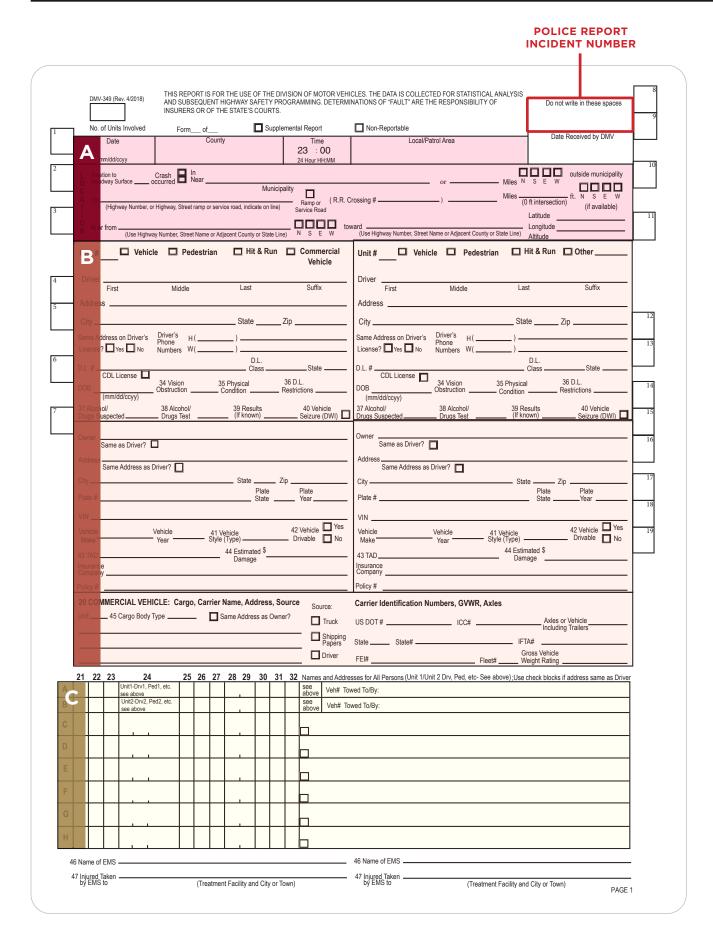
## **How to Read a North Carolina**

# **Accident Report** (Overview)



### A The Basics

As you can see in the sample, the time, date, and location of your accident are documented at the top of your report.

The on-scene officer should also include the county, city/town, and distance to the nearest intersection. If the accident occurred at a railroad crossing or highway, that should be documented as well.

### Vehicle and Driver Information

Officers also record information about all drivers and vehicles involved in the accident. Special circumstances, such as accidents involving pedestrians, commercial vehicles, or hit-and-runs, should be documented also.

Driver information typically includes:

- Name, address, and phone number
- License number and restrictions
- Physical condition after the accident
- Whether alcohol/drug use was suspected and, if applicable, test results
- Insurance company and policy number

Vehicle information typically includes:

- Vehicle owner
- License plate number
- Vehicle make and style
- Vehicle Identification Number (VIN)
- Estimated damage

#### C | Contact Information

Contact information for other parties involved in the accident may also be included, such as passengers, pedestrians, bicyclists, and witnesses.

Below this section, officers record whether EMS workers were called to the scene and which hospital any injured victims were taken to after the crash.

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ONTACT	IITIAL Unit#		VEHICLE INFO.	Veh #	Veh #	ROADWAY INF	0.	WORK ZON	RELATED
(Write in Code	es) Unit#		60 Authorized Speed Limit			69 Road Feature		78 Workzone Area	
CRASH SEQ	UENCE (Unit Level)	Unit# Unit#_	61 Estimate of Original Traveling Speed			70 Road Character		79 Work Activity	
9 Vehicle Mane	euver/Action		62 Estimate of Speed at Impact			71 Road Classification		80 Work Area Marked 81 Crash Location	
0 Non-Motorist			63 Tire Impressions Before Impact (ft.)			72 Road Surface Type		OT OTASIT LUCATION	
	Location Prior to impact		64 Distance Traveled After Impact (ft.)			73 Road Configuration		TRAILER INFO.	Unit# Ur
_	nce-First Event for This Unit		65 Emergency Vehicle Use			74 Access Control		82 Trailer Type	
	nce-Second Event		66 Post Crash Fire (If "Yes" check block)			75 Number of Lanes		1st Trailer No. Axles	
	nce-Third Event		67 School Bus – Contact Vehicle		1 =	76 Traffic Control Type		Width (inches)	
	Crash Sequence-Fourth Event		68 School Bus – Noncontact Vehicle		H	77 Traffic Control Oper		Length (feet)	
	Hamful Event for This Unit  Districe/Direction to Object Struck  Vedde Underride/Override			COMMERCIAL VEHICLE: Hazardous Materials Involved Unit Haz Mat Placard Yes No From Placard indicates: Hazardous Cargo Yes No 4-digit placard number 1-digit number from bottom of diamond					
			Haz Mat Placard  Yes  No						$\vdash$
									Overwidth Perr
	de Defects		Released (does not include fuel from fu Carrying Haz Mat  Yes  No	Released (does not include fuel from fuel tank)					
4 DIA GRAM			100 = 100					83 Unit# Overwidth Trailer and Overwidth Mobile Home	
nit# was: [	Traveling	On		Unit#was	Trav	veling	w on _		
			tive or Diagram, please use the Continuation	5 /					
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3 Type/ wner ame ame ame ame fficer Name			AddressAddress	WITNESS =				Property Estimated Damage_	

This section is often used to help determine whose fault the accident might have been and will likely play a large part in determining if you may be eligible to receive compensation.

### **D** Who Was At Fault?

Officers then document how they believe the crash occurred, including important factors such as the motorists' actions leading up to the crash, the accident sequence, the speed limit, and estimated speeds at impact.

If an accident involves a construction area or a commercial vehicle, additional details may be recorded.

### **E** Diagram

A pictorial diagram is used by officers to further document how and why they believe an accident happened.

Typically, an accident diagram will include all vehicles involved in the crash, vehicle directions, speed limits, proximity to traffic signals and intersections, and vehicle maneuvers leading up to the crash.

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