Unknown (9999)

Wheels			
Axes			
	Left	Right	
Axle distance difference			[mm]
Front wheels			
Tyre make	Left front wheel		
Tyre model	Left front wheel		
Tyre make			Right front wheel
Tyre model			Right front wheel
Rim type	Left front wheel	Right front wheel	2 = Steel; 3 = Alloy; 4 = Small size spare wheel
Rim condition			2 = Undamaged; 3 = Minor damage 4 = Major damage
Tyre type			2 = Summer; 3 = Winter studded; 4 = Winter not studded; 5 = All Season; 6 = Mud and Terrain
Recapped tire			0 = No; 1 = Yes
Tyre width			mm
Aspect ratio			
Rim diameter			inch
Load index			0-279
Tyre speed rating			
Manufacturing date			wwyy
Depth of tyre			mm
Tyre pressure			Value in kg/cm2
Tyre blown out			0 = No; 2 = Yes, pre-crash 3 = Yes, in crash; 4 = Yes, post-crash 5 = Yes, unknown when
Wheel separated from vehicle			0 = No; 2 = Yes, partly separated 3 = Yes, completely separated
Tyre and wheel defect having played a role in the accident.			*See below
*Tyre defect type			
0 = No, 3 = blow-out; 4 = difference in types 5 = difference in dimension; 6 = wear (tread >1,6mm); 7 = uneven wear; 8 = play in bearings (wheel axle) 9 = tyre dimensions not i conformance 10 = pressures (difference > up to 0.3 bar between wheels on the same axle or from builder's specifications)			

175/70 R13 82T

Wheels			
Rear wheels			
Tyre make	Left rear wheel		
Tyre model	Left rear wheel		
Tyre make			Right rear wheel
Tyre model			Right rear wheel
Rim type	Left rear wheel	Right rear wheel	2 = Steel; 3 = Alloy; 4 = Small size spare wheel
Rim condition			2 = Undamaged; 3 = Minor damage 4 = Major damage
Tyre type			2 = Summer; 3 = Winter studded; 4 = Winter not studded; 5 = All Season; 6 = Mud and Terrain
Recapped tire			0 = No; 1 = Yes
Tyre width		175/70 R13 82T ↑ ↑ ↑ ↑ ↑	
Aspect ratio			
Rim diameter			
Load index			
Tyre speed rating			
Manufacturing date			
Depth of tyre			mm
Tyre pressure			Value in kg/cm2
Tyre blown out			0 = No; 2 = Yes, pre-crash 3 = Yes, in crash; 4 = Yes, post-crash 5 = Yes, unknown when
Wheel separated from vehicle			0 = No; 2 = Yes, partly separated 3 = Yes, completely separated
Tyre and wheel defect having played a role in the accident.			*See below
*Tyre defect type			
0 = No, 3 = blow-out; 4 = difference in types 5 = difference in dimension; 6 = wear (tread >1,6mm); 7 = uneven wear; 8 = play in bearings (wheel axle) 9 = tyre dimensions not i conformance 10 = pressures (difference > up to 0.3 bar between wheels on the same axle or from builder's specifications)			

When applicable, use below proposed codes.

—= Not applicable (7777) OT= Other (8888) U= Unknown (9999)

Trailer	
Trailer	
Towing Vehicle	0 = No; 1 = Yes
Trailer kerb weight	kg
Trailer gross weight	kg
Trailer cargo weight	kg
Trailer center of gravity	2 = Center; 3 = Far front; 4 = Far rear
Trailer vertical center of gravity	2 = High; 3 = Low; 4 = Medium
Trailer overload	0 = No; 1 = Yes
Identified mechanical failure in trailer	
Trailer details:	

Interior	
General	
Steering wheel out of position	0 = No; 1 = Yes
Steering wheel deformation	0 = No; 3 = Yes, deformed by occupant 4 = Yes, deformed by other 5 = Yes, unknown cause
Longitudinal deformation	
Left side dashpanel intrusion	2 = None or minor deformation (0-5 cm) 3 = Moderate (6-15 cm) 4 = Major (>15 cm)
Right side dashpanel intrusion	
Left frontal footwell	4 = Major (>15 cm)
Right frontal footwell	
Inner accessories/Infotainment	0 = No; 1 = Yes
Cargo net	2 = No net in use; 3 = Yes, in use
Infotainment details:	

Belt and Seat**Seat Information**

Seat position	1.1	1.2	1.3
Seating direction			2 = Forward facing; 3 = Rearward facing; 4 = Lateral
Longitudinal seat position			2 = Front; 3 = Middle; 4 = Rear
Seat separated from floor			0 = No; 1 = Yes
Seat covers			2 = Fabric; 3 = Leather; 4 = Synthetic leather-like; 5 = Both leather and fabric
Additional seat covers			0 = No; 1 = Yes
Electric adjustment system			0 = No; 3 = Yes, longitudinal and backrest 4 = Yes, longitudinal only; 5 = Yes, backrest only 6 = Yes, unknown type
Backrest position			2 = Upright; 3 = Middle; 4 = Leaning back
Backrest deformation			2 = Not deformed; 3 = Deformed by occupant; 4 = Deformed by other occupant; 5 = Deformed by cargo; 6 = Deformed by vehicle structure; 7 = Deformed by unknown object
Neck restraint			0 = No; 3 = Yes, adjustable; 4 = Yes, fixed
Neck restraint position (if adjustable)			2 = Lower; 3 = Middle; 4 = Upper
Whiplash protection			0 = No; 1 = Yes
Whips measurement			mm

Belt Information

Seat belt code	1.1	1.2	1.3
Signs of seat belt usage			2 = No sign; 3 = Signs indicating use of seat belt; 4 = Signs indicating no use of seat belt
Upper belt attachment			2 = Pillar; 3 = Seatback; 4 = Cross-car beam; 5 = Roof
Belt malfunction			0 = No; 1 = Yes
Upper attachment type			2 = Fixed; 3 = Automatically adjustable; 4 = Manually adjustable
Friction marks, webbing			0 = No; 1 = Yes
Pretensioner Type			0 = No; 3 = Yes, in reel; 4 = Yes, in buckle; 5 = Yes, in lower fixation; 6 = Yes, multiple pretensioners; 7 = Yes, unknown location
Movement through buckle			2 = No movement; 3 = Yes, upwards; 4 = Yes, downwards; 5 = Yes, both upwards and downwards 6 = Yes, unknown direction
Pretensioner Activated			0 = No; 1 = Yes
Belt Jammed			0 = No; 3 = Yes, D-ring; 4 = Yes, buckle; 5 = Yes, both D-ring and buckle
Load limiter			0 = No; 1 = Yes
Seat belt type			2 = No belt; 3 = Two point belt - lap; 4 = Two point belt - chest; 5 = Three point belt; 6 = Four point belt; 7 = Five point belt

When applicable, use below proposed codes.

—= Not applicable (7777)

OT= Other (8888)

U= Unknown (9999)

Belt and Seat**Seat Information**

Seat position	2.1	2.1	2.3
Seating direction			2 = Forward facing; 3 = Rearward facing; 4 = Lateral
Longitudinal seat position			2 = Front; 3 = Middle; 4 = Rear
Seat separated from floor			0 = No; 1 = Yes
Seat covers			2 = Fabric; 3 = Leather; 4 = Synthetic leather-like; 5 = Both leather and fabric
Additional seat covers			0 = No; 1 = Yes
Electric adjustment system			0 = No; 3 = Yes, longitudinal and backrest 4 = Yes, longitudinal only; 5 = Yes, backrest only 6 = Yes, unknown type
Backrest position			2 = Upright; 3 = Middle; 4 = Leaning back
Backrest deformation			2 = Not deformed; 3 = Deformed by occupant; 4 = Deformed by other occupant; 5 = Deformed by cargo; 6 = Deformed by vehicle structure; 7 = Deformed by unknown object
Neck restraint			0 = No; 3 = Yes, adjustable; 4 = Yes, fixed
Neck restraint position (if adjustable)			2 = Lower; 3 = Middle; 4 = Upper
Whiplash protection			0 = No; 1 = Yes
Whips measurement			mm

Belt Information

Seat belt code	2.1	2.2	2.3
Signs of seat belt usage			2 = No sign; 3 = Signs indicating use of seat belt; 4 = Signs indicating no use of seat belt
Upper belt attachment			2 = Pillar; 3 = Seatback; 4 = Cross-car beam; 5 = Roof
Belt malfunction			0 = No; 1 = Yes
Upper attachment type			2 = Fixed; 3 = Automatically adjustable; 4 = Manually adjustable
Friction marks, webbing			0 = No; 1 = Yes
Pretensioner Type			0 = No; 3 = Yes, in reel; 4 = Yes, in buckle; 5 = Yes, in lower fixation; 6 = Yes, multiple pretensioners; 7 = Yes, unknown location
Movement through buckle			2 = No movement; 3 = Yes, upwards; 4 = Yes, downwards; 5 = Yes, both upwards and downwards 6 = Yes, unknown direction
Pretensioner Activated			0 = No; 1 = Yes
Belt Jammed			0 = No; 3 = Yes, D-ring; 4 = Yes, buckle; 5 = Yes, both D-ring and buckle
Load limiter			0 = No; 1 = Yes
Seat belt type			2 = No belt; 3 = Two point belt - lap; 4 = Two point belt - chest; 5 = Three point belt; 6 = Four point belt; 7 = Five point belt

When applicable, use below proposed codes.

—= Not applicable (7777)

OT= Other (8888)

U= Unknown (9999)

Belt and Seat**Seat Information**

Seat position	3.1	3.2	3.3
Seating direction			2 = Forward facing; 3 = Rearward facing; 4 = Lateral
Longitudinal seat position			2 = Front; 3 = Middle; 4 = Rear
Seat separated from floor			0 = No; 1 = Yes
Seat covers			2 = Fabric; 3 = Leather; 4 = Synthetic leather-like; 5 = Both leather and fabric
Additional seat covers			0 = No; 1 = Yes
Electric adjustment system			0 = No; 3 = Yes, longitudinal and backrest 4 = Yes, longitudinal only; 5 = Yes, backrest only 6 = Yes, unknown type
Backrest position			2 = Upright; 3 = Middle; 4 = Leaning back
Backrest deformation			2 = Not deformed; 3 = Deformed by occupant; 4 = Deformed by other occupant; 5 = Deformed by cargo; 6 = Deformed by vehicle structure; 7 = Deformed by unknown object
Neck restraint			0 = No; 3 = Yes, adjustable; 4 = Yes, fixed
Neck restraint position (if adjustable)			2 = Lower; 3 = Middle; 4 = Upper
Whiplash protection			0 = No; 1 = Yes
Whips measurement			mm

Belt Information

Seat belt code	3.1	3.2	3.3
Signs of seat belt usage			2 = No sign; 3 = Signs indicating use of seat belt; 4 = Signs indicating no use of seat belt
Upper belt attachment			2 = Pillar; 3 = Seatback; 4 = Cross-car beam; 5 = Roof
Belt malfunction			0 = No; 1 = Yes
Upper attachment type			2 = Fixed; 3 = Automatically adjustable; 4 = Manually adjustable
Friction marks, webbing			0 = No; 1 = Yes
Pretensioner Type			0 = No; 3 = Yes, in reel; 4 = Yes, in buckle; 5 = Yes, in lower fixation; 6 = Yes, multiple pretensioners; 7 = Yes, unknown location
Movement through buckle			2 = No movement; 3 = Yes, upwards; 4 = Yes, downwards; 5 = Yes, both upwards and downwards 6 = Yes, unknown direction
Pretensioner Activated			0 = No; 1 = Yes
Belt Jammed			0 = No; 3 = Yes, D-ring; 4 = Yes, buckle; 5 = Yes, both D-ring and buckle
Load limiter			0 = No; 1 = Yes
Seat belt type			2 = No belt; 3 = Two point belt - lap; 4 = Two point belt - chest; 5 = Three point belt; 6 = Four point belt; 7 = Five point belt

When applicable, use below proposed codes.

—= Not applicable (7777)

OT= Other (8888)

U= Unknown (9999)

Airbag									
	A	B	C	D	E	F	G	H	I
Airbag Row									1; 2; 3
Airbag side									1 = Driver side 2 = Middle 3 = Passenger side
Airbag type									* See below
Airbag deployment									2 = Deployed 3 = Deployed but blocked 4 = Not deployed
Airbag damaged									0 = No; 1 = Yes
Airbag removed post-crash									
Airbag disconnected									
No. of chambers (if side airbag)									1; 2; 3
*Airbag Type									
2 = Steering wheel 3 = Facia 4 = Knee 5 = Footwell 6 = Back of seat in front 7 = Door thorax 8 = Door head & thorax 9 = Door thorax & pelvis 10 = Door head & thorax & pelvis 11 = Door NFS					12 = Seat-back thorax 13 = Seat-back head & thorax 14 = Seat-back thorax & pelvis 15 = Seat-back head & thorax & pelvis 16 = Seat-back NFS 17 = Inflatable tube for this seat 18 = Inflatable tube for this seat and position behind 19 = Inflatable curtain for this seat 20 = Inflatable curtain for this seat and position behind 21 = Cant rail NFS 22 = Door mounted inflatable curtain (e.g. Volvo c70)				

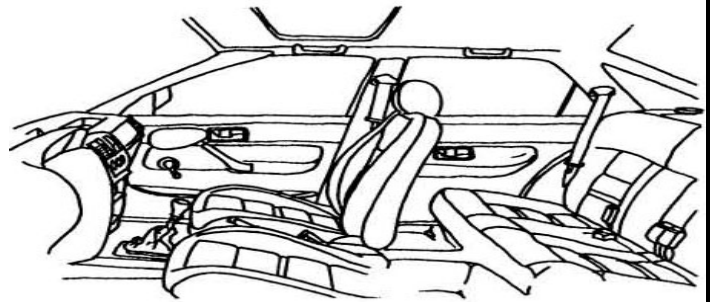
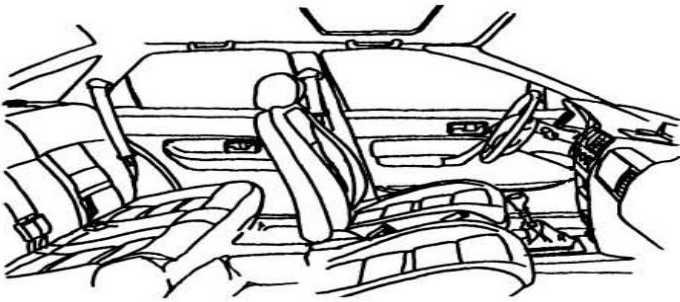
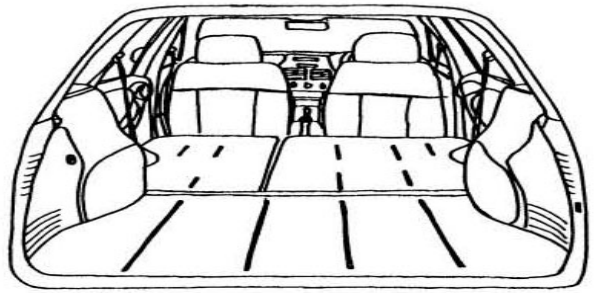
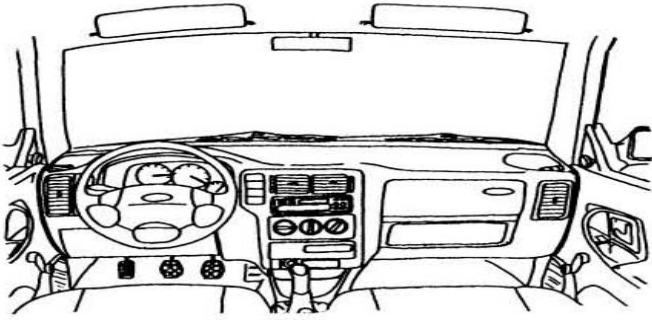
When applicable, use below proposed codes.

—= Not applicable (7777)

OT= Other (8888)

U= Unknown (9999)

Interior Observations



**Mark observations in pictures and describe below.
"hitmarks, deformations, separations, sharp edges etc. "**

When applicable, use below proposed codes.
—= Not applicable (7777) OT= Other (8888) U= Unknown (9999)

EDR			
EDR			
Delta V, longitudinal		Safety belt status, right front passenger	
Maximum delta V, longitudinal		Frontal airbag suppression switch status, right front passenger	
Time, maximum delta V		Frontal airbag deployment, time to nth stage, driver	
Speed, vehicle indicated		Frontal airbag deployment, time to nth stage, right front passenger	
Engine throttle, % full (or accelerator pedal, % full)		Side airbag deployment, time to deploy, driver	
Service brake, on/off		Side airbag deployment, time to deploy, right front passenger	
Ignition cycle, crash			
Ignition cycle, download		Side curtain/tube airbag deployment, time to deploy, driver side	
Safety belt status, driver		Side curtain/tube airbag deployment, time to deploy, right side	
Airbag deployment time, driver		Pretensioner, time to fire, driver	
Airbag Deployment Time, right front passenger		Pretensioner, time to fire, right front passenger	
Multi-event, number of events (1,2)		Seat track position switch, foremost, status, driver	
Time from event 1 to 2		Seat track position switch, foremost, status, right front passenger	
Complete file recorded (yes, no)		Occupant size classification, driver	
Lateral acceleration		Occupant size classification, right front passenger	
Longitudinal acceleration		Occupant position classification, driver	
Normal acceleration		Occupant position classification, right front passenger	
Delta V, lateral		Pre-crash yawing	
Maximum delta V, lateral		Turning indicator	
Time, maximum delta V, lateral		Headlights	
Time, maximum delta V, resultant		Clutch	
Engine RPM		Horn	
Vehicle roll angle			
ABS activity (engaged, not engaged)			
Stability control (on, off, engaged)			
Steering input			

When applicable, use below proposed codes.

—= Not applicable (7777)

OT= Other (8888)

U= Unknown (9999)

Safety Systems**Support and Warning Systems**

Imparment warning system	<input type="text"/>	0 = No 3 = Yes, not in use 4 = Yes, in use 5 = Yes, unknown if in use
Alcolock	<input type="text"/>	
Lane departure warning	<input type="text"/>	
Forward collision warning	<input type="text"/>	
Rearward collision warning	<input type="text"/>	
Blind spot indicator	<input type="text"/>	
Cruise control	<input type="text"/>	*See below
GPS	<input type="text"/>	0 = No; 1 = Yes

***Cruise Control**

0 = No; 3 = Yes, non-adaptive, not in use; 4 = Yes, non-adaptive, in use;
5 = Yes, non-adaptive, unknown if in use;
6 = Yes, adaptive, not in use; 7 = Yes, adaptive, in use; 8 = Yes, adaptive, unknown if in use;
9 = Yes, stop-and-go, in use;
10 = Yes, stop-and-go, not in use; 11 = Yes, stop-and-go, unknown if in use;
12 = Yes, unknown type, in use;
13 = Yes, unknown type, not in use; 14 = Yes, unknown type, unknown if in use

Other

Active Hood	<input type="text"/>	0 = No; 1 = Yes
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Brake and Handling Systems

Electronic stability program	<input type="text"/>	0 = No; 3 = Yes, not in use; 4 = Yes, in use; 5 = Yes, unknown if in use
Traction control system	<input type="text"/>	
ABS	<input type="text"/>	0 = No; 1 = Yes
Active brake light	<input type="text"/>	
Brake assist	<input type="text"/>	
Automatic emergency brake	<input type="text"/>	

Visibility

Xenon lights	<input type="text"/>	0 = No; 3 = Yes, low beam only 4 = Yes, high beam only 5 = Yes, both high and low beam 6 = Yes, not further specified
Night vision	<input type="text"/>	0 = No; 3 = Yes, not in use; 4 = Yes, in use; 5 = Yes, unknown if in use
Active headlamps	<input type="text"/>	

When applicable, use below proposed codes.

—= Not applicable (7777)

OT= Other (8888)

U= Unknown (9999)