

CHAPTER 8

**INSTRUCTIONS FOR COMPLETING THE CHP 555D, TRUCK/BUS
CRASH SUPPLEMENTAL REPORT**

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CHAPTER 8

INSTRUCTIONS FOR COMPLETING THE CHP 555D, TRUCK/BUS CRASH SUPPLEMENTAL REPORT

1. SCOPE. This chapter provides instructions for completing the CHP 555D, Truck/Bus Crash Supplemental Report. All agencies shall prepare a CHP 555D for qualifying crashes as described in paragraph 7.

STATE OF CALIFORNIA DEPARTMENT OF CALIFORNIA HIGHWAY PATROL				
TRUCK / BUS CRASH SUPPLEMENTAL REPORT				PARTY NUMBER
CHP 555D (Rev. 4-24) OPI 062				
CRASH DATE	CRASH TIME (2400)	NCIC #	OFFICER ID	LOCAL REPORT NUMBER
GENERAL INSTRUCTIONS - COMPLETE THIS FORM FOR EACH QUALIFYING VEHICLE IF THE CRASH MEETS CRITERIA ON BACK OF THIS FORM.				
QUALIFYING INFORMATION				
THIS FORM IS BEING COMPLETED BECAUSE THIS VEHICLE IS:				
<input type="checkbox"/> A truck or truck combination with a gross vehicle weight rating (GVWR) or gross combination weight rating (GCWR) greater than 10,000 pounds <input type="checkbox"/> A bus with seats for 9 or more persons, including driver <input type="checkbox"/> A vehicle of any type displaying hazardous materials (HM) placards (includes auto, light truck, van, 10,000 lbs. or less)				
TOTAL INVOLVED VEHICLES IN THE CRASH		AT THE TIME OF THE CRASH, THIS VEHICLE WAS:		
NUMBER OF PERSONS SUSTAINING FATAL INJURIES		<input type="checkbox"/> Operating on a trafficway open to the public (in-transport) <input type="checkbox"/> Parked on or off the trafficway		
NUMBER OF INJURED PERSONS TRANSPORTED FOR IMMEDIATE MEDICAL TREATMENT		COMMERCIAL DRIVER LICENSE (CDL):		
NUMBER OF VEHICLES TOWED FROM SCENE DUE TO DISABLING DAMAGE		<input type="checkbox"/> YES <input type="checkbox"/> NO CDL CLASS (Check only one): <input type="checkbox"/> Class A <input type="checkbox"/> Class B <input type="checkbox"/> Class C <input type="checkbox"/> Class D <input type="checkbox"/> Class M		
VEHICLE INFORMATION				
VEHICLE CONFIGURATION (Enter one code from below)		CARGO BODY TYPE (Enter one code from below)		
1 - Passenger Car (only if vehicle has Hazardous Materials Placard) 2 - Light Truck (only if vehicle has Hazardous Materials Placard) 3 - Bus (seats for 9-15 people, including driver) 4 - Bus (seats for 16 people or more, including driver) 5 - Single-Unit Truck (2 axles, 6 tires) 6 - Single-Unit Truck (3 or more axles) 7 - Truck / Trailer(s) (Single-Unit Truck with Trailer(s)) 8 - Truck / Tractor (without trailer, bobtail, or saddle mount) 9 - Tractor / Semi-Trailer (one trailer) 10 - Tractor / Doubles (two trailers) 11 - Tractor / Triples (three trailers) 99 - Other Truck > 10,000 lbs. (not listed above)		0 - Not Applicable / No Cargo Body 1 - Bus (seats for 9-15 people, including driver) 2 - Bus (seats for 16 people or more, including driver) 3 - Van / Enclosed Box 4 - Cargo Tank 5 - Flatbed 6 - Dump 7 - Concrete Mixer 8 - Auto Transporter 9 - Garbage / Refuse 10 - Grain, Chips, Gravel 11 - Pole 12 - Vehicle Towing Another Motor Vehicle 13 - Intermediate Chassis 14 - Logging 98 - Other Cargo Body (not listed above)		
GVWR / GCWR (Enter one code from below. Use GCWR for truck combinations)		HAZARDOUS MATERIALS INVOLVEMENT (Excluding vehicle fuel system)		
1 - 10,000 lbs. or Less 2 - 10,001 - 26,000 lbs. 3 - Greater than 26,000 lbs.		WAS THE VEHICLE DISPLAYING HM PLACARDS? <input type="checkbox"/> YES <input type="checkbox"/> NO IF YES, INCLUDE THE FOLLOWING INFORMATION FROM ONE OF THE PLACARDS: 4-Digit UNNA identification number or placard name, if none: _____ Hazard Class or Division from bottom of placard: _____		
Bus Use (Enter one code from below)		Was HM released from this vehicle's cargo? <input type="checkbox"/> YES <input type="checkbox"/> NO		
0 - Not a Bus 1 - School (Public or Private) 2 - Transit 3 - Intercity 4 - Charter 5 - Other				
MOTOR CARRIER INFORMATION				
CARRIER TYPE (Check only one):				
<input type="checkbox"/> Interstate <input type="checkbox"/> Intrastate <input type="checkbox"/> Non-commerce - government <input type="checkbox"/> Non-commerce - other trucks > 10,000 lbs. GVWR / GCWR				
CARRIER NAME			PHONE NUMBER	
CARRIER ADDRESS (NUMBER AND STREET/P.O. BOX)		CITY	STATE	ZIP CODE
CARRIER IDENTIFICATION NUMBERS		USDOT	MC / MX	CA
<input type="checkbox"/> None				
SEQUENCE OF EVENTS				
NOTE: FOR THIS VEHICLE, LIST UP TO FOUR EVENTS				
Event 1: <input type="checkbox"/> Event 2: <input type="checkbox"/> Event 3: <input type="checkbox"/> Event 4: <input type="checkbox"/>				
NON-COLLISIONS 1 Ran Off Road 2 Jackknife 3 Overturn (Rollover) 4 Downhill Runaway 5 Cargo Loss or Shift 6 Explosion or Fire 7 Separation of Units 8 Cross Median / Centerline		NON-COLLISIONS (continued) 9 Equipment Failure (Tires, Brakes, Steering, etc.) 10 Other Non-Collision		COLLISION INVOLVING / WITH (continued) 15 Train 16 Pedestrian 17 Animal 18 Fixed Object 19 Work Zone Maintenance Equipment 20 Other Moveable Object 98 Other (Describe): _____
COLLISION INVOLVING / WITH 11 Pedestrian 12 Motor Vehicle In-Transport 14 Parked Motor Vehicle				
PREPARED BY		REVIEWED BY		DATE
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2. BACKGROUND.

a. In 1999, the United States Congress enacted the Motor Carrier Safety Improvement Act. A requirement of the law was for the United States Department of Transportation (USDOT), in cooperation with the states, to carry out a program to improve the collection and analysis of data on crashes, including crash causation involving commercial motor vehicles. The CHP 555D was developed and implemented so the required data could be accurately collected. The data is for use in a nationwide database; therefore, some of the definitions may vary from those used previously in this manual.

b. Data collected on the CHP 555D is used by the Federal Motor Carrier Safety Administration (FMCSA). The goal of the FMCSA is to reduce the number and severity of crashes involving trucks, buses, and all motor vehicles with hazardous materials. The CHP 555D is used when the above-mentioned vehicles are involved in a crash and specified conditions surrounding the crash are met.

3. GENERAL INSTRUCTIONS. To simplify these instructions, the numbers on the sample form on the preceding page correspond to the numbers of the following paragraphs. The completed CHP 555D(s) shall be the last page(s) of the crash report.

a. If more than one vehicle involved in the crash meets the definition of a qualifying vehicle, a CHP 555D shall be completed for each qualifying vehicle.

4. PARTY NUMBER. The party number should correspond to the party number assigned to the qualifying vehicle on the CHP 555, Page 1, Traffic Crash Report.

5. CRASH DATE/CRASH TIME/NCIC #/OFFICER ID. Enter the numeric month, day, four-digit year, time, National Crime Information Center (NCIC) number, and the investigating officer's ID 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 database. (Refer to Chapter 3, Instructions for Completing the CHP 555, Page 1, Traffic Crash Report, of this manual.)

6. LOCAL REPORT 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 of this manual.)

7. QUALIFYING INFORMATION. To determine if a CHP 555D must be completed for a crash, two conditions must be met. It must be determined if a qualifying vehicle was involved and if the severity of the crash met specified conditions.

a. Qualifying Vehicles. If any of the vehicle types listed below are involved in a crash, the first condition requiring completion of a CHP 555D is met.

(1) Any truck having a gross vehicle weight rating (GVWR) of more than 10,000 pounds (lbs.) or a gross combination weight rating (GCWR) over 10,000 lbs. used on public highways.

(2) Any motor vehicle with seating to transport nine or more people, including the driver's seat.

(3) Any vehicle displaying a hazardous materials placard (regardless of weight).

b. Severity of the Crash. If any of the following events are a result of the crash, the second condition requiring completion of a CHP 555D is met. The severity criterion applies to any vehicle or person involved in the crash.

(1) A Fatality. Any person killed in or outside of any vehicle (e.g., truck, bus, car) involved in the crash or who dies within 30 days of the crash as a result of an injury sustained in the crash.

(2) An Injury. Any person injured as a result of the crash who immediately receives medical treatment away from the crash scene.

(3) A Tow-Away. Any motor vehicle (e.g., truck or truck combination, bus, car) with disabling damage as a result of the crash and transported away from the scene by a tow truck or other vehicle. A vehicle receiving assistance from a tow truck on scene but not suffering disabling damage is not considered a tow-away.

NOTE: At a minimum, one of the "Qualifying Vehicles" conditions and one of the "Severity of the Crash" conditions must be met to require a CHP 555D to be completed.

c. Complete the "Qualifying Information" section of the CHP 555D by entering the appropriate information based on the crash event.

(1) This Form is Being Completed Because this Vehicle is. Mark the box which best describes the qualifying vehicle. (Refer to paragraph 8.)

(2) Total Involved Vehicles in the Crash. Enter the total number of vehicles involved in the crash. This number represents all vehicle types, not only those that fit within the qualifying vehicle criteria. For example, a tractor towing a semi-trailer would be counted as one vehicle and a passenger vehicle as a second vehicle.

(3) Number of Persons Sustaining Fatal Injuries. Using the definition of a fatal injury as defined in paragraph 7.b.(1), enter the total number of persons killed. This number shall match the number in the "Number Killed" box on the CHP 555, Page 1.

(4) Number of Injured Persons Transported for Immediate Medical Treatment. Enter the total number of persons who were transported from the scene to a medical facility and received medical treatment due to injuries sustained as a result of the crash.

NOTE: Any type of vehicle may be used to transport an injured party from the crash scene to a medical facility.

(5) Number of Vehicles Towed from Scene Due to Disabling Damage. Enter the total number of vehicles towed from the scene due to disabling damage occurring as a result of the crash.

(a) Disabling damage is defined in the Code of Federal Regulations and the American National Standards Institute D16.1-2017, Manual on Classification of Motor Vehicle Traffic Crashes, Eighth Edition, as damage which prevents a motor vehicle from leaving the scene of a crash as it would under normal daylight conditions after simple repairs.

(b) Disabling damage includes damage to motor vehicles which could be driven, but would be further damaged in doing so. Disabling damage excludes damage that may be mitigated at the scene without specialized tools and damage to tires, headlamps, taillights, turn signals, the horn, or windshield wipers.

(6) At the Time of the Crash, this Vehicle was. Mark the appropriate box based on the status and location of the qualifying vehicle.

(a) Operating on a trafficway open to the public (in-transport). Mark this box if the vehicle was in-motion in the trafficway (highway) or stopped within a travel lane (roadway) at the time it became involved in the crash.

(b) Parked on or off the trafficway. Mark this box if the vehicle was stopped other than in a travel lane (parked) at the time it became involved in the crash.

d. Commercial Driver License. A driver license “class” or “endorsement” is a designation assigned by the issuing state or jurisdiction indicating the class or type of motor vehicle the individual is approved to operate. A Commercial Driver License (CDL) classification system is structured to permit drivers to operate vehicles of a specific class and all lower classes (e.g., “Class A” also qualifies a driver to operate “Class B” and “Class C” type vehicles). Since 1992, drivers in all states have been required to have a CDL in order to drive a specific class or type of “commercial motor vehicle.”

(1) Commercial Driver License. Indicate whether or not the driver of the qualifying vehicle possessed a CDL by marking either the “Yes” or “No” box.

(2) CDL Class (Check only one). Mark the appropriate box which corresponds to the class issued by the originating state. Do not take into consideration whether the driver was operating a vehicle not permitted by the class they were issued.

(a) Class A. Any combination of vehicles with a GCWR of 26,001 or more lbs., provided the GVWR of the vehicles being towed is in excess of 10,000 lbs. (e.g., a tractor hauling a set of doubles or a tractor hauling an intermodal chassis and container).

(b) Class B. Any single vehicle with a GVWR of 26,001 or more lbs. or any such vehicle towing a vehicle not in excess of 10,000 lbs. GVWR (e.g., a passenger bus, school bus, cement mixing truck).

(c) Class C. Any single vehicle or combination of vehicles that does not meet the definitions of Class A or Class B but is either designed to transport 16 or more passengers, including the driver, or is placarded for hazardous materials (e.g., a large airport shuttle van, pickup trucks, passenger vehicles transporting hazardous materials with a hazardous materials placard).

(d) Class D. Standard Operator or Driver License for the operation of automobiles and light trucks for states that separate these vehicles from Class C. Under the California license classification system this would be equivalent to a basic Class C driver license.

(e) Class M. Any vehicle that has a seat or saddle for the rider and is designed to travel on not more than three wheels.

NOTE: The CDL weight limits and seating capacities are greater than those used in the guidelines for reporting a vehicle on this form. It is important to recognize vehicles that do not qualify for the CDL Classes A, B, and C, as outlined above, still may qualify under the reporting criteria for inclusion on the CHP 555D.

8. VEHICLE INFORMATION.

a. Vehicle Configuration. This element provides information about the general size and design of the motor vehicle. Indicate the description of the qualifying

vehicle involved in the crash by entering the appropriate code in the box provided. Examples of vehicle configurations are located in Annex A, Vehicle Configuration Definitions, and on the back of the CHP 555D.

b. Cargo Body Type. The cargo body type selected should best represent the purpose for which the vehicle was designed and built. Indicate the description of the qualifying vehicle's primary cargo carrying capability by entering the correct code in the box provided. Examples of cargo body types are located in Annex B, Cargo Body Type Definitions, and on the back of the CHP 555D.

c. GVWR/GCWR. Enter the appropriate code in the box provided. Enter the GCWR when the qualifying vehicle is a truck combination.

(1) The GVWR is the maximum allowable total vehicle weight (e.g., including the vehicle, driver, passengers, fuel, cargo) designated by the manufacturer.

(2) The GCWR is the maximum allowable vehicle weight for a combination of vehicles. The GCWR is the sum of all GVWRs in a combination-unit motor vehicle and should be used when recording the GCWR of the qualifying combination vehicles.

(3) Weight ratings (GVWR and GCWR) are ratings only and not the actual weight of the vehicle and/or cargo.

(4) The GVWR may be found on the certification label located on the driver's door or door frame, in the cab behind the seat, or on the driver's visor. The label for trailers should be affixed to a location on the forward half of the left side.

(5) Indicate the appropriate weight rating:

(a) 1 - 10,000 lbs. or Less

(b) 2 - 10,001 – 26,000 lbs.

(c) 3 - Greater than 26,000 lbs.

d. Bus Use. Indicate the specific category of passenger transport in which the qualifying vehicle was engaged by entering the correct code in the box provided.

(1) 0 – Not a Bus. Any vehicle with less than nine seats, including the driver.

(2) 1 – School (Public or Private). Any public school, private school, school district, or contracted carrier operating on behalf of the entity and providing transportation for pupils at or below the 12th grade.

(3) 2 – Transit. Any entity providing passenger transportation to the general public over fixed, scheduled routes within primarily urban geographical areas (e.g., city/metro bus or trolley on tires).

(4) 3 – Intercity. Any company providing for-hire, long-distance passenger transportation between cities over fixed routes and with regular schedules (e.g., Greyhound).

(5) 4 – Charter. Any company providing transportation on a for-hire basis, usually round-trip service for a tour group or outing. This includes a limousine service, which is designed to carry nine or more passengers, including the driver.

(6) 5 – Other. All bus operations not included in the previous categories. This includes private companies providing transportation services for their own employees and others (e.g., hotel shuttles), nongovernmental organizations such as churches and nonprofit groups, and noneducational units of government (e.g., Department of Corrections and Rehabilitation).

e. Hazardous Materials Involvement.

(1) This section is used to indicate whether or not the reported vehicle was carrying a hazardous material (HM or Haz-Mat), whether the hazardous material was spilled, and to record the class or type of the hazardous material by the four-digit United Nations (UN)/North American (NA) number or name.

(2) Most vehicles carrying hazardous materials are required by law to conspicuously display a placard indicating the class, type, or specific name of the hazardous material cargo. In addition, vehicles transporting hazardous materials in tank cars, cargo tanks, or portable tanks are required to display the UN/NA hazardous material number on placards or orange panels.

(3) Was the Vehicle Displaying HM Placards? Indicate Yes or No by marking the appropriate box. If No, proceed to “Was HM released from this vehicle’s cargo?” in paragraph 8.e.(5) below.

(4) If Yes, include the following information from the placards:

(a) 4-Digit UN/NA identification number or placard, if none. From the middle of the diamond placard, record either the four-digit number or the

hazard class in the space provided on the form. If the four-digit number is not displayed, the placard should display one of the following classes:

- 1 Explosives
- 2 Gases
- 3 Flammable Liquid
- 4 Flammable Solid
- 5 Oxidizer
- 6 Poison
- 7 Radioactive
- 8 Corrosive
- 9 Miscellaneous

(b) Hazard Class or Division from bottom of placard. If a one-digit number also appears at the bottom tip of the diamond, enter it in the space provided on the form. When multiple placards are displayed on the vehicle, record the material present in the greatest quantity.

(5) Was HM released from this vehicle's cargo? Indicate Yes or No by marking the appropriate box. Indicate Yes if any amount of placarded material was released from the cargo tank or compartment of the truck. Fuel spilled from the vehicle fuel tank should not be considered even though it is a hazardous material.

9. MOTOR CARRIER INFORMATION. This section is used to report information pertaining to the commercial carrier which caused and directed the movement of cargo or passengers.

a. A motor carrier is the business entity, individual, partnership, corporation, or religious organization responsible for the transportation of the goods, property, or people. The goal is to record the carrier's name, the carrier's address, and the carrier's ID number (e.g., USDOT number or California Carrier ID [CA] number issued by the CHP).

b. The shipping papers are the most reliable means of identifying the carrier name and address. However, under other than usual circumstances, the shipping papers

may not be available. In this case, the officer must rely on other sources such as the name printed on the side of the vehicle or by interviewing the driver.

(1) The investigating officer should verify the correct company name of the carrier with the shipping papers. The carrier is the party responsible for the vehicle's movement and may be different than the name on the side of the truck due to contractual arrangements.

(2) On single-unit trucks, there should be one carrier name only on the vehicle. However, with multiunit trucks, there may be one name on the tractor and others on the semitrailer or trailers. The investigating officer should interview the driver to obtain the correct carrier information. If the driver is unavailable, the carrier information may be carried or displayed in the vehicle (e.g., the driver's side door).

(3) In the case of a bus, the driver must carry a trip manifest or charter order. The name of the motor carrier should be located on these documents.

(4) If these sources fail to identify the name of the carrier, other sources should be checked such as the driver's log book or trailer registration.

c. Check one of the following categories:

(1) Interstate. Mark this box if the carrier has authority to operate across state lines. Interstate operators are required to have a USDOT number assigned by the FMCSA.

(2) Intrastate. Mark this box if the carrier operates entirely within the state and does not have the authority to engage in interstate commerce. Intrastate operators are not required to have a USDOT number. Operators of "commercial motor vehicles" that qualify under Section 34601 of the California Vehicle Code must apply for and display a CA number when engaged in intrastate commerce.

(3) Non-commerce - government. Mark this box if the qualifying vehicle was any government-owned vehicle whether it was operated by the local, state, or federal government. In most circumstances, the government-owned vehicle will not have a USDOT number. If this category is selected, record the name of the government entity responsible for the safe movement of the vehicle in "Carrier Name" and all other information available as normal.

(4) Non-commerce - other trucks > 10,000 lbs. GVWR / GCWR. Mark this box if the qualifying vehicle was a personal rental vehicle (e.g., U-Haul, Ryder, Penske) that qualified by size (over 10,000 lbs. GVWR/GCWR) and was being operated by a private individual. In this situation, the rental company is not the

carrier and should not be recorded. The word "Individual" should be recorded as the Carrier Name and the other fields should be left blank. If the investigating officer determines that a rental vehicle is being operated for commercial purposes, then it is appropriate to record the renting business entity as the responsible carrier.

d. Record the following information:

(1) Carrier Name. Provide the complete carrier name. Providing the complete name is critical to accurately match this crash to a valid carrier listed in the Motor Carrier Management Information System.

NOTE: Record the complete carrier name or "doing business as" (listed as "DBA" on the registration) name of the entity responsible for the trip on which the crash occurs. Do not put partial names or abbreviations.

(2) Phone Number. Record the telephone number of the responsible carrier.

(3) Carrier Address (Number and Street/P.O. Box). Record the complete address of the responsible carrier.

(4) City/State/ZIP Code. Record the city, state, and zip code of the responsible carrier.

(5) Carrier Identification Numbers. Record the USDOT number for the responsible carrier (entity recorded in the Carrier Name field) as it appears on the side of the vehicle (power unit) or with the operator's paperwork. If no USDOT number is available, record the "MC/MX" number as the alternative. If available, also record the CA number for this vehicle. Not all commercial motor vehicles will have USDOT numbers.

NOTE: The carrier ID numbers are not interchangeable. For instance, the USDOT number must be placed in the space provided specifically for the USDOT number and not in the space provided for the CA number. Placing the incorrect number in the space provided will cause misidentification or no identification of the responsible party.

10. SEQUENCE OF EVENTS. In the boxes provided, enter the corresponding codes which best describe the sequence of events involving the qualifying vehicle in the order in which they occurred. Enter up to four event codes. For crashes involving more than four events, omit the events least relevant to describing the crash. The event codes are defined in Annex C, Noncollision and Collision Involving/With Definitions.

11. PREPARED BY. Enter the name of the person preparing the document.

12. REVIEWED BY/DATE. Enter the reviewer's name and the date reviewed in the appropriate boxes.

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ANNEX A

VEHICLE CONFIGURATION DEFINITIONS

1. VEHICLE CONFIGURATION. The following descriptions and associated codes correspond with the "Vehicle Configuration" codes listed on the face of the CHP 555D.
 - a. Vehicles with Hazardous Materials Placards Only. Codes (1) and (2) are vehicle configurations less than 10,000 lbs., that are required to be recorded on the CHP 555D and entered into SAFETYNET if they are placarded for hazardous materials.
 - (1) 1 – Passenger Car (only if the vehicle has a Hazardous Materials Placard)
 - (2) 2 – Light Truck (only if the vehicle has a Hazardous Materials Placard)
 - b. Bus. To meet Federal Motor Carrier Safety Administration crash reporting requirements, any vehicle designed to transport nine or more persons, including the driver, is recorded as a "Bus." Buses are recorded identically in both Vehicle Configuration and "Cargo Body Type." Buses fit into one of two categories based on the number of actual seats in the vehicle.
 - (1) 3 – Bus (seats for 9-15 people, including driver)
 - (2) 4 – Bus (seats for 16 people or more, including driver)
 - c. Single-Unit Truck. Single-unit trucks are vehicle configurations designed to transport property and for which the cargo carrying capability of the vehicle is integral to the body of the vehicle (i.e., it does not carry cargo in an attached trailer). Single-unit trucks are grouped based on the number of tires and axles present (whether in an up or down position).
 - (1) 5 – Single-Unit Truck (2 axles, 6 tires)
 - (2) 6 – Single-Unit Truck (3 or more axles)
 - d. Truck/Trailer. A truck/trailer is a vehicle configuration consisting of any single-unit truck with an attached trailer for hauling cargo. When a truck/trailer has two different cargo body types between the truck and its attached trailer, select the cargo body type for the power unit (truck) in the combination. If the truck has no applicable primary cargo body type (e.g., a pickup), use the trailer's cargo body type.

ANNEX A

VEHICLE CONFIGURATION DEFINITIONS (*continued*)

NOTE: Truck/trailers can include light trucks (less than 10,000 lbs. Gross Vehicle Weight Rating [GVWR]) pulling trailers that increase the Gross Combination Weight Rating (GCWR) to over 10,000 lbs.

(1) 7 – Truck/Trailer(s) (single-unit truck with trailer[s])

e. Truck/Tractors and Semitrailers. A truck/tractor is a vehicle configuration consisting of a power-unit designed to draw/pull a semitrailer. Thus, the truck/tractor itself has no cargo carrying capability without an attached semitrailer. A semitrailer is constructed so that some part of the weight rests upon the power unit. A truck/tractor towing other vehicles is considered a "tractor" vehicle configuration. This vehicle configuration is recorded on the CHP 555D based upon the presence and number of attached trailer(s) as follows:

(1) 8 – Truck/Tractor (without trailer, bobtail, or saddlemount)

(2) 9 – Tractor/Semitrailer (one trailer)

(3) 10 – Tractor/Doubles (two trailers)

(4) 11 – Tractor/Triples (three trailers)

f. Other Truck. Use code "99" when the vehicle configuration qualifies by having a GVWR/GCWR of greater than 10,000 lbs. but does not fit into any of the previous configuration categories. Typically, this would apply to vehicles such as farm equipment or heavy machinery.

(1) 99 – Other Truck > 10,000 lbs. (not listed above)

ANNEX B

CARGO BODY TYPE DEFINITIONS

1. CARGO BODY TYPE. The following descriptions and associated codes correspond with the "Cargo Body Type" codes listed on the CHP 555D.
 - a. 0 – Not Applicable/No Cargo Body. Use code "0" when the qualifying vehicle is a light truck or passenger vehicle which qualifies because it is placarded for hazardous materials and for a vehicle with no cargo hauling capability, such as a fire truck or truck/tractor without a semitrailer.
 - b. Buses are recorded identically in both "Vehicle Configuration" and Cargo Body Type. Buses fit into one of two categories based upon the actual number of seats in the vehicle.
 - (1) 1 – Bus (seats for 9-15 people, including driver)
 - (2) 2 – Bus (seats for 16 people or more, including driver)
 - c. 3 – Van/Enclosed Box. A van or enclosed box cargo body type is an enclosed body integral to the frame of the motor vehicle or trailer. It applies to both enclosed trailers and cargo vans. This is the most common cargo body type for trucks. This should not be used for auto transporters or "open hopper" cargo bodies utilizing a protective cover.
 - d. 4 – Cargo Tank. A cargo tank body type designed to transport dry bulk (e.g., fly or ash), liquid bulk (e.g., gasoline or milk), or gas bulk (e.g., propane).
 - e. 5 – Flatbed. A flatbed cargo body type is without sides or a roof and with or without readily removable stakes which may be tied together with chains, slats, or panels. This would include "stake body" trucks.
 - f. 6 – Dump. A dump cargo body type tilts to discharge its load by gravity. "Belly dump" trailers that discharge the load through a gate in the bottom without tilting are given the body type "grain, chips, or gravel."
 - g. 7 – Concrete Mixer. A concrete mixer cargo body type is specifically designed to transport and mix concrete.
 - h. 8 – Auto Transporter. An auto transporter cargo body type is specifically designed to transport multiple, fully assembled automobiles. Auto transporters are typically configured as truck/trailers. Single-unit flatbed tow trucks hauling cars do not qualify as auto transporters.

ANNEX B

CARGO BODY TYPE DEFINITIONS (*continued*)

- i. 9 – Garbage/Refuse. A garbage cargo body type is specifically designed to collect and transport garbage or refuse and recyclables. It includes conventional, rear-loading and "roll-off" style garbage trucks.
- j. 10 – Grain, Chips, Gravel. This cargo body type applies to vehicles hauling these or similar bulk commodities. They may be referred to as "open hoppers" or "belly dumps."
- k. 11 – Pole. A pole cargo body type consists of a trailer designed to be attached to a towing vehicle by a "reach" or "pole," or by being boomed and secured to the towing vehicle. These are ordinarily used to carry property of a long or irregular shape, such as telephone poles. The pole extends or retracts to accommodate varying lengths of cargo.
- l. 12 – Vehicle Towing Another Motor Vehicle. Applies to vehicles which have no cargo carrying capability but are in the act of towing another motor vehicle. These are often called "drive-away" or "tow-away" and will be applicable to tow trucks and specially designed truck/tractors.
- m. 13 – Intermodal Chassis. An intermodal chassis cargo body type is a trailer specifically designed to have a rail or ship container mounted directly on the chassis. This should not be confused with van/enclosed box cargo body type. Intermodal containers may be mounted on a flatbed trailer, in which case "Flatbed" is the cargo body type.
- n. 14 – Logging. A logging cargo body type is equipped with a fixed middle beam and side support posts specifically designed for carrying logs. If the trailer can "telescope" to carry different log lengths, then it should be considered a pole cargo type.
- o. 98 – Other Cargo Body (not listed above). This applies to a cargo body type that does not fit into any of the previous codes.

ANNEX C

NONCOLLISION AND COLLISION INVOLVING/WITH DEFINITIONS

1. Noncollision Definitions. The following codes correspond to crash events:
 - a. 1 – Ran Off Road. The driver lost control of the vehicle and left the roadway.
 - b. 2 – Jackknife. The driver lost control of an articulated vehicle (a vehicle with one or more trailing units connected by a hitch), and the trailer yaws from its normal straight-line path behind the power unit.
 - c. 3 – Overturn (Rollover). The vehicle rotated 90 degrees or more, side-to-side or end-to-end. An “overturn” or “rollover” should be treated as a single event even when a vehicle performs multiple rotations in a crash.
 - d. 4 – Downhill Runaway. The driver lost control due to brake failure on a downhill grade.
 - e. 5 – Cargo Loss or Shift. The loss or shift of items carried on or in the motor vehicle or its trailing unit but not to the vehicle or trailing unit itself. As an event in the sequence for this vehicle, the loss or shift does not have to be harmful. For example, the tractor-trailer rounds a sharp curve causing the cargo in the trailer to shift and consequently the vehicle overturns.
 - f. 6 – Explosion or Fire. An explosion or fire occurred as the cause or result of the crash.
 - g. 7 – Separation of Units. A trailing unit separated from the power unit or other trailing units.
 - h. 8 – Cross Median/Centerline. The vehicle crossed the median of a divided highway or the centerline of a two-way undivided highway and then entered the shoulder or travel lanes on the opposite side of the highway.
 - i. 9 – Equipment Failure (Tires, Brakes, Steering, etc.). Examples include, but are not limited to, defective tires, wheels, wheel rims, brakes, steering, suspension, powertrain, lighting systems, trailer hitch, air bags, and wipers.
 - j. 10 – Other Noncollision. This category includes events such as: the vehicle became airborne (e.g., driving off a cliff); an occupant is injured within a vehicle (e.g., the load passes through the rear window or gas inhalation [carbon monoxide]); an occupant fell from the vehicle; or an object was thrown or fell striking the vehicle.

ANNEX C

NONCOLLISION AND COLLISION INVOLVING/WITH DEFINITIONS (*continued*)

2. Collision Involving/With Definitions. Use the corresponding code when the crash event involved the qualifying vehicle and one of the entities described below:
- a. 12 – Pedestrian. A person traveling on their feet, standing, or sitting. This code also includes persons on “personal conveyances.” A personal conveyance is a device, other than a transport device, used by a pedestrian for personal mobility assistance or recreation. These devices can be motorized or human powered but not propelled by pedaling. Examples of a personal conveyance include skateboard riders, people in wheelchairs, people on roller skates, motorized scooters, etc.
 - b. 13 – Motor Vehicle In-Transport. A motor vehicle in motion or stopped in the roadway (in-transport). This code includes a motor vehicle in motion on a highway, a driverless motor vehicle in motion, and a motionless motor vehicle in the roadway, whether occupied or not. In roadway lanes used for travel during rush hours and parking during off peak hours, a parked motor vehicle is “in-transport” during periods when parking is forbidden.
 - c. 14 – Parked Motor Vehicle. A motor vehicle not in-transport. Parked motor vehicles include a vehicle parked in a designated parking space, stopped off the roadway (i.e., stopped on the shoulder, median, or roadside), and parked in the roadway in lanes not designated or closed for travel at the time of the crash.
 - d. 15 – Train. A series of rail vehicles that move along guides to transport freight or passengers from one place to another. This code includes a cable car or trolley which is on rails. Cable cars and trolleys not on rails are considered motor vehicles.
 - e. 16 – Pedalcycle. A nonmotorized vehicle propelled by pedaling. This code includes persons riding nonmotorized bicycles, tricycles, and unicycles. This code also includes passengers on those devices.
 - f. 17 – Animal. Live animals (domestic or wild) which are not themselves being used as transportation or to draw a wagon, cart, or other transport device. Use code 20, Other Movable Object, for dead animals in the roadway.
 - g. 18 – Fixed Object. A permanent or semipermanent structure (e.g., boulder, impact attenuator, bridge, concrete traffic barrier, embankment, culvert, standing tree).
 - h. 19 – Work Zone Maintenance Equipment. A construction, maintenance, or utility vehicle in the process of working and not “in-transport.” For example, the

ANNEX C

NONCOLLISION AND COLLISION INVOLVING/WITH DEFINITIONS (*continued*)

vehicle was using its articulated aerial work platform (i.e., a “bucket truck”) and working on telephone lines.

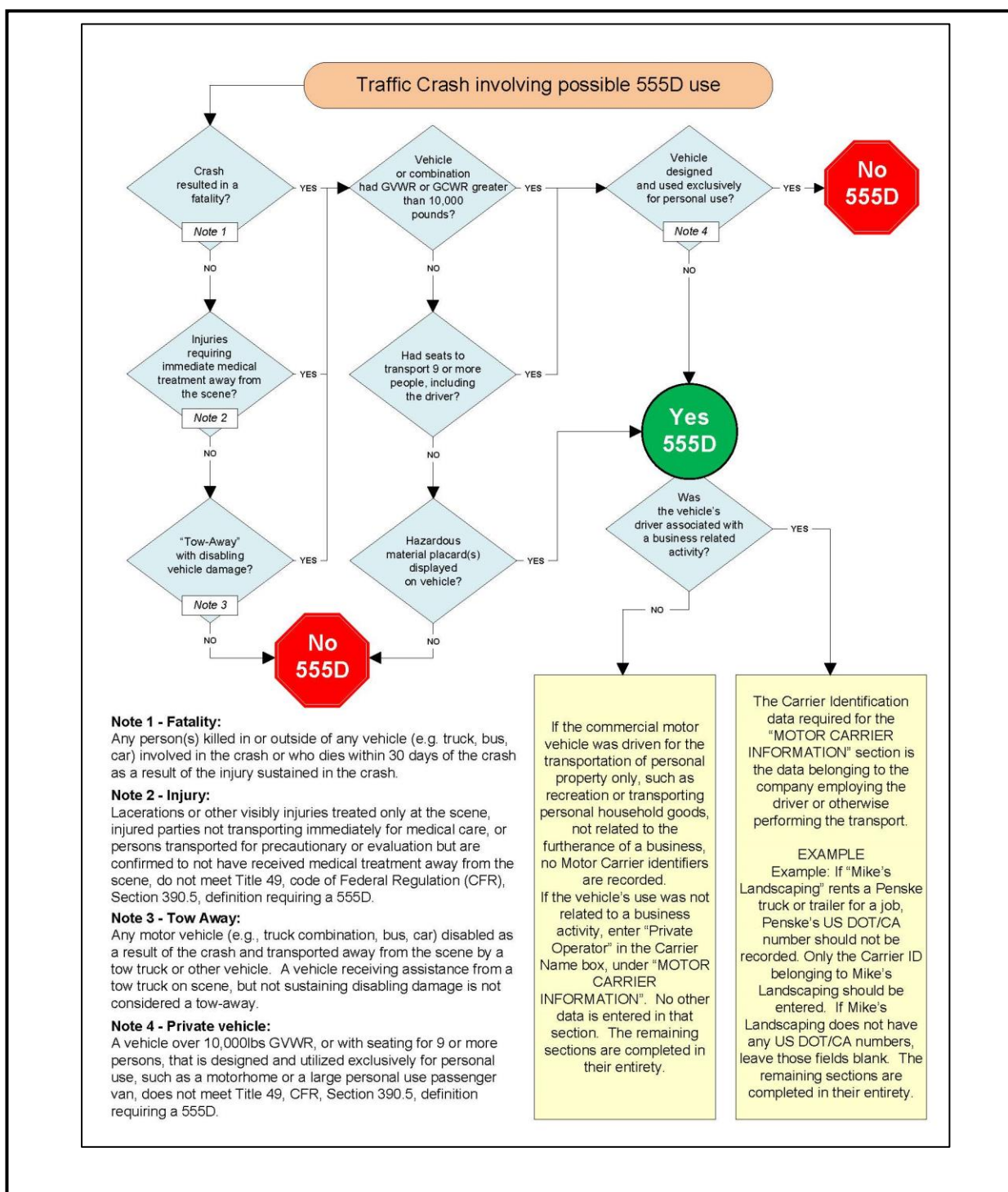
i. 20 – Other Movable Object. A temporary or “not-fixed” object. This code includes a ridden animal, animals drawing a device, construction barrels or cones, temporary highway signs, an animal carcass, or a fallen tree in the roadway.

j. 98 – Other (Describe). An event involving an item not described by any of the previous codes. Provide a brief description of the event.

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ANNEX D

CHP 555D, TRUCK/BUS CRASH SUPPLEMENTAL REPORT USE DECISION TREE



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ANNEX E

REPORTING CRITERIA FOR TRUCK AND BUS CRASHES

STATE OF CALIFORNIA
DEPARTMENT OF CALIFORNIA HIGHWAY PATROL
TRUCK / BUS CRASH SUPPLEMENTAL REPORT
CHP 555D (Rev. 4-24) OPI 062

REPORTING CRITERIA FOR TRUCK AND BUS CRASHES

IF THIS CRASH INCLUDES:

At least one motor vehicle in-transport operating on a trafficway open to the public, which results in:


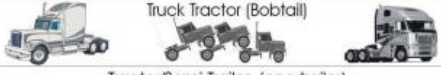


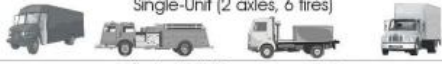




- A FATALITY:** Any person(s) killed in or outside of any vehicle (truck, bus, car, etc.) involved in the crash or who dies within 30 days of the crash as a result of an injury sustained in the crash,
- OR**
- AN INJURY:** Any person(s) injured as a result of the crash who immediately receives medical treatment away from the crash scene,
- OR**
- A TOW-AWAY:** Any motor vehicle (truck or truck combination, bus, car, etc.) disabled as a result of the crash and transported away from the scene by a tow truck or other vehicle.

THEN COMPLETE THIS SUPPLEMENT FOR EACH OF THE FOLLOWING INVOLVED VEHICLES:

1. **Any** truck having a gross vehicle weight rating (GVWR) of more than 10,000 pounds or a gross combination weight rating (GCWR) over 10,000 pounds used on public highways,
2. **Any** motor vehicle with seats to transport nine (9) or more people, including the driver's seat,
3. **Any** vehicle displaying a hazardous materials placard (regardless of weight).

(For questions, refer to HPM 110.5, Crash Investigation Manual, Chapter 8)

VEHICLE CONFIGURATION

<p>Bus - (9-15 Seats Including Driver)</p> 	<p>Truck Tractor (Bobtail)</p> 
<p>Bus - (16 or More Seats Including Driver)</p> 	<p>Tractor/Semi Trailer (one trailer)</p> 
<p>Single-Unit (2 axles, 6 tires)</p> 	<p>Truck Tractor/Double (two trailers)</p> 
<p>Single-Unit (3 or more axles)</p> 	<p>Truck Tractor/Triples (three trailers)</p> 
<p>Truck/Trailer (Single-Unit Truck pulling a trailer)</p> 	

CARGO BODY TYPE

<p>Bus - (9-15 Seats Including Driver)</p> 	<p>Dump</p> 	<p>Pole</p> 
<p>Bus - (16 or More Seats Including Driver)</p> 	<p>Concrete Mixer</p> 	<p>Log</p> 
<p>Van/Enclosed Box</p> 	<p>Auto Transporter</p> 	<p>Intermodal Chassis</p> 
<p>Cargo Tank</p> 	<p>Garbage/Refuse</p> 	<p>Vehicle Towing Vehicle</p> 
<p>Flat Bed</p> 	<p>Grain, Chips, Gravel</p> 	<p>No Cargo Body</p> 

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