

**CHAPTER 4**  
**INSTRUCTIONS FOR COMPLETING THE CHP 555, PAGE 2,**  
**TRAFFIC CRASH CODING**  
**REVISED APRIL 2021**  
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# CHAPTER 4

## INSTRUCTIONS FOR COMPLETING THE CHP 555, PAGE 2, TRAFFIC CRASH CODING

1. **SCOPE.** This chapter provides instructions for completing the CHP 555, Page 2, Traffic Crash Coding. This page is used to document the Primary Crash Factor (PCF) and traffic crash coding information. The numbers on the following paragraphs correspond to the numbers on the sample form on this page.

STATE OF CALIFORNIA DEPARTMENT OF CALIFORNIA HIGHWAY PATROL <b>TRAFFIC CRASH CODING</b> CHP 555 Page 2 (Rev. 3-20) OPI 060										Page <b>2</b>							
DATE OF CRASH (MO., DAY, YEAR)		TIME (2400)	NCIC #	OFFICER ID	NUMBER												
3		3	3	3	4												
PROPERTY DAMAGE		OWNER'S NAME		OWNER'S ADDRESS													
PERSON NOTIFIED		TELEPHONE NUMBER		METHOD OF NOTIFICATION		(MARK ALL THAT APPLY)		LOG / INCIDENT NUMBER									
		5		IN PERSON <input type="checkbox"/> PHONE <input type="checkbox"/>		DISPATCH <input type="checkbox"/> CHP 422 <input type="checkbox"/>											
DESCRIPTION OF DAMAGE																	
<b>SEATING POSITION</b>		<b>OCCUPANTS</b>		<b>SAFETY EQUIPMENT</b>		<b>AIR BAG</b>		<b>INATTENTION CODES</b>									
1 TO 9 - STANDARD SEATING POSITION <b>6</b>		A - NONE IN VEHICLE B - UNKNOWN C - LAP BELT USED D - LAP BELT NOT USED E - SHOULDER HARNESS USED F - SHOULDER HARNESS NOT USED G - LAP/SHOULDER HARNESS USED H - LAP/SHOULDER HARNESS NOT USED J - PASSIVE RESTRAINT USED K - PASSIVE RESTRAINT NOT USED P - NOT REQUIRED		CHILD RESTRAINT Q - IN VEHICLE USED R - IN VEHICLE NOT USED S - IN VEHICLE USE UNKNOWN T - IN VEHICLE IMPROPER USE U - NONE IN VEHICLE  M/C BICYCLE HELMET DRIVER PASSENGER V - NO X - NO W - YES Y - YES		B - UNKNOWN L - AIR BAG DEPLOYED M - AIR BAG NOT DEPLOYED N - OTHER P - NOT REQUIRED  EJECTED FROM VEHICLE 0 - NOT EJECTED 1 - FULLY EJECTED 2 - PARTIALLY EJECTED 3 - UNKNOWN		A - CELLPHONE HANDHELD B - CELLPHONE HANDSFREE C - ELECTRONIC EQUIPMENT D - RADIO / CD E - SMOKING F - EATING G - CHILDREN H - ANIMALS I - PERSONAL HYGIENE J - READING K - OTHER									
ITEMS MARKED BELOW FOLLOWED BY AN ASTERISK (*) SHOULD BE EXPLAINED IN THE NARRATIVE.																	
<b>PRIMARY CRASH FACTOR</b>		<b>TRAFFIC CONTROL DEVICES</b>			<b>VEHICLE AUTOMATION LEVEL</b>			<b>MOVEMENT PRECEDING CRASH</b>									
LIST NUMBER (0) OF PARTY AT FAULT		1 2 3			1 2 3			1 2 3									
A DIVISION VIOLATION <input type="checkbox"/> OTHER <input type="checkbox"/> <b>12</b>		A CONTROLS FUNCTIONING <b>17</b>			A SAE LEVEL <b>22</b>			A STOPPED <b>26</b>									
B OTHER IMPROPER DRIVING*		B CONTROLS NOT FUNCTIONING*			B SAE LEVEL			B PROCEEDED RIGHT									
C OTHER THAN DRIVER*		C CONTROLS OBTURED			C SAE LEVEL - 2			C RAN OFF ROAD									
D UNKNOWN*		D NO CONTROLS PRESENT / FACTOR*			D SAE LEVEL - 3			D MAKING RIGHT TURN									
		E OTHER THAN DRIVER*			E SAE LEVEL - 4			E MAKING LEFT TURN									
		F UNKNOWN*			F SAE LEVEL - 5			F MAKING U TURN									
		G UNKNOWN*			G UNKNOWN*			G BACKING									
		H UNKNOWN*			H UNKNOWN*			H SLOWING / STOPPING									
		I UNKNOWN*			I UNKNOWN*			I PASSING OTHER VEHICLE									
		J UNKNOWN*			J UNKNOWN*			J CHANGING LANES									
		K UNKNOWN*			K UNKNOWN*			K PARKING MANEUVER									
		L UNKNOWN*			L UNKNOWN*			L ENTERING TRAFFIC									
		M UNKNOWN*			M UNKNOWN*			M OTHER UNSAFE TURNING									
		N UNKNOWN*			N UNKNOWN*			N XING INTO OPPOSING LANE									
		O UNKNOWN*			O UNKNOWN*			O PARKED									
		P UNKNOWN*			P UNKNOWN*			P MERGING									
		Q UNKNOWN*			Q UNKNOWN*			Q TRAVELING WRONG WAY									
		R UNKNOWN*			R UNKNOWN*			R OTHER*									
		S UNKNOWN*			S UNKNOWN*			S LANE SPLITTING									
		T UNKNOWN*			T UNKNOWN*			T SOBRIETY - DRUG - PHYSICAL (MARK ALL THAT APPLY)									
		U UNKNOWN*			U UNKNOWN*			A HAD NOT <b>27</b> NIKING									
		V UNKNOWN*			V UNKNOWN*			B HBD - UNDR <b>27</b> FENCE									
		W UNKNOWN*			W UNKNOWN*			C HBD - NOT UNDER INFLUENCE*									
		X UNKNOWN*			X UNKNOWN*			D HBD - IMPAIRMENT UNKNOWN*									
		Y UNKNOWN*			Y UNKNOWN*			E UNDER DRUG INFLUENCE*									
		Z UNKNOWN*			Z UNKNOWN*			F DRE EXAM CONDUCTED									
		AA UNKNOWN*			AA UNKNOWN*			G STIMULANT									
		AB UNKNOWN*			AB UNKNOWN*			H HALLUCINOGEN									
		AC UNKNOWN*			AC UNKNOWN*			I DISSOCIATIVE ANESTHETICS									
		AD UNKNOWN*			AD UNKNOWN*			J NARCOTIC ANALGESIC									
		AE UNKNOWN*			AE UNKNOWN*			K INHALANT									
		AF UNKNOWN*			AF UNKNOWN*			L CANNABIS									
		AG UNKNOWN*			AG UNKNOWN*			M DEPRESSANT									
		AH UNKNOWN*			AH UNKNOWN*			N IMPAIRMENT - PHYSICAL*									
		AI UNKNOWN*			AI UNKNOWN*			O IMPAIRMENT NOT KNOWN									
		AJ UNKNOWN*			AJ UNKNOWN*			P NOT APPLICABLE									
		AK UNKNOWN*			AK UNKNOWN*			Q SLEEPY / FATIGUED*									
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td colspan="2" rowspan="2"> <b>ROADWAY SURFACE</b>                  A DRY <b>15</b>                  B WET                  C SNOWY / ICY                  D SLIPPERY (MUDDY, OILY, ETC.)                  E OTHER*             </td> <td colspan="3" rowspan="2"> <b>PEDESTRIAN'S ACTIONS</b>                  A NO PEDESTRIANS INVOLVED                  B CROSSING IN CROSSWALK AT INTERSECT <b>20</b>                  C CROSSING IN CROSSWALK - NOT AT INTERSECTION                  D CROSSING - NOT IN CROSSWALK                  E IN ROAD - INCLUDES SHOULDER                  F NOT IN ROAD                  G APPROACHING / LEAVING SCHOOL BUS             </td> <td colspan="3" rowspan="2"> <b>MISCELLANEOUS</b>                  1 2 3                  A HAZARDOUS MATERIAL                  B CELL PHONE HANDHELD IN USE                  C CELL PH <b>28</b> SFREE IN USE                  D CELL PHONE NOT IN USE                  E CELL PHONE USE UNKNOWN                  F SCHOOL BUS RELATED                  1 2 3  <b>BIKEWAY FACILITY</b>                  A SHARED ROADWAY                  B CLASS I <b>29</b> H*                  C CLASS II - <b>29</b> H*                  D CLASS III - BIKE ROUTE*                  E CLASS IV - SEPARATED BIKEWAY*             </td> </tr> <tr> </tr> </table>										<b>ROADWAY SURFACE</b> A DRY <b>15</b> B WET C SNOWY / ICY D SLIPPERY (MUDDY, OILY, ETC.) E OTHER*		<b>PEDESTRIAN'S ACTIONS</b> A NO PEDESTRIANS INVOLVED B CROSSING IN CROSSWALK AT INTERSECT <b>20</b> C CROSSING IN CROSSWALK - NOT AT INTERSECTION D CROSSING - NOT IN CROSSWALK E IN ROAD - INCLUDES SHOULDER F NOT IN ROAD G APPROACHING / LEAVING SCHOOL BUS			<b>MISCELLANEOUS</b> 1 2 3 A HAZARDOUS MATERIAL B CELL PHONE HANDHELD IN USE C CELL PH <b>28</b> SFREE IN USE D CELL PHONE NOT IN USE E CELL PHONE USE UNKNOWN F SCHOOL BUS RELATED 1 2 3 <b>BIKEWAY FACILITY</b> A SHARED ROADWAY B CLASS I <b>29</b> H* C CLASS II - <b>29</b> H* D CLASS III - BIKE ROUTE* E CLASS IV - SEPARATED BIKEWAY*		
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<b>ROADWAY CONDITIONS</b> (MARK 1 TO 2 ITEMS) A HOLES, DEBRIS, ETC. B LOOSE MAT <b>16</b> IN ROADWAY* C OBSTRUCTION ON ROADWAY* D CONSTRUCTION - REPAIR ZONE E REDUCED ROADWAY WIDTH F FLOODED* G OTHER* H NO UNUSUAL CONDITIONS		<b>VEHICLE AUTOMATION LEVEL</b> (MARK 1 TO 2 ITEMS) A NO AUTOM* <b>23</b> B DRIVER ASS. C PARTIAL AUTOMATION D CONDITIONAL AUTOMATION E HIGH AUTOMATION F FULL AUTOMATION G UNKNOWN*			<b>OTHER ASSOCIATED FACTOR(S)</b> (MARK 1 TO 2 ITEMS) A DIVISION VIOLATION <input type="checkbox"/> OTHER <input type="checkbox"/> <b>24</b> B DIVISION VIOLATION <input type="checkbox"/> OTHER <input type="checkbox"/> C DIVISION VIOLATION <input type="checkbox"/> OTHER <input type="checkbox"/> D E VISION OBSCUREMENT: F INATTENTION* G STOP & GO TRAFFIC H ENTERING / LEAVING RAMP I PREVIOUS CRASH J UNFAMILIAR WITH ROAD K DEFECTIVE VEH. EQUIP. <input type="checkbox"/> YES <input type="checkbox"/> NO L UNINVOLVED VEHICLE M OTHER* N NONE APPARENT O RUNAWAY VEHICLE												
<b>WEATHER (MARK 1 TO 2 ITEMS)</b> A CLEAR <b>13</b> B CLOUDY C RAINING D SNOWING E FOG / VISIBILITY FT. F OTHER* G WIND		<b>TYPE OF CRASH</b> A HEAD - ON <b>18</b> B SIDE SWIPE C REAR END D BROADSIDE E HIT OBJECT F OVERTURNED G VEHICLE / PEDESTRIAN H OTHER* I MOTOR VEHICLE INVOLVED WITH (MARK 1 TO 2 ITEMS) A NONCOLLISION B PEDESTRIAN C OTHER MOTOR VEHICLE D MOTOR VEHICLE ON OTHER ROADWAY E PARKED MOTOR VEHICLE F TRAIN G BICYCLE <b>19</b> H ANIMAL: I FIXED OBJECT: J OTHER OBJECT:			<b>VEHICLE AUTOMATION LEVEL</b> (MARK 1 TO 2 ITEMS) A NO AUTOM* <b>23</b> B DRIVER ASS. C PARTIAL AUTOMATION D CONDITIONAL AUTOMATION E HIGH AUTOMATION F FULL AUTOMATION G UNKNOWN*												
<b>SKETCH</b> (21)		INDICATE NORTH			(25)												

2. PAGE NUMBER. Enter the page number sequentially as it appears in the report. If there are multiple CHP 555, Page 2s, number each page; do not use 2a, 2b, 2c, etc. The total number of pages entry is only required on the first and last pages of the report. (Refer to Chapter 3, Instructions for Completing the CHP 555, Page 1, Traffic Crash Report.)

3. DATE OF CRASH/TIME/NCIC #/OFFICER ID. Enter the numeric month, day, four-digit year, time, National Crime Information Center number, and the investigating officer's identification or badge number as completed on the CHP 555, Page 1. These four categories are used to identify each crash reported to the Statewide Integrated Traffic Records System (SWITRS) database. (Refer to Chapter 3.)

4. NUMBER. Enter the original report or case number assigned to the crash by the California Highway Patrol (CHP) Area or local law enforcement agency, as completed on the CHP 555, Page 1. (Refer to Chapter 3.)

5. PROPERTY DAMAGE. This section shall be completed if there was any property damaged as a result of the crash, other than vehicle damage.

a. Owner's Name/Address. Enter the owner's first and last name, or name of the public entity (e.g., California Department of Transportation) that has ownership or control of the property, along with their address. Additional owner information may be shown in the "Miscellaneous" box at the bottom of the page or in the narrative.

b. Person Notified. Enter the first and last name of the person notified of the damage. In cases where this is the same as the property owner or person in charge, the "Same As Owner" box should be checked. In cases where the communications center was the only notification, this field may be left blank.

c. Telephone Number. Enter the telephone number of the person notified of the damage. In cases where the communications center was the only notification, this field may be left blank.

d. Method of Notification. Mark an "X" in the appropriate box(es) indicating all methods of notification utilized.

e. Log/Incident Number. Enter the log or incident number related to the crash. In cases where multiple log numbers exist, use the main incident number as identified by the communications center.

NOTE: **FOR CHP ONLY** – If public or private property is damaged, officers shall obtain and document the Log/Incident Number on the CHP 555, Page 2. If

notification is not made in person, officers shall also prepare and affix a CHP 422, Vehicle Check/Parking Warning/Highway Damage Report, to the damaged property. (Refer to Chapter 10, Form Requirements and Procedures.) Additionally, if any actual or potential highway condition exists which may affect the safe and efficient flow of traffic, officers shall follow the reporting requirements specified in General Order 100.46, Reporting of Highway Conditions.

f. Description of Damage. Enter a description of any property damaged in the crash, other than vehicle damage.

6. SEATING POSITION. Use this legend to determine the numeric code to be used in the "Seat Pos." box on the CHP 555, Page 3, Injured/Witness/Passengers. (Refer to Chapter 5, Instructions for Completing the CHP 555, Page 3, Injured/Witness/Passengers.)

7. SAFETY EQUIPMENT. Use this legend to determine the alpha code to be used in the "Safety Equip." box on pages 1 and 3 of the CHP 555. (Refer to Chapter 3 and Chapter 5.)

8. AIR BAG. Use this legend to determine the alpha code to be used in the "Air Bag" box on pages 1 and 3 of the CHP 555. (Refer to Chapter 3 and Chapter 5.)

9. EJECTED FROM VEHICLE. Use this legend to determine the numeric code to be used in the "Ejected" box on page 3 of the CHP 555. (Refer to Chapter 5.)

10. INATTENTION CODES. Use this legend to determine the alpha code to be used in the "Inattention" box on page 2 of the CHP 555. (Refer to paragraph 24.d.)

11. TRAFFIC CRASH CODING.

a. This section contains categories for traffic crash coding. Each category requires one entry, except as indicated. Single-column categories pertain to the crash, and multicolumn categories pertain to the involved parties.

b. Mark the single-column categories on the first CHP 555, Page 2 only.

c. Mark the multicolumn categories for up to three involved parties on the first CHP 555, Page 2.

d. When the crash involves more than three parties, line out the involved party numbers in the multicolumn categories on additional CHP 555, Page 3s and enter "4," "5," and "6," etc., as necessary. Only the multicolumn categories should be completed on the additional forms.

e. Items marked which are followed by a colon should be described in the box and explained in the narrative. Items marked which are followed by an asterisk should be explained in the narrative.

12. PRIMARY CRASH FACTOR. Select the one box or driving action which, in the officer's opinion, best describes the primary or main cause of the crash. Whenever possible, this should be a California Vehicle Code (CVC) violation.

a. California Vehicle Code Section Violated.

(1) Enter the CVC violation considered to be the primary cause of the crash in the "A" box. Include the proper subsection when applicable. Omission or error in selection of a subsection may cause the report to be rejected as an error from the SWITRS computer, or the statistics may record or reflect the incorrect cause of the crash. Do not use CVC sections which do not describe the cause of the crash, such as CVC Sections 20001, 20002, 23103, 23104, or 23153. These violations should be charged, but are not what actually caused the crash.

(2) Enter the number of the involved party most at fault in the box.

(a) Placing an X in this box identifies the CVC violation (e.g., CVC Section 21658[a]); however, the party most at fault could not be determined.

(3) When the involved party determined to be most at fault is either physically arrested or issued a citation for the PCF, mark an X in the "Cited Yes" box. If no arrest is made or no citation issued, mark an X in the "Cited No" box.

(4) If there is more than one violation, choose the violation which contributed most to the cause of the crash. The secondary violation may be considered as an "Other Associated Factor."

(5) When the involved party considered by the officer to be most at fault is driving a vehicle while under the influence of alcohol or drugs, the PCF shall be CVC Section 23152, regardless of any other violation (e.g., running a stop sign, following too closely, excessive speed). Enter the other violation(s) under the "Other Associated Factor(s)" section.

(a) Examples:

1 Party #1, who is under the influence of alcohol, failed to stop for a posted stop sign (CVC Section 22450[a]) and collided with Vehicle #2 within the intersection. The PCF will reflect Party #1 for violation of CVC Section 23152(a). Other Associated Factor(s) will show Party #1 was also in violation of CVC Section 22450(a).

2 Party #1, who was driving at an unsafe speed for conditions (CVC Section 22350), was unable to stop in time to avoid rear ending Vehicle #2, who was stopped at a red traffic signal. The investigation revealed Party #2 was under the influence of alcohol; however, this was not the primary cause of the crash. Since the actions of Party #2 did not contribute to the crash, the PCF will reflect Party #1 for violation of CVC Section 22350. Other Associated Factor(s) should reflect applicable entries for Party #1 and Party #2. A violation of CVC Section 23152(a) is not an Other Associated Factor for Party #2.

(b) The item marked under “Sobriety-Drug-Physical” should be compatible with the PCF with regard to alcohol or drugs. For example, Party #1, who is under the influence of alcohol or drugs, and determined to be the PCF, shall have an X in the Party #1 column indicating “B HBD - Under the Influence.”

b. Other Improper Driving. This box should not be used as a catchall to relieve the officer of their responsibility for determining the cause of the crash when a CVC violation was the PCF. Explain this entry in the narrative.

(1) This box would be marked when no specific code section violation is applicable as the main or primary cause of the crash. For example, while on private property, a driver operating a vehicle at an unsafe speed is involved in a crash. Enter “Unsafe Speed” in the box and enter the number of the at-fault party in the box to the left. If the driver in the foregoing situation was under the influence of alcohol or drugs, then the PCF would be CVC Section 23152.

(2) When the driver of an authorized emergency vehicle (as defined in CVC Section 165) is driving under the conditions specified in CVC Section 21055, the driver is exempt from specific CVC sections. If the exempted driver is involved in a crash and determined to be the driver most at fault, the proper coding for the PCF will be “Other Improper Driving.”

c. Other Than Driver.

(1) Mark an X in this box when the primary cause of the crash was beyond the control of the driver. Explain this entry in the narrative. Examples include, but are not limited to:

(a) A large animal (e.g., deer, horse, cow) runs in front of a vehicle.

(b) Heart attack, epileptic seizure, diabetic coma, or other medically induced difficulty caused a crash. The sobriety section should be consistent with the findings.

(c) A driver operating a vehicle properly and safely for visible conditions strikes "black ice" and runs off the road, sustaining damage or injury. Include the environmental conditions which led to an "Other Than Driver" conclusion in the "Scene Description" section of the narrative. The "Roadway Surface" and "Roadway Conditions" sections should be consistent with the findings.

(d) Mechanical failure, unknown or not foreseeable through normal and reasonable maintenance (e.g., brake failure, axle breaking from metal fatigue, steering column locking up), which is determined to be the cause of the crash.

(e) A vehicle tire throws up a rock striking another vehicle's windshield, when the event is corroborated by witness statements or physical evidence.

(2) This box should not be used as a catchall to relieve the officer of their responsibility for determining the crash cause when a specific code violation was the PCF.

d. Unknown. Mark an X in this box only when the cause of the crash cannot be determined. Use this element when conflicting statements and/or lack of physical evidence make it impossible for the investigating officer to determine the cause of a crash. Thoroughly explain this entry in the narrative.

13. WEATHER. Mark an X in the box(es) which best describes the weather conditions existing at the time of the crash.

a. Clear. This box includes partial cloudiness if sunlight is not diminished.

b. Cloudy. Usually overcast, but may be only partial cloudiness when light is diminished.

- c. Raining. If marked, then Roadway Surface should be marked "Wet."
- d. Snowing. If marked, then Roadway Surface should be marked "Wet" or "Snowy-Icy."
- e. Fog. Enter an estimate of visibility.
- f. Other. Enter a description of the weather conditions in the space provided and explain in the narrative. This includes conditions such as hail, dust, smoke, etc., if the condition impaired visibility and, consequently, may have contributed to the crash. If marked, also mark "E – Vision Obscurement," under Other Associated Factor(s).
- g. Wind. Mark this only when winds are sufficient to make vehicle control difficult and may have contributed to the crash. Wind is not considered cataclysmic until reaching speeds over 75 miles per hour. Cataclysmic is described in Chapter 2, Definitions and Classifications of Crashes.

14. LIGHTING. Mark an X in the box which best describes the lighting conditions at the crash location and the time of the crash.

- a. This entry must indicate lighting at the time of the crash.
- b. Do not mark an X in boxes "C," "D," or "E" if the crash occurred during normal daylight hours and the darkness was due to a temporary condition.
- c. If box "E – Dark-Street Lights Not Functioning" is marked, explain in the narrative the number of inoperative street lights, their location, and reason for malfunction if known (e.g., rolling blackouts).

15. ROADWAY SURFACE. Mark an X in the box which best describes the roadway surface condition at the time of the crash in the traffic lane(s) involved. If box "D – Slippery (Muddy, Oily, etc.)" is marked, describe the material present, the size of the affected area, location, and any other relevant information in the narrative.

16. ROADWAY CONDITION(S). Mark an X in the box(es) which best describes the roadway conditions at the time of the crash in the traffic lane(s) involved. Items with an asterisk shall be described in the narrative. (Refer to General Order 100.46.)

- a. Holes, Deep Rut. Describe their location, size, and depth in the narrative.

- b. Loose Material on Roadway. This includes sand, gravel, dirt, or similar material a vehicle could drive over. Describe the location and type of material in the narrative.
- c. Obstruction on Roadway. This includes rocks, boxes, structural material, automobile parts, etc., which should, due to size or shape, be avoided. Describe the obstruction in the sketch, factual diagram, and narrative.
- d. Construction - Repair Zone. A section of highway which has been designated a "Construction Zone" for the purpose of construction, repair, or maintenance. This applies to long-term construction projects regardless if work is actually being performed. A reduced speed or reduction in roadway width is not necessary for this box to apply. Describe in the narrative if construction, repair, or maintenance was actively being performed when the crash occurred.
- e. Reduced Roadway Width. A temporary reduction in the width of the roadway (e.g., snow drifts, dirt slides, construction zones). This excludes a posted sign advising a reduction in the number of lanes or roadway width of a permanent nature.
- f. Flooded. A section of highway where water has accumulated, and is pooling or flowing upon the surface of the roadway. The roadway markings and limits are obscured, and would normally affect steering and/or braking. Explain in the narrative the size of the flooded area, depth of water, and any other relevant information.
- g. Other. This includes conditions not covered in 16.a. through 16.f. above (e.g., oil slick on the road). Describe the condition in the space provided and explain in the narrative.
- h. No Unusual Conditions. Self-explanatory.

17. TRAFFIC CONTROL DEVICES. Mark an X in the box which best describes the presence and condition of crash-related traffic control devices at the time of the crash. Control devices include regulatory, warning, and construction signs. This excludes striping and officers or other persons directing traffic.

- a. Controls Functioning. A traffic control device is present and in operating condition.
- b. Controls Not Functioning. A traffic control device is present, but not in operating condition. Use this item for signal-controlled intersections during rolling blackout situations. Explain in the narrative.

c. Controls Obscured. A traffic control device is present and in operating condition, but is obscured from the involved party's line of sight. Explain in the narrative how the controls were obscured, how this was determined, and what action was taken.

d. No Controls Present/Factor. A traffic control device is not present or its presence is not a factor. For example, a head-on crash occurring on a through highway within an intersection when traffic entering the through highway is controlled by stop signs.

18. TYPE OF CRASH. Mark an X in the box which best describes the general type of crash as determined by the first injury or damage-causing event. Use boxes "A" through "D" only if two or more motor vehicles are involved in the first injury or damage-causing event. This includes a moving motor vehicle striking a parked vehicle. Primary consideration should be given to the direction of travel of the vehicle(s) prior to impact. Bicycles must be marked with an X in "H - Other" box. "Type of Crash" and "Motor Vehicle Involved With" must be compatible. (Refer to Annex A.)

a. Head-On. Two motor vehicles, approaching from opposite directions, make direct contact. For example, the front of one vehicle collides with the front of another or, prior to impact, one vehicle slides sideways, causing the side of the sliding vehicle to collide with the front of the other.

b. Side Swipe. One motor vehicle strikes the side of another with a glancing blow. For example, two vehicles are proceeding in the same direction or from opposite directions, and the side of one vehicle strikes the side of the other.

c. Rear End. Two motor vehicles, traveling in the same direction, make direct contact. For example, the front of one vehicle strikes the rear of another vehicle, or Vehicle #1 approaches Vehicle #2 from the rear and slides sideways during a braking action, causing the side of Vehicle #1 to strike the rear of Vehicle #2.

d. Broadside. One motor vehicle strikes another vehicle at an angle greater than that of a side swipe.

e. Hit Object. A motor vehicle strikes a fixed object or other object.

f. Overtaken. A motor vehicle overturns and no prior crash caused the overturning. This would include a motorcyclist losing control, causing the vehicle to lie down on its side. Do not use when the vehicle hits an object and then overturns.

g. Vehicle/Pedestrian. A vehicle strikes a pedestrian.

h. Other. This entry shall be explained in the narrative. A crash not covered in the preceding boxes, such as a vehicle involved with:

- (1) A bicycle, train, or animal.
- (2) A vehicle fire.
- (3) Passengers falling or jumping from a vehicle.
- (4) A vehicle backing.
- (5) A bicycle involved with a pedestrian or another bicycle.

19. MOTOR VEHICLE INVOLVED WITH. Mark an X in the box which best describes what, in conjunction with a motor vehicle in-transport, produced the first injury or damage-causing event, on or off the road. Motor Vehicle Involved With and Type of Crash must be compatible. (Refer to Annex A.)

NOTE: In cases where the motor vehicle is involved in a subsequent area of impact within the same crash with a fixed or other object, also mark an X in the "K - Additional Object(s) Struck" box. This is the only situation when you may mark more than one option in this section.

a. Noncollision. A crash involving a motor vehicle in-transport occurring in any manner other than through contact with another vehicle, pedestrian, or object. Record an overturned vehicle as a noncollision if there is no impact prior to overturning.

- (1) Overturning is a noncollision incident in which a motor vehicle in-transport overturns for any reason without a prior crash. This includes overturning after swerving to avoid a crash, striking a surface irregularity (e.g., uneven road surface, holes, bumps, ruts), overturning due to a shifting load, or a motorcyclist losing control, causing the motorcycle to overturn onto its side.
- (2) An occupant falling or jumping from a motor vehicle.
- (3) Damage involving only the motor vehicle, such as damage caused by striking road surface irregularities (e.g., uneven road surface, holes, bumps, ruts).
- (4) Carbon monoxide poisoning, or a fire starting in a motor vehicle in-transport.
- (5) A passenger injured from striking the interior of a vehicle due to motion of the vehicle, such as a quick stop.

b. Pedestrian. A crash involves a bicycle or a motor vehicle in-transport, and a pedestrian. This includes a person in or operating a coaster wagon, scooter, sled, skateboard, wheelchair, motorized wheelchair, or electric personal assistive mobility device as defined in CVC Section 313. (This excludes motorized skateboards, ZIP© Electric Scooters, Go-Peds, and similar vehicles.)

c. Other Motor Vehicle. A crash involves a motor vehicle in-transport which comes in contact with another motor vehicle upon the same roadway or upon roadways within an intersection. Examples include:

(1) Go-Peds, ZIP© Electric Scooters, etc. (Refer to Chapter 2.)

(2) Construction, farm, and industrial machinery. Road-rollers, tractors, military tanks, highway graders, and similar devices equipped with wheels or treads, while in-transport under their own power or towed, are motor vehicles. When not in-transport, these devices are either fixed objects or other objects, depending upon movement and roadway status.

NOTE: Falling loads, detached trailers, etc., are considered part of the original motor vehicle.

d. Motor Vehicle on Other Roadway. A crash involves a motor vehicle in-transport that leaves the roadway and collides with another motor vehicle in-transport on another roadway. For example, a vehicle crosses a median strip and collides with a vehicle on an opposing roadway.

e. Parked Motor Vehicle. A crash involves a motor vehicle in-transport and a motor vehicle not in-transport. This includes a crash with a motor vehicle which is stopped or parked illegally, but otherwise outside the traffic lanes, such as blocking a driveway, beside a fire hydrant, or in a loading zone. This excludes a motor vehicle stopped or parked in a traffic lane where parking is prohibited.

f. Train. A crash involves a motor vehicle in-transport and a railway train or railway vehicle. This includes crashes involving a cable car, light rail, or railway device, such as railroad cars set in motion by a train. This excludes crashes where a railway train is involved in a railway incident, such as derailment, prior to involvement with the motor vehicle. (Refer to Chapter 13, Guidelines for the Investigation and Documentation of Specific Crashes.)

g. Bicycle. A crash involving a person riding a bicycle as defined in CVC Section 231. A person in or upon any other device, except motorized bicycles, propelled by pedaling will be considered a pedestrian. For coding purposes, a bicycle shall be considered a motor vehicle when involved in a crash on a highway and another motor vehicle is not involved.

h. Animal. A crash involves a motor vehicle in-transport and an animal which is either herded or unattended. Indicate the type of animal in the space provided. This includes crashes involving wild animals if a person is injured or if there is damage to the motor vehicle. This excludes a crash involving only injury to wild animals and there is no vehicle damage. This type of crash does not meet the definition of a motor vehicle traffic crash. Injury to a domestic animal is treated as a property damage crash if there is no injury to any person or damage to a motor vehicle. This also excludes a crash involving a motor vehicle and ridden animal(s) or an animal-drawn conveyance; refer to "Other Object."

i. Fixed Object. A crash involves a motor vehicle in-transport and a fixed object. This includes any object attached to or part of the terrain (e.g., dirt embankment, boulder, tree, utility pole, traffic signal, guardrail). This also includes removable objects placed for an official purpose, such as traffic barricades, construction materials, and construction machinery. This excludes objects in motion. Identify the object involved in the space provided.

j. Other Object. A crash involves a motor vehicle in-transport and any object which is movable or moving, but not fixed or intentionally placed for an official purpose. This includes an animal-drawn conveyance, ridden animal, street car (nonrail), object dropped from a motor vehicle (in motion or stationary), fallen trees or stones, a transit-mix truck while discharging its load of concrete, a snowplow while engaged in snow removal operations, etc. Identify the object(s) involved in the space provided.

k. Additional Object(s) Struck. Mark an X in this box when an additional object is struck subsequent to the initial crash (e.g., a guardrail is struck after a side swipe crash).

20. PEDESTRIAN'S ACTIONS. Mark an X in the box which best describes the action of the involved pedestrian just prior to the crash. If there is more than one pedestrian involved, mark only one box for the first pedestrian injured or otherwise involved. Officers shall not make entries for the pedestrian in the "Movement Preceding Crash" category. Mark the applicable box in the categories Other Associated Factor(s), and Sobriety-Drug-Physical.

21. SKETCH. All CHP traffic crash documentation shall have a sketch or dynamics diagram. A sketch reflects the officer's opinion of how the crash occurred.

a. When more detail or space is required, a sketch shall be drawn on the CHP 555, Page 4, Factual Diagram, and labeled "Sketch." Diagramming software can also be used to create the sketch on an additional page prior to the narrative.

Indicate the location of the sketch in the Sketch box if a separate page is used (e.g., Sketch on page 5).

- b. The sketch of the crash scene should be in proper proportion, although it need not be to scale. The use of a diagram template or straight edge shall be used to improve the clarity of the sketch.
- c. Identify the compass direction "North" by placing an arrow in the circle located in the upper right corner of the Sketch box. Both the sketch and factual diagram should show North in the same direction.
- d. Identify all highways by official route number or name. Include lane identification and widths for report sketches.
- e. Identify all relevant elements of the crash scene (e.g., stop signs, fences, trees, rock walls, roadway markings).
- f. Identify structures or objects involved in the crash, location of traffic control devices, vision obstructions, and unusual or temporary conditions, such as barricades in a repair zone.
- g. Write parallel to the bottom of the page so entries may be read horizontally.
- h. The sketch is optional for counter reports, but may be completed with the assistance of the receiving officer.
- i. To ensure uniformity in description and interpretation, the basic symbols should be used for a sketch only. (Refer to Annex B.) The factual diagram symbols may be used to augment, but should not be substituted for the sketch symbols. (Refer to Chapter 6, Instructions for Completing the CHP 555, Page 4, Factual Diagram, Annex A.)

(1) Examples of sketch symbols are shown in Annex B. The small circle identifies each Area of Impact (AOI).

(2) Show every AOI on the sketch. Where multiple AOIs exist, number each AOI consecutively within each circle, beginning with the initial AOI. Describe each AOI in the narrative. (Refer to Chapter 7, Instructions for Completing the CHP 556, Narrative/Supplemental.)

(3) Identify the path of each vehicle prior to each AOI by solid lines, even though the vehicles may have been moved prior to the officer's arrival. The sketch is the officer's opinion of how the crash occurred. Place an arrowhead at each AOI (small circle) shown on the sketch. Number the solid lines, as necessary, to identify each vehicle (e.g., V-1, V-2).

- (4) Identify the path of each pedestrian or animal using dashed lines, and number the lines to identify each (e.g., P-1, P-2, Deer, Dog).

22. VEHICLE AUTOMATION LEVEL. Mark an X in the appropriate Society of Automotive Engineers (SAE) automation level box for what each vehicle is equipped with. For further guidance and definitions, refer to the SAE International J3016 chart located in Annex C.

- a. SAE Level - 0. No automation is when the driver performs the entire Dynamic Driving Task (DDT), even when enhanced by active safety systems which automatically intervene to help avoid or mitigate potential crashes via various methods (e.g., Forward Braking Assist, Electronic Stability Control, Lane Departure Warning), including alerts to the driver, vehicle system adjustments, and/or active control of the vehicle subsystems (brakes, throttle, suspension, etc.).
- b. SAE Level - 1. Driver Assistance is when one or more features in the vehicle can assist the driver, but any such function works independently of any other with the expectation that the driver performs the remainder of the DDT not performed by the driving automation system. For example, Adaptive Cruise Control would not work simultaneously with Lane Keep Assist.
- c. SAE Level - 2. Partial Automation is when a combination of specific functions work together with the expectation that the driver completes the Object and Event Detection and Response subtask, and supervises the driving automation system (e.g., Tesla's Autopilot and Cadillac's Super Cruise, both of which use advanced technologies simultaneously, similar to Adaptive Cruise Control and Lane Keep Assist).
- d. SAE Level - 3. Conditional Automation is when the driver or operator, within the vehicle's Operational Design Domain (ODD), can turn over control to the Automated Driving System (ADS) and the ADS performs the entire DDT with the expectation that the fallback-ready driver or operator is receptive to the ADS's requests to intervene, and will respond appropriately.
- e. SAE Level - 4. High Automation is when the vehicle is within its ODD and the ADS performs the entire DDT, including DDT fallback without any expectation that a driver or operator will respond to a request to intervene.
- f. SAE Level - 5. Full Automation is the sustained and unconditional performance (not ODD specific) by an ADS of the entire DDT and DDT fallback, without any expectation that a driver or operator will respond to a request to intervene.
- g. SAE Level - Unknown. Self-explanatory.

23. VEHICLE AUTOMATION ENGAGED. Mark an X in the box that describes what automation level the involved vehicle was engaged in, at the time of the crash. (Refer to Annex C.)

a. No Automation. The full-time performance by the human driver of all aspects of the DDT, even when enhanced by warning or intervention systems.

(1) Dynamic driving tasks include the operational (steering, braking, accelerating, monitoring the vehicle and roadway, etc.) and tactical (responding to events, determining when to change lanes, turning, use of signals, etc.) aspects of the driving task, but not the strategic (determining destinations, waypoints, etc.) aspects of the driving task.

b. Driver Assistance. Driver assistance system of either steering or acceleration/deceleration using information about the driving environment, with the expectation that the human driver performs all remaining aspects of the DDT.

c. Partial Automation. The driving mode-specific execution by one or more driver assistance systems of both steering and acceleration/deceleration using information about the driving environment, with the expectation that the human driver performs all remaining aspects of the DDT.

(1) Driving mode is a type of driving scenario with characteristic DDT requirements (e.g., expressway merging, high-speed cruising, low speed traffic jam, closed-campus operations).

d. Conditional Automation. The driving mode-specific performance by an ADS of all aspects of the DDT, with the expectation that the human driver will respond appropriately to a request to intervene.

(1) Request to intervene is the notification by the ADS to a human driver or operator to promptly begin or resume performance of the DDT.

e. High Automation. The driving mode-specific performance by an ADS of all aspects of the DDT, even if a human driver or operator does not respond appropriately to a request to intervene.

f. Full Automation. The full-time performance by an ADS of all aspects of the DDT under all roadway and environmental conditions that can be managed by a human driver, operator, or remote operator.

g. Unknown. Self-explanatory

24. OTHER ASSOCIATED FACTOR(S). When a secondary violation has been identified and determined to have contributed to the crash, write the CVC section in the appropriate box. Mark an X in the one or two box(es) for each involved party which best describes the involved party's action and/or vehicle condition(s) that evidence or statements support contributed to the occurrence of the crash. If there are no apparent associated factors, mark "N - None Apparent." Each column number marked should correspond to the involved party on the CHP 555, Page 1. With the exception of "N," all boxes marked should be explained in the narrative.

a. California Vehicle Code Section Violation. Mark an X in this box and enter the CVC section which contributed to the cause of the crash. The CVC section entered here for the involved party most at fault will be different from the CVC section entered in the "Primary Crash Factor" box. The same CVC section as the PCF may be entered if another involved party was also in violation of the section and contributed to the cause of the crash. Indicate whether a citation was issued by marking an X in the appropriate box. Use box "A" for Party #1, box "B" for Party #2, and box "C" for Party #3. Examples:

(1) A high-speed driver fails to stop for a red traffic signal and collides with another vehicle in an intersection. The PCF would be CVC Section 21453(a), failure to stop for a red traffic signal, while the Other Associated Factor(s) would be a violation of CVC Section 22350, exceeding the safe speed limit.

(2) An intoxicated driver weaves across the centerline on a two-lane highway and collides with a vehicle going in the opposite direction. The PCF would be CVC Section 23152(a), driving under the influence of alcohol, while the Other Associated Factor(s) would be a violation of CVC Section 21650, failure to drive on the right half of the roadway.

b. Section D. Section D is no longer used, but has been retained to maintain the alphabetical criteria in the SWITRS computer program.

c. Vision Obscurement. Indicate the type of obscurement in the space provided. Mark an X in this box if "F – Other," under "Weather" is marked due to impaired visibility.

d. Inattention. Mark an X in this box if, in the officer's opinion, inattention was an associated factor in the crash (e.g., adjusting the radio, lighting a cigarette, conversing with passengers). Do not use this box as a catchall. Explain the inattention and how it was established in the narrative. Place the applicable inattention code from the "Inattention Codes" legend in box "F" to the right of the colon.

<u>TYPE OF INATTENTION</u>	<u>CODE</u>	<u>DESCRIPTION</u>
Cell Phone Handheld	A	Self-explanatory
Cell Phone Handsfree	B	Specifically designed and configured for handsfree operation and was used in that manner
Electronic Equipment	C	Computers, Fax, Heads-up Display, On-Board Navigation, Two-Way Radios
Radio/CD	D	Adjusting Station/Volume (includes headphones)
Smoking	E	Cigars, Pipes, Cigarettes (Lighting, Searching)
Eating	F	Self-explanatory
Children	G	Disciplining, Distracted
Animals	H	Interfering with Control
Personal Hygiene	I	Applying Make-Up, Shaving, Brushing Teeth, etc.
Reading	J	Books, Newspapers, Maps, etc.
Other	K	Explain in Narrative

e. Stop & Go Traffic. Mark an X in this box if the crash occurred during heavy congestion. Explain the type of congestion (e.g., recurring, nonrecurring, construction, sports event) in the narrative.

f. Entering/Leaving Ramp. Mark an X in this box when the driver states or there is evidence that an on-ramp or off-ramp was a factor. (This includes crashes occurring on the ramp.) For example, a driver starts to enter an on-ramp at an intersection and collides with another vehicle. Regardless of other data entered on the form, the driver was also attempting to enter the on-ramp and this box should be indicated.

g. Previous Crash. Mark an X in this box if any obstruction, including traffic congestion, was present due to a prior crash and was an immediate factor associated with the crash.

h. Unfamiliar with Road. Self-explanatory.

i. Defective Vehicle Equipment. Mark an X in this box if the defect contributed to the occurrence of the crash. Identify the type of defect in the space provided (e.g., brakes, headlights, tread depth). Enter the CVC section violated and indicate whether the party was cited.

j. Uninvolved Vehicle. Mark an X in this box in the column for the involved party claiming another vehicle contributed to the crash. The uninvolved vehicle and any driver information shall be discussed in the narrative.

k. Other. Mark an X in this box when a factor other than “A” through “L” was present (e.g., sleet or hail).

l. None Apparent. Self-explanatory.

m. Runaway Vehicle. Mark an X in this box if the vehicle meets the definition of a “Runaway Vehicle” as described in Chapter 2.

## 25. MISCELLANEOUS.

a. The CHP 555 is intended to satisfy the basic data requirement needs of all users of traffic crash information. Individual agencies may have data requirements unique to their records system or administrative procedures. The Miscellaneous box is provided for the purpose of collecting this unique data.

b. This box may also be used by officers to record additional pertinent information (e.g., vehicle damage, information for combinations of vehicles).

c. Reporting agencies may place additional lines or boxes in this space.

26. MOVEMENT PRECEDING CRASH. Mark an X in the box which best describes the action of each vehicle prior to the crash and before evasive action. This movement does not have to correspond with the PCF. One vehicle must have movement prior to the crash.

NOTE: Pedestrian actions are not coded in this section.

a. Stopped. Mark an X in this box for a vehicle not moving but on the roadway (excludes shoulder). A stalled, disabled, or abandoned vehicle on a roadway is considered stopped. Do not use for vehicles in designated parking areas or vehicles within intersections preparing to turn (refer to paragraphs 26.d., 26.e., and 26.o.).

b. Proceeding Straight. Mark an X in this box for a vehicle proceeding straight ahead. A vehicle following the curve of a roadway is coded Proceeding Straight.

However, a vehicle which runs off the road at a curve should be marked “C – Ran Off Road,” provided no evasive action took place prior to the vehicle leaving the road.

- c. Ran Off Road. Mark an X in this box if the motor vehicle left the road (includes paved or unpaved shoulder) prior to the crash and before evasive action began. This includes vehicles which would have left the road had their movement not been halted by colliding with protective barriers, such as guardrails, concrete walls, or median barriers, which are generally placed adjacent to, but outside the road.
- d. Making Right Turn. Mark an X in this box for a vehicle making a right turn at an intersection or into a private drive, or a vehicle stopped within an intersection preparing to turn right. This includes an illegal right turning movement, such as a right turn when prohibited or when out of position. This excludes any lane change or turning movement to pass other vehicles. This box does not apply on freeways.
- e. Making Left Turn. Mark an X in this box for a vehicle making a left turn at an intersection or into a private drive, or a vehicle stopped within an intersection preparing to turn left. This includes an illegal turning movement, such as a left turn when prohibited or when out of position. This excludes any lane change or turning movement to pass other vehicles. This box does not apply on freeways.
- f. Making U-Turn. Mark an X in this box for a vehicle turning in order to proceed in the opposite direction.
- g. Backing. Mark an X in this box for a motor vehicle backing up, except when associated with parking (refer to paragraph 26.k.).
- h. Slowing/Stopping. Mark an X in this box for a motor vehicle in the process of slowing or stopping its forward movement. Speed is not a factor in determining whether this movement applies.
- i. Passing Other Vehicles. Mark an X in this box if a motor vehicle on a two-way/two-lane road moved into the opposing lane to pass another vehicle going in the same direction. This excludes movements where the passing vehicle and the overtaken vehicle are traveling in the same direction in separate lanes (refer to paragraph 26.j.).
- j. Changing Lanes. Mark an X in this box for a motor vehicle making a lane change on a roadway divided into two or more clearly marked lanes for traffic in one direction. For example, a violation of CVC Section 21658(a), Unsafe Lane Change, where a vehicle in the number one lane of a multilane road changed to the number two lane and side swiped another vehicle traveling in that lane.

k. Parking Maneuver. Mark an X in this box for a motor vehicle in the process of parking. This applies to any movement associated with parking (parallel or at an angle) a vehicle whether or not the area is legally designated for parking. This includes a vehicle entering a designated parking area; an area where normal usage permits parking, such as a curb or shoulder; or an area where vehicles are parked illegally outside a traffic lane. This excludes a vehicle backing from a parked position in an attempt to enter traffic.

l. Entering Traffic. Mark an X in this box for a motor vehicle entering a designated lane of traffic from a shoulder, median, parking strip, alley, or private drive. Usually this is a forward movement, but it may include a backing movement associated with leaving a parked position.

m. Other Unsafe Turning. Mark an X in this box for a motor vehicle making a turning movement not described in other boxes, such as a violation of CVC Section 22107, Unsafe Turning Movement. Do not use for a vehicle making a lane change (refer to paragraph 26.j.). Do not use this box for unsafe turning movements on freeways; use “R – Other” (CVC Section 22107) and explain in the narrative.

n. Xing Into Opposing Lane. Mark an X in this box for a motor vehicle making an involuntary or unplanned movement into an opposing lane of traffic on a two-way road. Do not use for a vehicle that runs off the road and crosses a median prior to a crash on another roadway. Examples:

(1) A driver under the influence of alcohol allows their vehicle to weave into the opposing lane of traffic.

(2) A vehicle traveling at an excessive speed in a curve drifts into the opposing lane of traffic.

o. Parked. Mark an X in this box for a motor vehicle not moving and outside of a traffic lane. This includes a vehicle stopped on a shoulder or in another area where parking is designated or permitted, or a motor vehicle parked illegally but otherwise outside a traffic lane, such as blocking a driveway, beside a fire hydrant, or in a loading zone. This excludes a vehicle stopped or parked in a traffic lane where prohibited, such as double parked, in a tunnel, or on a bridge. Mark these vehicles as “A – Stopped.”

p. Merging. Mark an X in this box for a vehicle merging into traffic preceding the crash. For example, a vehicle entering traffic from an on-ramp, merging because the road narrows from four to three lanes, or a vehicle exiting a traffic lane onto a collector road.

- q. Traveling Wrong Way. Mark an X in this box for a motor vehicle proceeding in the opposite direction of traffic.
- r. Other. Mark an X in this box for a motor vehicle's or bicycle's movements not defined in boxes "A" through "Q." For example, motor vehicles passing or traveling on the shoulder or that veer onto the shoulder and strike a parked vehicle, pedestrian, or other object. Also, mark for nonmotor vehicles, including herded or ridden animals, animal-drawn conveyances, and trains. Describe the movement on the line provided.
- s. Lane Splitting. Mark an X in this box if a motorcycle is driving between rows of stopped or moving vehicles in the same lane, as defined in CVC Section 21658.1(a).

27. SOBRIETY-DRUG-PHYSICAL. Mark an X in one to two boxes for each involved party which best describes the condition of each involved party with regard to alcohol, drugs, or physical impairment. Use column 1 for Party #1, column 2 for Party #2, etc. Do not use boxes "A" through "G" or box "I" under conditions which are not applicable (e.g., parked vehicle, driverless vehicle, unoccupied vehicle).

- a. Had Not Been Drinking. Self-explanatory.
- b. HBD-Under Influence. Had been drinking (HBD) and is determined to be under the influence of alcohol. An Intoxication Narrative section in the Investigation narrative is required.
- c. HBD-Not Under Influence. Had been drinking and is determined not to be under the influence of alcohol. Explain in the narrative under the Intoxication Narrative heading how the drinking was established and the method used to determine the party was not under the influence.
- d. HBD-Impairment Unknown. Had been drinking, but unable to determine the extent of impairment. Explain in the narrative. For example, the involved party was unconscious when removed from the scene or was fatally injured in the crash. If a chemical test later determines the involved party was under the influence of alcohol and copies of the crash report have already been distributed, submit the updated sobriety information as a supplemental on a CHP 556, Narrative/Supplemental. (Refer to Chapter 11, Crash Investigation Review.)
- e. Under Drug Influence. The involved party appears to be under the influence of a drug other than alcohol. Additionally, mark an X in the box for each category of drug suspected and if a Drug Recognition Evaluator (DRE) examination was conducted. If a DRE examination was not conducted, then leave the "DRE EXAM. CONDUCTED" box blank.

NOTE: Each drug category is defined in HPM 70.4, Driving Under the Influence Enforcement Manual, Chapter 3, Under the Influence of Drugs.

- f. Impairment-Physical. The involved party has a physical impairment (e.g., paralysis, special braces). This includes parties who have suffered a heart attack, epileptic seizure, diabetic coma, or other physically incapacitating impairment which may have contributed to the crash. This includes defective eyesight or hearing if these impairments were not adequately corrected at the time of the crash. Explain in the narrative.
- g. Impairment Not Known. The crash involves a hit and run driver no longer at the scene or the existence of impairment cannot be determined.
- h. Not Applicable. The motor vehicle was parked, driverless, or otherwise unoccupied at the time of the crash. Do not mark this box for an involved party.
- i. Sleepy/Fatigued. The involved party does not have any physical limitations, but appears exhausted and unable to function normally. Also, mark if the party had fallen asleep prior to the crash.

28. SPECIAL INFORMATION. This area is typically used on a temporary basis to collect statistical information. Direction in correctly documenting the required information can be disseminated through departmental correspondence (e.g., Information Bulletin, Management Memorandum) or in this manual. Mark an X in the appropriate party number column to indicate any applicable box(es). Party number shall correspond with the involved party number on the CHP 555, Page 1.

- a. Hazardous Material. Mark an X in this box to indicate the crash involved a vehicle known to be, or believed to be, transporting a hazardous material as defined in CVC Section 353, whether or not the crash involved a "Hazardous Material Incident." (Refer to Chapter 2.) To determine whether or not a CHP 555D is required, refer to Chapter 8, Instructions for Completing the CHP 555D, Truck/Bus Crash Supplemental Report.
- b. Cell Phone Handheld in Use. Mark an X in this box if the party was preparing to make or answer a call on a handheld cell phone; talking on a handheld cell phone; in the act of retrieving a handheld cell phone; or using the handheld cell phone to write, send, or read a text-based communication or a data-based application.
- c. Cell Phone Handsfree in Use. Mark an X in this box if the party was preparing to make or answer a call on a hands-free cell phone; talking on a hands-free cell phone; in the act of retrieving a hands-free cell phone; or using the hands-free cell phone to write, send, or read a text-based communication or a data-based

application. This only applies to a person using a cell phone specifically designed and configured to allow handsfree operation.

d. Cell Phone Not in Use. Mark an X in this box if a cell phone was not in use at the time of the crash.

e. Cell Phone Use Unknown. Mark an X in this box if it is unknown whether a party was using a cell phone, if there is no driver (e.g., parked vehicle), or if cell phone use is unable to be determined (e.g., hit and run).

f. School Bus Related. Mark an X in this box if a crash involved a motor vehicle in-transport passing a stopped school bus with its red signal lamps in operation, pursuant to CVC Section 22112, or reacting to, pursuant to CVC Section 22454.

29. BIKEWAY FACILITY. Any road, path, or way that is specifically designated as being open to bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are shared with other transportation modes. See Annex D for photographic examples.

a. Shared Roadway. Mark an X in this box if a crash occurred on a roadway or highway and involved both a motor vehicle and either a bicyclist or a pedestrian.

b. Class I - Bike Path. Mark an X in this box if a crash occurred on a bike path and involved both a motor vehicle in-transport and either a bicyclist or pedestrian. (Bike paths or shared-use paths are facilities with exclusive right of way for bicyclists and pedestrians, away from the roadway and with cross flows by motor vehicle traffic minimized.)

c. Class II - Bike Lane. Mark an X in this box if the crash involved a bicyclist and a bike lane was present. (Bike lanes are established along streets and are defined by pavement striping and signage to delineate a portion of a roadway for bicycle travel. A buffered bike lane is also pictured in Annex D.)

d. Class III - Bike Route. Mark an X in this box if the crash involved a bicyclist on a bike route. (Bike routes designate a preferred route for bicyclists on streets that are shared with motor vehicle traffic. Bike routes are established by placing bike route signs and optional shared roadway markings along the roadway.)

e. Class IV - Separated Bikeway. Mark an X in this box if a crash occurred on a separated bikeway and involved both a motor vehicle in-transport and a bicyclist. (Separated bikeways, often referred to as a cycle track or protected bike lane, are for the exclusive use of bicycles. They are physically separated from motor vehicle traffic. The separation may include, but is not limited to, grade separation, flexible

posts, inflexible barriers, or on-street parking. They also can provide for one-way or two-way travel.)

## ANNEX A









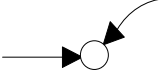
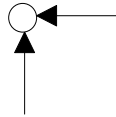
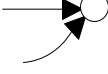



### COMPATIBILITY CHART

The "Type of Crash" and "Motor Vehicle Involved With" must be compatible. The following indicates which fields agree:

<b>TYPE OF CRASH</b>	<b>MOTOR VEHICLE INVOLVED WITH</b>
A HEAD-ON B SIDE SWIPE C REAR END D BROADSIDE	C OTHER MOTOR VEHICLE D MOTOR VEHICLE ON OTHER ROADWAY E PARKED MOTOR VEHICLE
E HIT OBJECT	I FIXED OBJECT J OTHER OBJECT
F OVERTURNED	A NONCOLLISION
G AUTO/PEDESTRIAN	B PEDESTRIAN
H OTHER	A NONCOLLISION B PEDESTRIAN C OTHER MOTOR VEHICLE D MOTOR VEHICLE ON OTHER ROADWAY E PARKED MOTOR VEHICLE F TRAIN G BICYCLE H ANIMAL

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**ANNEX B**  
**SKETCH SYMBOLS**

Vehicle (not parked) or bicycle	
Pedestrian or animal	
Train	
Parked vehicle	
Head-on	
Head-on side swipe	
Rear end	
Overtaking side swipe	
Approach turn	
Broadside	
Overtaking turn	
Out-of-control spinout	
Overturned (Maximum 2 loops regardless of the number of overturns)	
Vehicle backing	

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## ANNEX C

### SAE INTERNATIONAL J3016

Level	Name	Narrative definition	DDT		DDT fallback	ODD
			Sustained lateral and longitudinal vehicle motion control	OEDR		
<i>Driver performs part or all of the DDT</i>						
0	No Driving Automation	The performance by the <i>driver</i> of the entire <i>DDT</i> , even when enhanced by <i>active safety systems</i> .	<i>Driver</i>	<i>Driver</i>	<i>Driver</i>	n/a
1	Driver Assistance	The <i>sustained</i> and <i>ODD</i> -specific execution by a <i>driving automation system</i> of either the <i>lateral</i> or the <i>longitudinal vehicle motion control</i> subtask of the <i>DDT</i> (but not both simultaneously) with the expectation that the <i>driver</i> performs the remainder of the <i>DDT</i> .	<i>Driver and System</i>	<i>Driver</i>	<i>Driver</i>	Limited
2	Partial Driving Automation	The <i>sustained</i> and <i>ODD</i> -specific execution by a <i>driving automation system</i> of both the <i>lateral</i> and <i>longitudinal vehicle motion control</i> subtasks of the <i>DDT</i> with the expectation that the <i>driver</i> completes the <i>OEDR</i> subtask and <i>supervises</i> the <i>driving automation system</i> .	<i>System</i>	<i>Driver</i>	<i>Driver</i>	Limited
<i>ADS ("System") performs the entire DDT (while engaged)</i>						
3	Conditional Driving Automation	The <i>sustained</i> and <i>ODD</i> -specific performance by an <i>ADS</i> of the entire <i>DDT</i> with the expectation that the <i>DDT fallback-ready user</i> is <i>receptive</i> to <i>ADS</i> -issued <i>requests to intervene</i> , as well as to <i>DDT performance-relevant system failures</i> in other <i>vehicle systems</i> , and will respond appropriately.	<i>System</i>	<i>System</i>	<i>Fallback-ready user (becomes the driver during fallback)</i>	Limited
4	High Driving Automation	The <i>sustained</i> and <i>ODD</i> -specific performance by an <i>ADS</i> of the entire <i>DDT</i> and <i>DDT fallback</i> without any expectation that a <i>user</i> will respond to a <i>request to intervene</i> .	<i>System</i>	<i>System</i>	<i>System</i>	Limited
5	Full Driving Automation	The <i>sustained</i> and unconditional (i.e., not <i>ODD</i> -specific) performance by an <i>ADS</i> of the entire <i>DDT</i> and <i>DDT fallback</i> without any expectation that a <i>user</i> will respond to a <i>request to intervene</i> .	<i>System</i>	<i>System</i>	<i>System</i>	Unlimited

## ANNEX C

### SAE INTERNATIONAL J3016 (*continued*)

#### **Definitions**

Active Safety Systems – Vehicle systems that sense and monitor conditions inside and outside the vehicle for the purpose of identifying perceived present and potential dangers to the vehicle, occupants, and/or other road users; and automatically intervene to help avoid or mitigate potential collisions via various methods, including alerts to the driver, vehicle system adjustments, and/or active control of the vehicle subsystems (brakes, throttle, suspension, etc.).

Automated Driving Systems (ADS) – The hardware and software that are collectively capable of performing the entire dynamic driving task (DDT) on a sustained basis, regardless of whether it is limited to a specific Operational Design Domain (ODD); this term is used specifically to describe a level 3, 4, or 5 driving automation system.

Driving Automation System – The hardware and software that are collectively capable of performing part or all of the DDT on a sustained basis; this term is used generically to describe any system capable of level 1-5 driving automation.

Dynamic Driving Task – All of the real-time operational and tactical functions required to operate a vehicle in on-roads traffic, excluding the strategic functions, such as trip scheduling of destinations and waypoints.

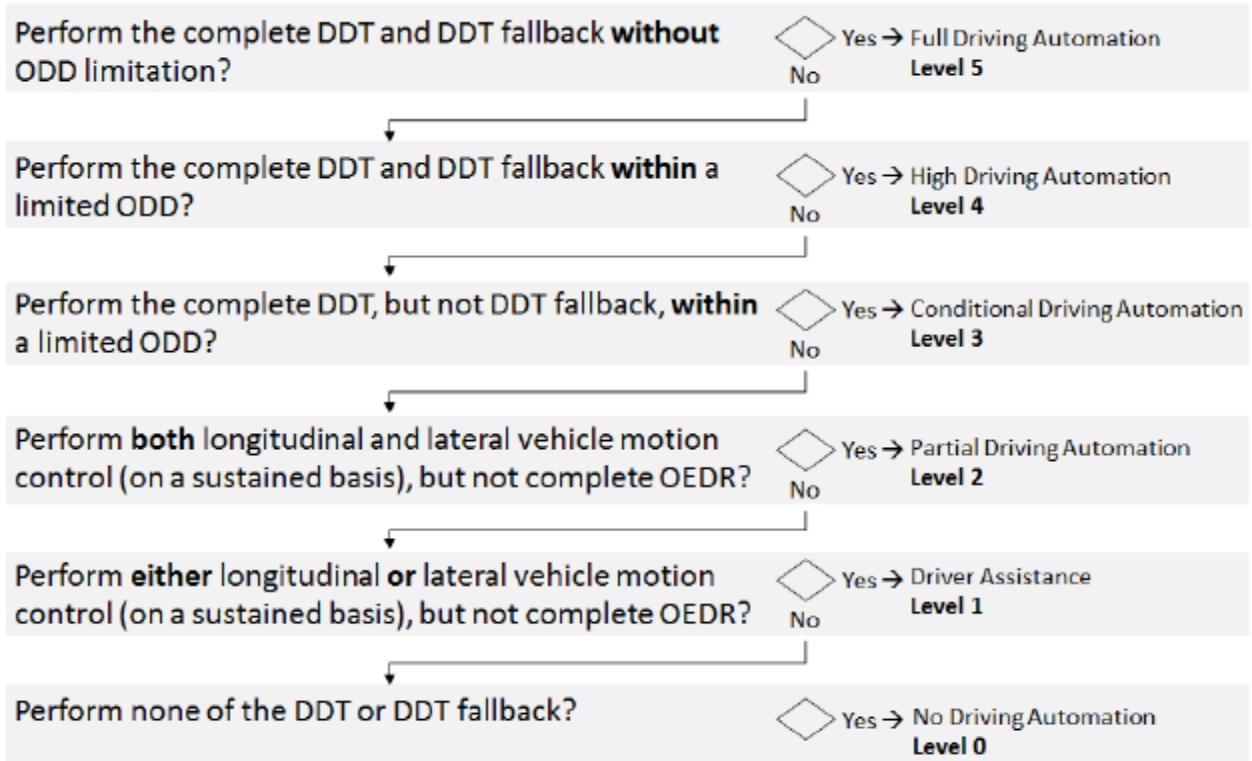
Object and Event Detection and Response (OEDR) – The subtasks of the DDT that include monitoring the driving environment (detecting, recognizing, and classifying objects and events, and preparing to respond as needed) and executing an appropriate response to such objects and events as needed to complete the DDT and/or DDT fallback.

Operational Design Domain – Operating conditions under which a given driving automation system, or feature thereof, is specifically designed to function, including, but not limited to, environmental, geographical, and time-of-day restrictions; and/or the requisite presence and/or absence of certain traffic or roadway characteristics.

## ANNEX C

### SAE INTERNATIONAL J3016 (*continued*)

Does the feature:



## ANNEX C

### SAE INTERNATIONAL J3016 (*continued*)

*Table 2 - Roles of human driver and driving automation system by level of driving automation*

Level of Driving Automation	Role of User	Role of Driving Automation System
<b>DRIVER PERFORMS PART OR ALL OF THE DDT</b>		
<b>Level 0 - No Driving Automation</b>	<p><i>Driver</i> (at all times):</p> <ul style="list-style-type: none"> <li>• Performs the entire <i>DDT</i></li> </ul>	<p><i>Driving Automation System</i> (if any):</p> <ul style="list-style-type: none"> <li>• Does not perform any part of the <i>DDT</i> on a <i>sustained</i> basis (although other <i>vehicle</i> systems may provide warnings or support, such as momentary emergency intervention)</li> </ul>
<b>Level 1 - Driver Assistance</b>	<p><i>Driver</i> (at all times):</p> <ul style="list-style-type: none"> <li>• Performs the remainder of the <i>DDT</i> not performed by the <i>driving automation system</i></li> <li>• <i>Supervises</i> the <i>driving automation system</i> and intervenes as necessary to maintain safe operation of the <i>vehicle</i></li> <li>• Determines whether/when engagement or disengagement of the <i>driving automation system</i> is appropriate</li> <li>• Immediately performs the entire <i>DDT</i> whenever required or desired</li> </ul>	<p><i>Driving Automation System</i> (while engaged):</p> <ul style="list-style-type: none"> <li>• Performs part of the <i>DDT</i> by executing either the <i>longitudinal</i> <b>or</b> the <i>lateral vehicle motion control</i> subtask</li> <li>• Disengages immediately upon <i>driver</i> request</li> </ul>
<b>Level 2 - Partial Driving Automation</b>	<p><i>Driver</i> (at all times):</p> <ul style="list-style-type: none"> <li>• Performs the remainder of the <i>DDT</i> not performed by the <i>driving automation system</i></li> <li>• <i>Supervises</i> the <i>driving automation system</i> and intervenes as necessary to maintain safe operation of the <i>vehicle</i></li> <li>• Determines whether/when engagement and disengagement of the <i>driving automation system</i> is appropriate</li> <li>• Immediately performs the entire <i>DDT</i> whenever required or desired</li> </ul>	<p><i>Driving Automation System</i> (while engaged):</p> <ul style="list-style-type: none"> <li>• Performs part of the <i>DDT</i> by executing both the <i>lateral</i> <b>and</b> the <i>longitudinal vehicle motion control</i> subtasks</li> <li>• Disengages immediately upon <i>driver</i> request</li> </ul>

## ANNEX C

### SAE INTERNATIONAL J3016 (*continued*)

ADS PERFORMS THE ENTIRE <i>DDT WHILE ENGAGED</i>		
<p><b>Level 3 – Conditional Driving Automation</b></p>	<p><i>Driver</i> (while the ADS is not engaged):</p> <ul style="list-style-type: none"> <li>• Verifies operational readiness of the <i>ADS-equipped vehicle</i></li> <li>• Determines when engagement of <i>ADS</i> is appropriate</li> <li>• Becomes the <i>DDT fallback-ready user</i> when the <i>ADS</i> is engaged</li> </ul> <p><i>DDT fallback-ready user</i> (while the <i>ADS</i> is engaged):</p> <ul style="list-style-type: none"> <li>• Is <i>receptive</i> to a <i>request to intervene</i> and responds by performing <i>DDT fallback</i> in a timely manner</li> <li>• Is <i>receptive</i> to <i>DDT performance-relevant system failures</i> in vehicle systems and, upon occurrence, performs <i>DDT fallback</i> in a timely manner</li> <li>• Determines whether and how to achieve a <i>minimal risk condition</i></li> <li>• Becomes the <i>driver</i> upon requesting disengagement of the <i>ADS</i></li> </ul>	<p><i>ADS</i> (while not engaged):</p> <ul style="list-style-type: none"> <li>• Permits engagement only within its <i>ODD</i></li> </ul> <p><i>ADS</i> (while engaged):</p> <ul style="list-style-type: none"> <li>• Performs the entire <i>DDT</i></li> <li>• Determines whether <i>ODD</i> limits are about to be exceeded and, if so, issues a timely <i>request to intervene</i> to the <i>DDT fallback-ready user</i></li> <li>• Determines whether there is a <i>DDT performance-relevant system failure</i> of the <i>ADS</i> and, if so, issues a timely <i>request to intervene</i> to the <i>DDT fallback-ready user</i></li> <li>• Disengages an appropriate time after issuing a <i>request to intervene</i></li> <li>• Disengages immediately upon <i>driver</i> request</li> </ul>
<p><b>Level 4 - High Driving Automation</b></p>	<p><i>Driver/dispatcher</i> (while the <i>ADS</i> is not engaged):</p> <ul style="list-style-type: none"> <li>• Verifies operational readiness of the <i>ADS-equipped vehicle</i><sup>1</sup></li> <li>• Determines whether to engage the <i>ADS</i></li> <li>• Becomes a <i>passenger</i> when the <i>ADS</i> is engaged only if physically present in the <i>vehicle</i></li> </ul> <p><i>Passenger/dispatcher</i> (while the <i>ADS</i> is engaged):</p> <ul style="list-style-type: none"> <li>• Need not perform the <i>DDT</i> or <i>DDT fallback</i></li> <li>• Need not determine whether and how to achieve a <i>minimal risk condition</i></li> <li>• May perform the <i>DDT fallback</i> following a <i>request to intervene</i></li> <li>• May request that the <i>ADS</i> disengage and may achieve a <i>minimal risk condition</i> after it is disengaged</li> <li>• May become the <i>driver</i> after a requested disengagement</li> </ul>	<p><i>ADS</i> (while not engaged):</p> <ul style="list-style-type: none"> <li>• Permits engagement only within its <i>ODD</i></li> </ul> <p><i>ADS</i> (while engaged):</p> <ul style="list-style-type: none"> <li>• Performs the entire <i>DDT</i></li> <li>• May issue a timely <i>request to intervene</i></li> <li>• Performs <i>DDT fallback</i> and transitions automatically to a <i>minimal risk condition</i> when: <ul style="list-style-type: none"> <li>• A <i>DDT performance-relevant system failure</i> occurs or</li> <li>• A <i>user</i> does not respond to a <i>request to intervene</i> or</li> <li>• A <i>user</i> requests that it achieve a <i>minimal risk condition</i></li> </ul> </li> <li>• Disengages, if appropriate, only after: <ul style="list-style-type: none"> <li>• It achieves a <i>minimal risk condition</i> or</li> <li>• A <i>driver</i> is performing the <i>DDT</i></li> </ul> </li> <li>• May delay <i>user</i>-requested disengagement</li> </ul>

## ANNEX C

### SAE INTERNATIONAL J3016 (*continued*)

<b>Level 5 - Full Driving Automation</b>	<p><i>Driver/dispatcher</i> (while the <i>ADS</i> is not engaged):</p> <ul style="list-style-type: none"> <li>• Verifies operational readiness of the <i>ADS</i>-equipped <i>vehicle</i><sup>2</sup></li> <li>• Determines whether to engage the <i>ADS</i></li> <li>• Becomes a <i>passenger</i> when the <i>ADS</i> is engaged only if physically present in the <i>vehicle</i></li> </ul> <p><i>Passenger/dispatcher</i> (while the <i>ADS</i> is engaged):</p> <ul style="list-style-type: none"> <li>• Need not perform the <i>DDT</i> or <i>DDT fallback</i></li> <li>• Need not determine whether and how to achieve a <i>minimal risk condition</i></li> <li>• May perform the <i>DDT fallback</i> following a <i>request to intervene</i></li> <li>• May request that the <i>ADS</i> disengage and may achieve a <i>minimal risk condition</i> after it is disengaged</li> <li>• May become the <i>driver</i> after a requested disengagement</li> </ul>	<p><i>ADS</i> (while not engaged):</p> <ul style="list-style-type: none"> <li>• Permits <i>engagement</i> of the <i>ADS</i> under all <i>driver</i>-manageable on-road conditions</li> </ul> <p><i>ADS</i> (while engaged):</p> <ul style="list-style-type: none"> <li>• Performs the entire <i>DDT</i></li> <li>• Performs <i>DDT fallback</i> and transitions automatically to a <i>minimal risk condition</i> when:             <ul style="list-style-type: none"> <li>• A <i>DDT performance-relevant system failure</i> occurs or</li> <li>• A <i>user</i> does not respond to a <i>request to intervene</i> or</li> <li>• A <i>user</i> requests that it achieve a <i>minimal risk condition</i></li> </ul> </li> <li>• Disengages, if appropriate, only after:             <ul style="list-style-type: none"> <li>• It achieves a <i>minimal risk condition</i> or</li> <li>• A <i>driver</i> is performing the <i>DDT</i></li> </ul> </li> <li>• May delay a <i>user</i>-requested disengagement</li> </ul>
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**Table 3 - User roles while a driving automation system is engaged**

	No Driving Automation 0	Engaged Level of Driving Automation			
	1	2	3	4	5
In-vehicle user	<i>Driver</i>		<i>DDT fallback-ready user</i>	<i>Passenger</i>	
Remote User	<i>Remote Driver</i>		<i>DDT fallback-ready user</i>	<i>Driverless operation dispatcher</i>	

**ANNEX D**  
**BIKEWAY FACILITY EXAMPLES**

Class I – Bike Path



Class II – Bike Lane



Class III – Bike Route



Class IV – Separated Bikeway



NOTE – California Department of Transportation Reference: A Guide to Bikeway Classification, 2017

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