Performance and Registration Information Systems Management (PRISM)

SYSTEM SPECIFICATION

Version 5.0
February 2007

Changes applied to the PRISM System Specification V4.0, dated March 2005

Section	Description of Change
1.1	Added to description of Sections, "Appendix F, IRP Vehicle Status Codes – Provides list and description of IRP Vehicle Status Codes"
3.2	Third bullet modified to read, "The Internet is used for inquiries using Query Central, Web Services, and file transfers to/from the Volpe SFTP Site."
3.4 thru 3.7	A new section 3.4 "Web Services" has been inserted. Prior sections 3.4 thru 3.6 have been renumbered 3.5, 3.6, and 3.7.
4.7	In Table 4.6, two fields in the MCS-150 file changed in length from 25 to 100 characters. The two fields are "Mexican Neighborhood/Physical" and "Mexican Neighborhood/Mailing"
5.1.3.3	Modified beginning of 1st sentence to "Each PRISM State that has opted to use this alternative must…"
5.1.3.4 – 2nd bullet	Modified to read, "To use this transaction and satisfy PRISM requirements, States must report to SAFER on a daily basis all of the IRP vehicle transactions maintained by the State and all subsequent updates made throughout the year. States must also maintain the IRP Status Code field. (See Appendix F, IRP Vehicle Status Codes, for a list and description of the codes.) The vehicle registration data provided must identify the USDOT Number of the motor carrier responsible for the vehicle's safety."
5.1.3.4 – 3rd bullet	Modified to read, "A PRISM Central Site process automatically targets each vehicle assigned to a motor carrier in MCSIP."
6.1	Figure 6.1 - "Web Service" added under Validation Database
6.1.4.2.1	Replaced "The Query Central Web Site is available" with "MCMIS Query capability is available"
6.1.3	Figure 6.6 - "TML Database" replaced by "MCMIS Database"
6.1.5	Added new section 6.1.5 "Web Service". Figure 6.8 inserted as part of new section 6.1.5. Subsequent Figures incremented.
6.2	End of 1st paragraph modified to "Additionally when State Inspectors or FMCSA State Investigators conduct a Compliance Review, the Carrier should be asked to provide a list of vehicles registered in a Non-PRISM State for which the Carrier is responsible for safety. This list will subsequently be faxed to the PRISM Central Site for data entry." Added 2nd paragraph "Associated with this requirement PRISM States will create a file or report to alert IRP registration office management within 24 hours when there are vehicles registered in their State that are linked to a carrier affected by the issuance or rescission of a Federal Out-of-Service Order. See Section 6.2.3 for additional detail."
6.2.1.1.4.3	Deleted following sentence "The State PRISM Vehicle File should only contain records for vehicles authorized to be on the road as of the day the file is generated." Inserted Table 6.4 – Sending Vehicle Registration Records to PRISM Central Site. . Subsequent Tables incremented.
6.2.1.2	Elevated to Section 6.2.4. Appropriate renumbering within sections done.
6.2.3, 6.2.3.1 and 6.2.3.2	New sections added describing programming requirements for alerting IRP registration office management of nightly vehicle changes associated with OOSO carriers.
6.3	Figure 6.13 Renumbered to 6.14. Web Service Option inserted in Figure.
6.3.3.1.3	Added bullet, "Vehicle by VIN"
6.3.4	Added new section 6.3.4,"Check Carrier Safety Status using Web Services". Figure 6.18 inserted as part of new section 6.3.4. Subsequent Figures incremented.

6.4	Under Figure 6.19, Note 2. "Section 6.1.3" changed to "Section 6.3.3"
Section 6.6	Section 6.6 "Additional PRISM Functionality" has been deleted.
Appendix A	ACR and AVR Response messages have had modifications made to use all capital letters, center all messages and add a message "CARRIER IS NOT TARGETED". In addition the selection criteria has been modified: Until now unless a carrier was in MCSIP the message NOT ON FILE would be returned; From now on all Carriers contained on the SAFER-PRISM database will be returned and when a carrier is not in MCSIP the Message "CARRIER IS NOT TARGETED" will be displayed. In those cases where no carrier data is available the message NO CARRIER DATA AVAILABLE – TARGET STATUS UNKNOWN will be displayed.
Appendix B	Note underneath MCSIP Step Chart deleted.
Appendix C	Under PRISM Code XGNFRT, sub list A thru Y. Modified "R. Meat (XGNMET)" to "R. Meat (XGNMEA)"
Appendix E	Added additional error messages. New error messages added are numbered 400, 401, 402, 601, 602, 603, 604, 605, 608, 609, 610, 611, 702, 703, and 704.
Appendix F	Added Appendix F – IRP Vehicle Status Codes

TABLE OF CONTENTS

LIST OF FIGURES

LIST OF TABLES

1. INTRODUCTION

This document presents the external specifications for the Performance and Registration Information Systems Management (PRISM) system supporting the PRISM Program. The specifications are written at a functional level. Additional detailed implementation specifications should be developed before implementation.

The objective of this document is to provide all the information necessary for States to develop their local systems to satisfy the PRISM Requirements and interface with the PRISM Central Site.

1.1. Organization of this Document

Section 2, Application Description – Provides project background, scope, and an implementation schedule.

Section 3, PRISM System Architecture - Explains the overall architecture, communications interfaces, and error processing rules.

Section 4, Data Description – Provides layouts for the files used by the system.

Section 5, Introduction to Process Specifications– Provides an overview to the detailed process specification.

Section 6, PRISM Requirements and Process Specifications – Provides requirements and specifications for PRISM processes that can be used to satisfy PRISM Requirements.

Appendix A, NLETS Message Formats – Provides specifications for messages going through the National Law Enforcement Telecommunication Systems (NLETS).

Appendix B, MCSIP Step Chart - Provides a chart showing the MCSIP Steps and their explanation.

Appendix C, Data Dictionary – Provides the format, valid values, and definition for all data used in the system.

Appendix D, Glossary – Lists the terms used in this document and their meanings.

Appendix E, Error Message Text – Provides a list of error messages.

Appendix F, IRP Vehicle Status Codes – Provides list and description of IRP Vehicle Status Codes

2.   APPLICATION DESCRIPTION

2.1.   Background

2.1.1.   Project Mandate

The U.S. Congress, in recognition of the problems associated with identifying and removing unsafe motor carriers from the nation's highways included Section 4003 in the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. Section 4003 of the ISTEA mandated the Commercial Vehicle Information System (CVIS), (the name of the system was changed from the Commercial Vehicle Information System (CVIS) to the Performance and Registration Information Systems Management (PRISM)) to:

> "Demonstrate methods of establishing an information system which will link the motor carrier safety information network system of the Department of Transportation and similar State systems with the motor vehicle registration and licensing systems of the States".

The information system is to allow the States, when issuing a license plate for a commercial motor vehicle, to determine the safety fitness of the motor carrier to which the registered vehicle will be assigned and ensure the safety fitness of the motor carrier through sanctions/limitations on operations.

2.2.   Scope

This document contains Processes (See Section 6) that have been developed to satisfy numerous PRISM Requirements. The States that participated in the PRISM Pilot operated solely with data provided by FMCSA or the PRISM Central Site. As States have begun to implement CVISN[1] additional sources of data are available that may be used to satisfy some PRISM Requirements. The differences between satisfying PRISM requirements using CVISN processes and PRISM processes are outlined in the tables provided in Section 2.4.

2.3.   PRISM Requirements

The current list of PRISM Requirements is shown below. **Requirements that are addressed with PRISM System Processes are shown in bold.** These requirements are discussed further in Section 2.4.

2.3.1.   IRP Registration Requirements

1. Identify, collect and maintain the USDOT Number and TIN for the <u>Registrant</u> and <u>Motor Carrier</u> responsible for the safe operation of each vehicle being registered.

2. If a State barcodes the motor carrier information on the cab card, the State must record if the person responsible for the safety of the vehicle is expected to change during the registration year.

3. **Validate the USDOT Number before adding any USDOT Number to the IRP registration files.**

---

[1] The term commercial vehicle information systems and networks (CVISN, pronounced see' vision) refers to the Intelligent Transportation Systems (ITS) information system elements that support Commercial Vehicle Operations (CVO). CVISN includes information systems owned and operated by governments, carriers, and other stakeholders.

4. **Have the capacity to issue USDOT Numbers by online access to the MCMIS Database using standardized procedures.**

5. Incorporate PRISM requirements in temporary authority processes.

6. Seek and implement authority to suspend, revoke or deny registration if the Motor Carrier responsible for safety of the vehicle is prohibited from interstate operations.

7. Seek and implement authority to retrieve plates from carriers whose registration has been suspended, revoked or denied based on PRISM sanctions. (In some States this authority must be procured separately from the previous requirement)

8. **Check carrier safety status before issuing credentials and deny the registration if the motor carrier is prohibited from interstate operations.**

9. **Require all registrants to update the MCS-150 information if not updated within the past year, prior to issuing registration credentials.**

10. **Update the PRISM Target File nightly with registration information for vehicles assigned to motor carriers in MCSIP.**

11. Provide the ability to query registration files by registrant, motor carrier and motor vehicle in order to obtain registration records details.

12. Provide assistance to FMCSA in finding correct addresses of motor carriers by inquiring registration files.

13. Provide motor carrier law enforcement with a report that lists vehicles and registration data for all vehicles assigned to a specific carrier upon request by the safety investigator/compliance review officer.

14. Send notification letters to owners and registrants of vehicles assigned to carriers facing a potential order to discontinue interstate operations.

15. Ensure PRISM training is provided to all appropriate staff.

16. Ensure PRISM information and training are provided to Motor Carriers and other interested parties.

17. Ensure all appropriate staff attends MCMIS training.

2.3.2. Law Enforcement Requirements

1. Seek authority to stop and inspect vehicles based on the safety fitness of the motor carrier assigned to the vehicle. This requirement applies specifically to *probable cause* States.

2. **Provide the ability to identify vehicles assigned to carriers in MCSIP and give these vehicles priority for inspection.**

3. States must coordinate serving suspension orders with FMCSA Division Office.

4. Implement procedures to determine how to correct the unassigned or incorrectly assigned safety events.

5. Ensure PRISM training is provided to all enforcement officers.

6. Provide authority for joint issuance (Federal and State) of the warning letter.

7. Improve the quality of data.

8. **If a State has chosen to perform the compliance reviews, collect motor carrier vehicle registration data during compliance reviews that may result in a future order to discontinue interstate operations.**

2.4. Relationship of CVISN and PRISM

The PRISM and CVISN Programs both send IRP registration data to SAFER (Safety and Fitness Electronic Records) for related but different purposes. States may only send IRP registration data to SAFER via one data exchange route. **Therefore States implementing both programs must implement a State CVIEW certified with PRISM business rules in order to send data to SAFER that satisfy both programs.** States that entered CVISN early used EDI (ANSI X-12 Electronic Data Interchange) that was transferred between SAFER and CVISN States using the SDM (SAFER Data Mailbox). Most of these States have recently been converting to XML and are using the SAFER FTP site for data exchange. This document will no longer reference EDI as it is being rapidly replaced by XML. For more information contact the Volpe Center at FMCtechsup@volpe.dot.gov.

2.4.1. PRISM Program Requirement and System Data Process Cross-Reference Chart

Table 2.1 below identifies each system-related PRISM requirement and shows how the requirement can be satisfied using PRISM Data Processes, CVISN Data Processes, or Alternative Data Processes.

Table 2.1 - PRISM Program Requirements and System Data Processes

PRISM Program Requirement	PRISM Data Process	CVISN Data Process	Alternative System Processes
Registration Requirements			
3. Validate the USDOT Number of the motor carrier before adding any USDOT Number to the IRP registration files.	Process 6.1.1 – Utilize Local PRISM Census File	Process 6.1.2 – Utilize CVIEW as Validation Database	Process 6.1.3 – FMCSA Query Central Process 6.1.4 – MCMIS Inquiry
4. Have the capacity to issue USDOT Numbers by online access to the MCMIS Database using standardized procedures	This process will use the same connection to MCMIS as that used in Section 6.1.4 but will issue a USDOT Number and update MCMIS.	This process will use the same connection to MCMIS as that used in Section 6.1.4 but will issue a USDOT Number and update MCMIS.	N/A

PRISM Program Requirement	PRISM Data Process	CVISN Data Process	Alternative System Processes
Registration Requirements			
8. Check carrier safety status (not safety rating) before issuing credentials and deny the registration if the motor carrier is under operations out-of-service order.	Process 6.3.2 – Check Carrier Safety Status using Local PRISM Target File	Process 6.3.1 – Check Carrier Safety Status using CVIEW Database	Process 6.3.3 – Check Carrier Safety Status using Query Central
9. Require all registrants to update the MCS-150 information, if not updated within the past year, prior to issuing initial registration credentials.	Process 6.5.1 – Initial MCS-150 Processing Process 6.5.2 – MCS-150 Renewal Processing	N/A	N/A
10. Update the PRISM Target File nightly with registration information for vehicles assigned to motor carriers in MCSIP.	Process 6.2.1 – Update SAFER-PRISM Database Nightly using PRISM Vehicle File	Process 6.2.2 – Update SAFER-PRISM Database Nightly using CVIEW	N/A
Enforcement Requirements			
2. Provide the ability to identify vehicles assigned to carriers in MCSIP and give these vehicles priority for inspections.	Process 6.3.2 – Check Carrier Safety Status using Local PRISM Target File Process 6.4.1 – NLETS/AAMVAnet inquiry to PRISM Target File	Process 6.3.1 – Check Carrier Safety Status using CVIEW Database	Process 6.3.3 – Check Carrier Safety Status using Query Central
8. If a State has chosen to perform the compliance reviews, collect motor carrier vehicle registration data during compliance reviews that may result in a future order to discontinue interstate operations.	Process 6.2.1.2 – Provide Compliance Review Vehicle List.	N/A	N/A

3.   SYSTEM ARCHITECTURE

3.1.   Overview of System Architecture

3.1.1.   The PRISM System Architecture

The PRISM system architecture shown in Figure 3.1 on the next page has the following components:

- The PRISM State that provides information for vehicles assigned to motor carriers in the Motor Carrier Safety Improvement Process (MCSIP)
- The system user (State or law enforcement) who originates PRISM inquiries about motor carriers and vehicles in MCSIP and receives responses from the PRISM Central Site.
- The SAFER system that receives daily and weekly updates from the MCMIS database and updates the SAFER-PRISM database.
- The PRISM Central Site that receives and stores PRISM data in the SAFER-PRISM database and processes PRISM inquiries.

3.1.2.   The Telecommu nications Networks Which Transport PRISM Messages

- AAMVAnet network for State users
- National Law Enforcement Telecommunication System (NLETS) network for Law Enforcement
- The Internet for inquiries to the PRISM Central Site, SAFER, and MCMIS.
- The Internet for file transfers using the Volpe SFTP Site
- The network interface (not shown in graphic) that converts between the network format and the user format.

The source of PRISM motor carrier Census data is the Federal Motor Carrier Safety Administration (FMCSA) Headquarters' Motor Carrier Management Information System (MCMIS) Database.

The MCMIS Database maintains a comprehensive record of the safety performance of motor carriers and hazardous materials shippers who are subject to the Federal Motor Carrier Safety Regulations or Hazardous Materials Regulations. The MCMIS Database is updated with data from SAFETYNET and the periodic running of SafeStat as well as other sources.

The MCMIS Database contains records for more than one million entities, i.e., motor carriers, hazardous material carriers, entities that are both a carrier and a shipper, and registrants (entities who register vehicles but are not carriers).

SAFETYNET is a program that allows States to enter information concerning enforcement actions, accidents, and inspections of motor carrier vehicles. This information is periodically transmitted to FMCSA and used to update the Accident, Law Enforcement, and Inspections Files. FMCSA uses information from these files to update the MCMIS Database.

SafeStat is a program periodically run against the MCMIS Database to identify motor carriers whose safety performance has fallen to a level requiring review. SafeStat identifies motor carriers whose vehicles have been found to be unsafe (through roadside inspections), have been involved in multiple accidents, or had several law enforcement actions taken. These carriers are evaluated for placement in MCSIP. A SafeStat Indicator and a preliminary MCSIP Step are calculated for each motor carrier. The MCSIP Step identifies the carrier's status in the safety improvement process. Carriers meeting the threshold criteria are identified and the records sent to an FMCSA Division in each PRISM State. FMCSA and the State responsible for safety review the preliminary MCSIP Step and determine a final MCSIP Step. The final MCSIP step is communicated to FMCSA Headquarters and the MCMIS Database is updated.
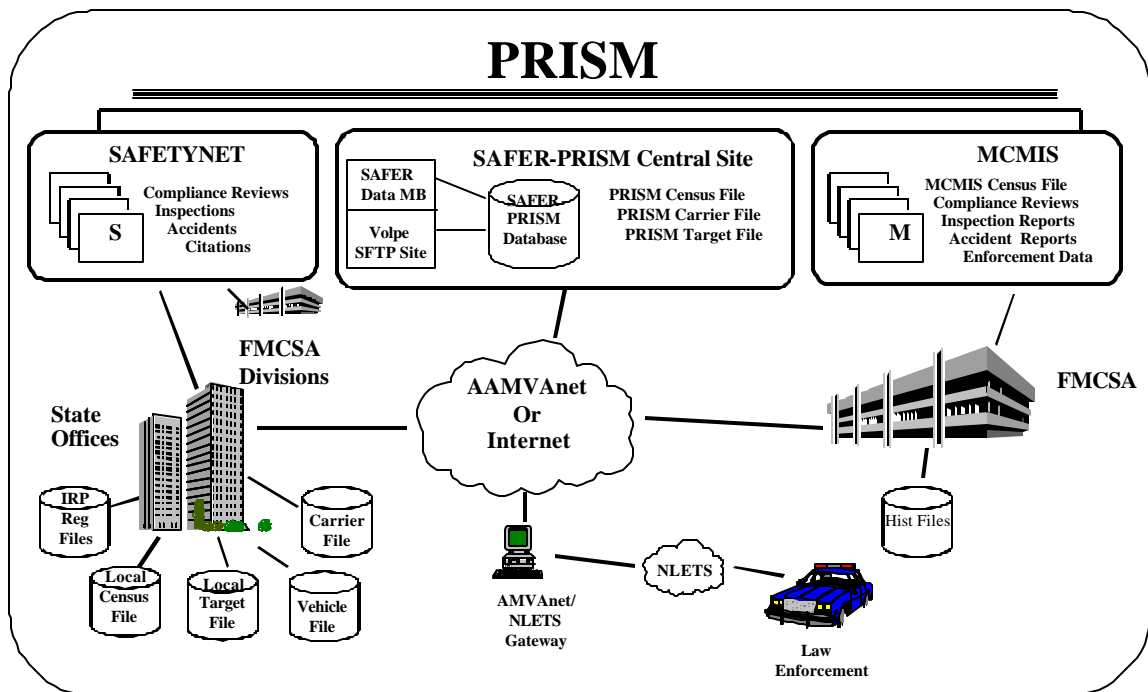
PRISM

Figure 3.1 – PRISM System Architecture

PRISM data is maintained at the SAFER-PRISM Central Site on the SAFER-PRISM database. This database contains all of the data that supports both the PRISM Program and other SAFER functions. When the PRISM Central Site provides PRISM files for the States or responds to inquiries from the States, the Central Site accesses the SAFER-PRISM database to generate the required file or provide the requested record. The PRISM Central Site provides the Local PRISM Census File Daily Updates, the Daily Local PRISM Carrier File and (if requested) the Daily Local PRISM Target File to the PRISM States in a "flat file" format using the data elements described in Section 4. For states that implement a State CVIEW, the PRISM Central Site can also provide an XML transaction, T0041P, with the required vehicle registration information. The PRISM Central Site provides the PRISM files through the Volpe SFTP Site.

PRISM States may store the locally maintained PRISM files in any format they choose.

1. **Local PRISM Census File** contains information on all carriers in the FMCSA MCMIS Database

2. **Local PRISM Carrier File** contains information on only carriers in MCSIP

3. **PRISM Vehicle File** contains information on vehicles assigned to MCSIP carriers

4. **Local PRISM Target File** contains information on carriers in MCSIP and vehicles assigned to them. The SAFER-PRISM Database contains history records (i.e., for motor carriers and vehicles previously in MCSIP). The Local PRISM Target File does not contain history records.

5. **State CVIEW** may store data from the T0041P in a separate table in the CVIEW database

The source of PRISM motor carrier information is the FMCSA MCMIS Database. The source of PRISM vehicle information is the State IRP registration files.

PRISM States may choose to maintain a Local PRISM Census File to satisfy the requirement to validate USDOT Numbers. If the State chooses to maintain a Local PRISM Census File, the PRISM Central Site will place the Daily Updates to the Local PRISM Census File on the Volpe SFTP Site each business day. PRISM States may also choose one of the alternative processes shown in Section 6.1 to validate the USDOT Number.

PRISM States may choose to maintain a Local PRISM Carrier file to generate the PRISM Vehicle File that is required to be sent to the PRISM Central Site every business night. CVISN/PRISM states must use an alternative process as shown in Section 6.2.2 to provide vehicle and registration data to the PRISM Central Site.

PRISM States may choose to maintain a Local PRISM Target file to check the Safety Status of a motor carrier prior to issuing IRP credentials or they may choose an alternative as shown in Section 6.3.

3.2. Telecommunications Network

Several telecommunications networks are used in PRISM. The AAMVAnet and NLETS Networks are connected by a system called the AAMVAnet/NLETS Gateway.

- The AAMVAnet network provides connections to PRISM States, the PRISM Central Site and the Gateway. AAMVAnet can also be used to access MCMIS.
- The NLETS network provides connections to Law Enforcement, PRISM States, and the Gateway.
- The Internet is used for inquiries using Query Central, Web Services, and file transfers to/from the Volpe SFTP Site.

3.2.1. AAMVAnet Network

AAMVAnet, Inc. provides value-added telecommunications network services through AT&T Global Network Services. This network enables a nationwide exchange of information and data communication services between government agencies and private sector businesses.

AAMVAnet provides communications capabilities including:

- Application to application, interactive
- Application to application, batch
- Application to remote terminal or remote printer

AAMVAnet subscribers can perform various types of communications and use various applications concurrently across a single physical connection. The ability to do this is dependent upon the capability of the subscriber's equipment (hardware and software).

3.2.2. Network Control Software

Network Control Software (NCS) is an AT&T Global Network Services product developed specifically to meet the needs of the AAMVA jurisdictions to route messages over the network. NCS buffers a system user from the different computer technologies used by the other participants in the system. NCS also allows each PRISM State and the PRISM Central Site to establish a single session with NCS, rather than requiring a site to have individual sessions with each other user.

The NCS is designed for application-to-application interactive communications. It supports SNA and TCP/IP communication protocols.

All States have a connection to NCS for the Commercial Drivers License Information System (CDLIS) and the Problem Driver Pointer System (PDPS). Some States may have additional connections supporting other AAMVAnet-developed applications.

3.2.3. NLETS Network

NLETS is a telecommunications network created for and dedicated to the criminal justice community. Its sole purpose is to provide for the interstate and/or interagency exchange of criminal justice and criminal justice related information.
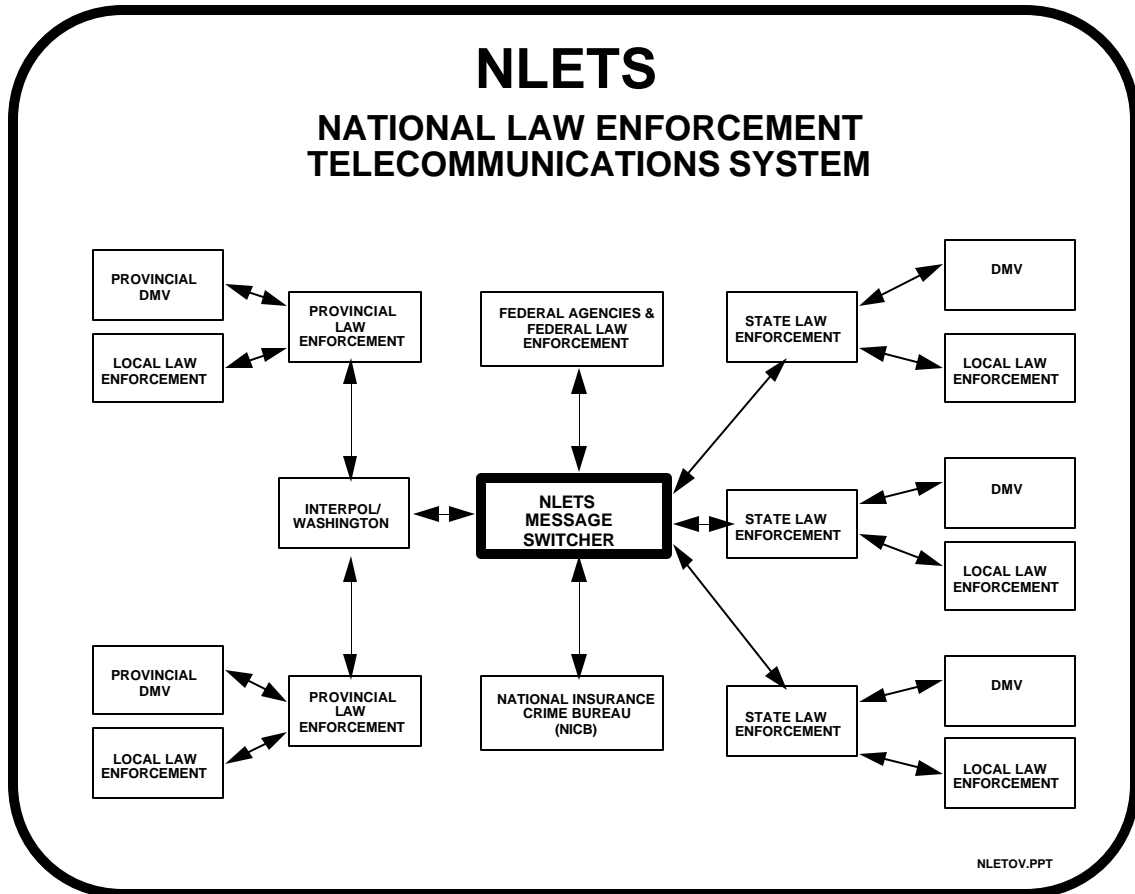
Figure 3.2 – NLETS Network

NLETS is a point-to-point network with its message switchers located at the Arizona Department of Public Safety in Phoenix, Arizona. NLETS can receive, store, and forward message traffic from and to all its user agencies.

NLETS users are primarily criminal justice agencies nationwide. Communications service is provided to the capital city of each State, the District of Columbia, Puerto Rico, and selected federal agencies. Normally, an NLETS connection to a State terminates at the Department of Public Safety (DPS) or comparable State agency. The DPS then has lines from its computer going to local law enforcement agencies and the Department of Motor Vehicles. There is also dedicated circuit between Interpol/Washington and Canada.

NLETS currently uses two DEC 6410 computers as message switchers. One computer is a 'hot' spare in the event problems occur with the primary computer. The software used for switching messages was developed by Planning Research Corporation (PRC) and is known as PRC Public Management System.

NLETS currently uses a 2780 bi-synchronous and TCP/IP protocols.

NLETS uses its own proprietary message format called the NLETS message format.

For a full description of NLETS, see the NLETS User Guide.

3.2.4.   The AAMVAnet/NLETS Gateway

The AAMVAnet/NLETS gateway allows:
- Law enforcement officers with access to NLETS, to obtain information from the PRISM Central Site Target File.
- Registration agencies in PRISM pilot States to access other States' registration files through NLETS.

The Gateway is necessary because of the differences in the telecommunications protocol used by NLETS (2780 bi-synch) and AAMVAnet (SNA and TCP/IP). In addition, the formats used for message control and data are dissimilar. The gateway converts messages from PRISM data format to NLETS data format, and vice versa.

3.3.   Unified Network Interface (UNI) Software

To make it possible for the jurisdictions to work with many different organizations and systems, and implement any of the applications being developed for use on the network, AAMVAnet developed the Unified Network Interface (UNI). UNI is an application interface that provides the translation between the network message structure, which is a common format for transmitting data across the network and the application file structure, which is used by the application programs. UNI was originally developed to support AAMVAnet proprietary network structure, called the AAMVAnet Message Interchange Envelope (AMIE) format. To use AMIE, UNI requires States to populate message data into a call list, which UNI then translates into AAMVAnet network message format.

UNI is installed in most States for AAMVAnet Commercial Driver License Information System (CDLIS) and Problem Driver Pointer System (PDPS).

UNI operates on a wide range of hardware platforms. Platforms currently supported by UNI are:

- IBM CICS/VSAM
- IBM IMS/DL1
- IBM DOS-VSE/CICS/VSAM
- IBM OS/2-CICS/IDX
- Unisys 1100-2200/DMS
- Data General MV35000
- UNIX - IBM RS/6000
- UNIX - SUN Microsystems
- UNIX - Motorola 80888
- Microsoft Windows NT

UNI has several powerful functions available to assist users (such as message splitting, message grouping, message control, routing validation, queuing processes, logging and audit trails). For more information, consult the UNI Application Developer's Reference Manual. It documents UNI's purpose, features and operating instructions.

3.4.   Web Services

PRISM States have the option of using Web Services for performing various queries. The Web Services application provides connectivity to the SAFER Web Services Server. In order to access this server a SAFER VPN and UAS account are required. States need to contact FMCTechSup@Volpe.Dot.Gov for information on acquiring these accounts.

For states that want to use this option, PRISM Technical Support provides a PRISM Web Services Startup Package. This package is meant to be used as an example of how to use Microsoft Visual Studio .Net to build a Web Service Client for submitting queries to the SAFER Web Services and processing the resulting XML document which is returned by the SAFER Web Services server. The PRISM Web Services Startup Package can be obtained by contacting PRISMTechnicalSupport@Volpe.Dot.Gov.

3.5.   Batch Software

When transferring data files between a PRISM State and the PRISM Central Site PRISM States will use the Volpe SFTP Site.   The Volpe SFTP Site is a secure site that contains current copies of the PRISM Files for States to download and is the destination for States to upload their Nightly PRISM Vehicle File.

The SAFER FTP Site (File Transfer Protocol) is used to transfer data between SAFER and the CVISN States including those States implementing both CVISN and PRISM.

3.6.   Messages

Messages within PRISM are sent:

- Online, via NCS (Network Control Software)
- Online, via NLETS
- Online through the Internet

The format of the data transmitted via NLETS is governed by NLETS. Details of each of the PRISM NLETS message are described in the Appendix A, NLETS Message Formats. See the NLETS User Guide for additional details about NLETS.

Online messages over AAMVAnet are transmitted using the AMIE format. All batch files are sent in the file layouts as identified in Chapter 4. Error reports as described in Section 6 should be sent to PRISMTechnicalSupport@Volpe.DOT.Gov as an attachment to an email. Appendix E, PRISM Error Messages provides a summary of error messages by process.

The business data elements are provided in Appendix C, Data Dictionary.

3.7.   System Requirements Specification

3.7.1.   System Availability

The PRISM Central Site will operate on the following schedule:

- The PRISM Central Site Target File will be available for interactive processing 24 hours a day, 7 days a week.
- The Gateway operates on the same schedule as the PRISM Central Site Target File.
- The NLETS network is in operation 24 hours a day, 7 days a week.

4. DATA DESCRIPTION

4.1. Introduction

This Section contains layouts for the files referenced in the Chapter 6, PRISM Requirements and Process Specifications.

The following column headers are used in the data tables in Sections 4.3 to 4.7 to describe the PRISM data files:

- Field Name   Description of the element
- Size   Length of the element
- Type   Type of the element, 'N' is numeric, 'A' is alphabetic and 'A/N' is Alphanumeric
- Presence   'R' is required and 'O' is Optional
- Code   The element code is used to reference the element in the Data Dictionary, App C

4.2. Data Maintenance Requirements

The SAFER-PRISM Database is a relational database that maintains data to support the extraction of the following PRISM Files.

- Local PRISM Census File – This is a subset of the Census data contained in the MCMIS Database. A record exists for every entity that has been issued a USDOT Number. Since PRISM is primarily concerned with safety data, the record contains identification and safety information.
- Local PRISM Carrier File – This file contains a record for every carrier that is in the MCSIP program. Slightly less carrier data is contained in this record when compared to the Local PRISM Census File.
- PRISM Vehicle File – This is a file prepared by each PRISM State (unless CVIEW data or an approved alternative process is used) and contains vehicle and registration information on every vehicle assigned for safety to a MCSIP Carrier.
- Local PRISM Target File – This is a file that PRISM States may request from the PRISM Central Site to assist the State in satisfying PRISM Requirements.
- PRISM Targeted Vehicle Output Transaction T0041P - XML transaction for use by CVISN states utilizing a CVIEW.

4.2.1. SAFER-PRISM Database Maintenance Requirements

The SAFER system is responsible for applying the daily and weekly MCMIS Database updates to the SAFER-PRISM Database. The SAFER system also maintains vehicle records on the SAFER-PRISM Database by applying daily IRP registration updates from CVISN States that use a CVIEW or CVIEW-equivalent. **When a State that is participating in both PRISM and CVISN sends Vehicle or IRP Registration data to SAFER it must be sent via CVIEW only.** PRISM requirements for data input validation and format are applied to the input files from the CVIEWs. States must coordinate with the Volpe Center to certify their CVIEWs to upload CVISN and PRISM data to SAFER. When the PRISM Central Site is required to provide PRISM States with the PRISM files or updates to PRISM files, the PRISM Central Site extracts the specific data required for the file or file updates and places the file or file updates on the Volpe SFTP Site.

The PRISM Central Site maintains vehicle records on the SAFER-PRISM database by receiving and applying nightly PRISM Vehicle File records from the PRISM States. The SAFER System also maintains vehicle records on the SAFER-PRISM Database by applying daily IRP vehicle registration updates from CVISN/PRISM States, and CVISN only States, using CVIEWs to upload data to SAFER. CVISN/PRISM States must maintain all of their vehicle records on the SAFER-PRISM database to be certified by PRISM.

4.2.2.   PRISM State Data Maintenance Requirements

PRISM States may maintain a Local PRISM Census File, a Local PRISM Carrier File, and a Local PRISM Target File. PRISM States have the option of maintaining PRISM files or alternatives (i.e., CVIEW) as described in Section 6 to satisfy PRISM Requirements. PRISM States may create the PRISM Vehicle File for transmission to the Volpe SFTP Site or utilize an alternative process (CVIEW) as described in Section 6.

PRISM States who maintain their own Local PRISM Census File will receive daily Census File updates from the PRISM Central Site and must promptly and accurately apply them to the Local PRISM Census File.

PRISM States who maintain a local PRISM Carrier File must refresh the file with the full PRISM Carrier File received daily from the PRISM Central Site.

PRISM States who maintain a local PRISM Target File must refresh the file with the local PRISM Target File received nightly from the PRISM Central Site.

In all of the above cases, PRISM Files or updates to PRISM Files will be available from the Volpe SFTP Site.

PRISM States who use a CVIEW to satisfy PRISM Requirements must promptly and accurately apply the periodic updates as shown below: Note also that PRISM States who use a CVIEW to satisfy PRISM Requirements **must update SAFER on a daily basis** with all IRP vehicle registration transactions.

> **CVIEW**
> - Daily Updates to carrier data
> - Daily updates to IRP vehicle registration data

CVISN/PRISM States who maintain a local T0041P XML table must refresh the file with the T0041P XML file retrieved nightly from the Volpe SFTP site.

4.3. Local PRISM Census File

The Local PRISM Census File transferred to the PRISM States on a daily basis is a transactional file of activity that occurred in MCMIS since the last time the transactional file was provided by the PRISM Central Site. The MCMIS Database and the PRISM Census File both contain records on interstate and intrastate carriers. A record in the file is uniquely identified by:
- USDOT Number (MMCDO1)

Table 4.1 – Local PRISM Census File Data Layout

Field Name	Size	From	To	Type	Presence	Code
File Type	1	1	1	A	R	MRFFTP
MCSIP Flag	1	2	2	A	O	XMCPFG
USDOT Number	7	3	9	N	R	MMCDO1
ICC Number	18	10	27	N	O	MMCICC
TIN Type FEIN/SSN	1	28	28	A/N	R	MMCTTY
TIN	9	29	37	N	R	MMCTIN
Carrier Legal Name	55	38	92	A/N	R	MMCLN1
Carrier "Doing Business As" Name	55	93	147	A/N	O	MMCDN1
Physical Address Street	30	148	177	A/N	R	MMCSTA
Physical Address City	25	178	202	A/N	R	MMCCIT
Physical Address State Code	2	203	204	A	R	MMCSTC
Physical Address Zip Code	5	205	209	A/N	R	MMCZIP
Physical Address Expanded Zip Code	5	210	214	A/N	O	MMCEZI
Physical Address County-Code	3	215	217	N	O	MMCCN1
Office Telephone Number	10	218	227	A/N	R	MMCPHN
Mailing Address Street	30	228	257	A/N	O	MMCMSA
Mailing Address City	25	258	282	A/N	O	MMCMCT
Mailing Address State Code	2	283	284	A	O	MMCMST
Mailing Address Zip Code	5	285	289	A/N	O	MMCMZ1
Mailing Address Expanded Zip Code	5	290	294	A/N	O	MMCMZ2
Mailing Address County-Code	3	295	297	N	O	MMCMCN
Carrier Status	1	298	298	A	R	MMCSTS
MCMIS File Create Date	8	299	306	N	R	MRFMCD
Date Added (USDOT Issue Date)	8	307	314	N	R	MMCDDT
MCMIS Last Update Date	8	315	322	N	R	MRFMLU
MCMIS Last Update User ID	8	323	330	A/N	O	MRFMUS
Entity Type	1	331	331	A	R	MMCENT
Carrier Interstate Operation Indicator	1	332	332	A	O	MMCIII
Filler (No longer used)	1	333	333	A	O	Filler
Carrier Intrastate Operation Non-Haz-Mat	1	334	334	A	O	MMCNHI
Carrier Intrastate Operation Haz-Mat	1	335	335	A	O	MMCMHI
MCSIP Step	2	336	337	N	R	MSFSTP
MCSIP Step Date	8	338	345	N	R	MSFSDA
SAFESTAT Indicator	3	346	348	N	O	MSFSSS
SAFESTAT Date	8	349	356	N	O	MSFSSD
Filler	17	357	373			
MCS-150 Last Update Date	8	374	381	N	O	X150LU

4.4. Local PRISM Carrier File

The Local PRISM Carrier File only contains records for carriers in the Motor Carrier Safety Improvement Process (MCSIP) and is used by PRISM States to identify these carriers. A record in the file is uniquely identified by:

- USDOT Number (MMCDO1)

Table 4.2 – Local PRISM Carrier File Data Layout

Field Name	Size	Columns From	To	Type	Presence	Code
File Type	1	1	1	A	R	MRFFTP
MCSIP Flag	1	2	2	A	O	XMCPFG
USDOT Number	7	3	9	N	R	MMCDO1
Carrier Legal Name	55	10	64	A/N	R	MMCLN1
Carrier "Doing Business As" Name	55	65	119	A/N	O	MMCDN1
Physical Address Street	30	120	149	A/N	R	MMCSTA
Physical Address City	25	150	174	A/N	R	MMCCIT
Physical Address County-Code	3	175	177	N	O	MMCCN1
Physical Address State Code	2	178	179	A	R	MMCSTC
Physical Address Zip Code	5	180	184	A/N	R	MMCZIP
Physical Address Expanded Zip Code	5	185	189	A/N	O	MMCEZI
MCSIP Step	2	190	191	N	R	MSFSTP
MCSIP Step Date	8	192	199	N	R	MSFSDA
SAFESTAT Indicator	3	200	202	N	O	MSFSSS
SAFESTAT Date	8	203	210	N	O	MSFSSD
TIN Type FEIN/SSN	1	211	211	A/N	R	MMCTTY
TIN	9	212	220	N	R	MMCTIN
PRISM Carrier File Create Date	8	221	228	N	R	MRFCCD
MCMIS Last Update Date	8	229	236	N	R	MRFMLU
MCMIS Last Update User ID	8	237	244	A/N	O	MRFMUS

4.5.   PRISM Vehicle File

The PRISM Vehicle File contains vehicle information for those vehicles assigned to motor carriers that are in MCSIP (i.e., targeted vehicles). The information is built at the PRISM States and sent to the PRISM Central Site for inclusion in the PRISM Target File. A record in the PRISM Vehicle File is uniquely identified by:

- USDOT Number (MMCDO1)
- VIN (VVHVIN)
- Plate Number (VRGPLN)

Table 4.3 –PRISM Vehicle File Data Layout

Field Name	Size	Columns		Type	Presence	Code
		From	To			
File Type	1	1	1	A	R	MRFFTP
Record Type	1	2	2	A	R	MRFRTP
USDOT Number	7	3	9	N	R	MMCDO1
VIN	17	10	26	A/N	R	VVHVIN
Plate Number	10	27	36	A/N	R	VRGPLN
Registration Jurisdiction	2	37	38	A	R	VRGJUR
Registration Date Effective	8	39	46	N	R	VRGDEF
Registration Date Expiration	8	47	54	N	R	VRGDEX
Make	4	55	58	A/N	R	VVHMAK
Model Year	4	59	62	N	R	VVHMYE
PRISM Carrier File Create Date	8	63	70	N	R	MRFCCD
PRISM Vehicle File Create Date	8	71	78	N	R	MRFVCD

4.6. Local PRISM Target File

The Local PRISM Target File is built at the PRISM Central Site and contains a carrier record for each motor carrier in MCSIP (extracted from the SAFER-PRISM database). It may contain one or more vehicle records, provided by the PRISM States, for each vehicle assigned to a motor carrier in MCSIP.

Each carrier and vehicle record contains a Target / History Indicator that indicates whether the record is targeted (i.e., the carrier/vehicle is currently in MCSIP) or history (i.e., the carrier/vehicle was previously in MCSIP).

The Local PRISM Target File should not contain more than one target carrier record with the same USDOT Number or more than one target vehicle record with the same USDOT Number and VIN.

4.6.1. Carrier Record

Carrier records on the PRISM Target File are uniquely identified by:

- USDOT Number (MMCDO1)
- Carrier Target / History Date (MRFCHD)

Table 4.4 –PRISM Target File: Carrier Record Data Layout

Field Name	Size	Columns		Type	Presence	Code
		From	To			
File Type	1	1	1	A	R	MRFFTP
Record Type	1	2	2	A	R	MRFRTP
USDOT Number	7	3	9	N	R	MMCDO1
Carrier Legal Name	55	10	64	A/N	R	MMCLN1
Carrier "Doing Business As" Name	55	65	119	A/N	O	MMCDN1
Physical Address Street	30	120	149	A/N	R	MMCSTA
Physical Address City	25	150	174	A/N	R	MMCCIT
Physical Address County-Code	3	175	177	N	O	MMCCN1
Physical Address State Code	2	178	179	A	R	MMCSTC
Physical Address Zip Code	5	180	184	A/N	R	MMCZIP
Physical Address Expanded Zip Code	5	185	189	A/N	O	MMCEZI
MCSIP Step	2	190	191	N	R	MSFSTP
MCSIP Step Date	8	192	199	N	R	MSFSDA
SAFESTAT Indicator	3	200	202	N	O	MSFSSS
SAFESTAT Date	8	203	210	N	O	MSFSSD
TIN Type FEIN/SSN	1	211	211	A/N	R	MMCTTY
TIN	9	212	220	N	R	MMCTIN
PRISM Carrier File Create Date	8	221	228	N	R	MRFCCD
MCMIS Last Update Date	8	229	236	N	R	MRFMLU
MCMIS Last Update User ID	8	237	244	A/N	O	MRFMUS
Carrier Target/History Indicator	1	245	245	A	R	MRFCTH
Carrier Target/History Date	8	246	253	N	O	MRFCHD

4.6.2.   Vehicle Record

Vehicle records on the PRISM Target File are uniquely identified by:

- USDOT Number (MMCDO1)
- VIN (VVHVIN)
- Plate Number (VRGPLN)
- Registration Jurisdiction (VRGJUR)

Table 4.5 –PRISM Target File: Vehicle Record Data Layout

Field Name	Size	Columns		Type	Presence	Code
		From	To			
File Type	1	1	1	A	R	MRFFTP
Record Type	1	2	2	A	R	MRFRTP
USDOT Number	7	3	9	N	R	MMCDO1
VIN	17	10	26	A/N	R	VVHVIN
Plate Number	10	27	36	A/N	R	VRGPLN
Registration Jurisdiction	2	37	38	A	R	VRGJUR
Registration Date Effective	8	39	46	N	R	VRGDEF
Registration Date Expiration	8	47	54	N	R	VRGDEX
Make	4	55	58	A/N	R	VVHMAK
Model Year	4	59	62	N	R	VVHMYE
PRISM Carrier File Create Date	8	63	70	N	R	MRFCCD
PRISM Vehicle File Create Date	8	71	78	N	R	MRFVCD
Vehicle Target/History Indicator	1	79	79	A	R	MRFVTH
Vehicle Target/History Date	8	80	87	N	O	MRFVHD

4.7. MCS-150 File

The MCS-150 File maintained at the PRISM Central Site is available for downloading from the Volpe SFTP Site. This file is refreshed on a monthly basis from the MCMIS Database. PRISM States desiring to use the MCS-150 file in their PRISM processing should contact PRISMTechnicalSupport@Volpe.DOT.Gov for instructions and software to use for downloading the MCS-150 File.

Table 4.6 – MCS-150 File Data Layout

MCS-150 Data Elements	MCS-150 Field	Columns Start	End	Type	Length	PRISM CODE
Status		1	1	A/N	1	MMCSTS
Legal Name	1	2	121	A/N	120	XMCLN1
"Doing Business As" Name	2	122	241	A/N	120	XMCDN1
Physical Address/Street	3	242	291	A/N	50	MMCSTA
Physical Address/City	4	292	316	A/N	25	MMCCIT
Physical Address/State Code	7	317	318	A/N	2	XPADDS
Physical Address/Zip Code	8	319	328	A/N	10	XPADDZ
Mexican Neighborhood/Physical	9	329	353	A/N	100	XMEXPH
Mailing Address/Street	5	354	403	A/N	50	MMCMSA
Mailing Address/City	6	404	428	A	25	XMADDS
Mailing Address/State Code	10	429	430	A/N	2	MMCMST
Mailing Address/Zip Code	11	431	440	A/N	10	XMADDZ
Mexican Neighborhood/Mailing	12	441	465	A/N	100	XMEXMA
Office Telephone Number	13	466	475	A/N	10	MMCPHN
Cellular Telephone Number	14	476	485	A/N	10	XMCCPH
Office Fax Number	15	486	495	A/N	10	XFAXPH
USDOT Number	16	496	507	N	12	XMCDO1
ICC Docket Number/First	17	508	513	A/N	6	MMCICC
ICC Docket Number/Second	17	514	519	A/N	6	MMCICC
ICC Docket Number/Third	17	520	525	A/N	6	MMCICC
Dun & Bradstreet Number	18	526	534	A/N	9	XDBNUM
Social Security Number	19	535	543	N	9	XMCSSN
Employer Federal ID Number	19	544	552	N	9	XMCFEI
Email Address	20	553	632	A/N	80	XEMAIL
Operation/Carrier/Interstate	21A	633	633	A/N	1	MMCIII
Operation/Carrier/Intrastate/HAZ-MAT	21B	634	634	A/N	1	MMCMHI
Operation/Carrier/Intrastate/Non HAZ-MAT	21C	635	635	A/N	1	MMCNHI
Operation/Shipper/Interstate	21D	636	636	A	1	XSHPIN
Operation/Shipper/Intrastate	21E	637	637	A	1	XSHPHM
Vehicle Registrant	21F	638	638	A/N	1	XVEHRG
Mileage/Calendar Year/MCS-150	22	639	648	N	10	XMILYR
Mileage/MCS-150/Year	22	649	652	N	4	X150DT
Classification	23A-L	653	664	A	12	XCLASS

MCS-150 Data Elements	MCS-150 Field	Columns Start	End	Type	Length	PRISM CODE
Classification Other Defined	23OTH DEF	665	714	A	50	XCLOTH
Cargo Transported/A: General Freight	24A	715	715	A	1	XGNFRT
Cargo Transported/B: Household Goods	24B	716	716	A	1	XGNHSG
Cargo Transported/C: Metal, Sheets, Coils, Rolls	24C	717	717	A	1	XGNMET
Cargo Transported/D: Motor Vehicles	24D	718	718	A	1	XGNMOV
Cargo Transported/E: Driveaway/Towaway	24E	719	719	A	1	XGNDRV
Cargo Transported/F: Logs, Poles, Beams, Lumber	24F	720	720	A	1	XGNPOL
Cargo Transported/G: Building Materials	24G	721	721	A	1	XGNMAT
Cargo Transported/H: Mobile Homes	24H	722	722	A	1	XGNMOB
Cargo Transported/I: Machinery, Large Objects	24I	723	723	A	1	XGNMAC
Cargo Transported/J: Fresh Produce	24J	724	724	A	1	XGNPRO
Cargo Transported/K Liquids/Gases	24K	725	725	A	1	XGNLIQ
Cargo Transported/L: Intermodal Cont.	24L	726	726	A	1	XGNINT
Cargo Transported/M: Passengers	24M	727	727	A	1	XGNPAX
Cargo Transported/N: Oilfield Equipment	24N	728	728	A	1	XGNOIL
Cargo Transported/O: Livestock Containers	24O	729	729	A	1	XGNLIV
Cargo Transported/P: Grain, Feed, Hay	24P	730	730	A	1	XGNHAY
Cargo Transported/Q: Coal/Coke	24Q	731	731	A	1	XGNCOL
Cargo Transported/R: Meat	24R	732	732	A	1	XGNMET
Cargo Transported/S: Garbage, Refuse, Trash	24S	733	733	A	1	XGNGAR
Cargo Transported/T: U.S. Mail	24T	734	734	A	1	XGNUSM
Cargo Transported/U: Chemicals	24U	735	735	A	1	XGNCHE
Cargo Transported/V: Commodities, Dry Bulk	24V	736	736	A	1	XGNDRY
Cargo Transported/W: 'Refrigerated Food	24W	737	737	A	1	XGNREF
Cargo Transported/X: Beverages	24X	738	738	A	1	XGNBEV
Cargo Transported/Y: Paper Products	24Y	739	739	A	1	XGNPAR
Cargo Transported/Z: Utility	24Z	740	740	A	1	XGNUTL
Cargo Transported/AA: Farm Supplies	24AA	741	741	A	1	XGNFAR
Cargo Transported/ BB: Construction	24BB	742	742	A	1	XGNCON
Cargo Transported/CC: Water - Well	24CC	743	743	A	1	XGNWAT
Cargo Transported/DD: Other	24DD	744	744	A	1	XGNOTH
Cargo Transported/ Other Defined	24OTH DEF	745	794	A/N	50	XGNDEF
Hazardous Materials Carried/ A: Division 1.1	25A	795	795	A	1	XHCDVA
Hazardous Materials Carried/ B: Division 1.2	25B	796	796	A	1	XHCDVB
Hazardous Materials Carried/ C: Division 1.3	25C	797	797	A	1	XHCDVC
Hazardous Materials Carried/ D: Division 1.4	25D	798	798	A	1	XHCDVD
Hazardous Materials Carried/ E: Division 1.5	25E	799	799	A	1	XHCDVE
Hazardous Materials Carried/F: Division 1.6	25F	800	800	A	1	XHCDVF
Hazardous Materials Carried/ G: Division 2.1	25G	801	801	A	1	XHCDVG
Hazardous Materials Carried/ H: Division 2.1LPG	25H	802	802	A	1	XHCDVH
Hazardous Materials Carried/ I: Division 2.1(METHANE)	25I	803	803	A	1	XHCDVI
Hazardous Materials Carried/ J: Division 2.2	25J	804	804	A	1	XHCDVJ

MCS-150 Data Elements	MCS-150 Field	Columns Start	End	Type	Length	PRISM CODE
Hazardous Materials Carried/ K: Division 2.2A (AMMONIA)	25K	805	805	A	1	XHCDVK
Hazardous Materials Carried/ L: Division 2.3A	25L	806	806	A	1	XHCDVL
Hazardous Materials Carried/ M: Division 2.3B	25M	807	807	A	1	XHCDVM
Hazardous Materials Carried/ N: Division 2.3C	25N	808	808	A	1	XHCDVN
Hazardous Materials Carried/ O: Division 2.3D	25O	809	809	A	1	XHCDVO
Hazardous Materials Carried/ P: Class 3	25P	810	810	A	1	XHCDVP
Hazardous Materials Carried/ Q: Class 3A	25Q	811	811	A	1	XHCDVQ
Hazardous Materials Carried/ R: Class 3B	25R	812	812	A	1	XHCDVR
Hazardous Materials Carried/ S: Comb Liquid	25S	813	813	A	1	XHCDVS
Hazardous Materials Carried/ T: Division 4.1	25T	814	814	A	1	XHCDVT
Hazardous Materials Carried/ U: Division 4.2	25U	815	815	A	1	XHCDVU
Hazardous Materials Carried/ V: Division 4.3	25V	816	816	A	1	XHCDVV
Hazardous Materials Carried/ W: Division 5.1	25W	817	817	A	1	XHCDVW
Hazardous Materials Carried/ X: Division 5.2	25X	818	818	A	1	XHCDVX
Hazardous Materials Carried/ Y: Division 6.2	25Y	819	819	A	1	XHCDVY
Hazardous Materials Carried/ Z: Division 6.1A	25Z	820	820	A	1	XHCDVZ
Hazardous Materials Carried/ AA: Division 6.1B	25AA	821	821	A	1	XHCDAA
Hazardous Materials Carried/ BB: Division 6.1 POISON	25BB	822	822	A	1	XHCDBB
Hazardous Materials Carried/ CC: Division 6.1Solid	25CC	823	823	A	1	XHCDCC
Hazardous Materials Carried/ DD: Class 7	25DD	824	824	A	1	XHCDDD
Hazardous Materials Carried/ EE: HWY Route CNTR QY	25EE	825	825	A	1	XHCDEE
Hazardous Materials Carried/ FF: Class 8	25FF	826	826	A	1	XHCDFF
Hazardous Materials Carried// GG: Class 8A	25GG	827	827	A	1	XHCDGG
Hazardous Materials Carried/ HH: Class 8B	25HH	828	828	A	1	XHCDHH
Hazardous Materials Carried/ II: Class 9	25II	829	829	A	1	XHCDII
Hazardous Materials Carried/ JJ: Elevated Temp Mat	25JJ	830	830	A	1	XHCDJJ
Hazardous Materials Carried/ KK: Infectious Waste	25KK	831	831	A	1	XHCDKK
Hazardous Materials Carried/ LL: Marine Pollutant	25LL	832	832	A	1	XHCDLL
Hazardous Materials Carried/ MM: Hazardous Sub (RQ)	25MM	833	833	A	1	XHCDMM
Hazardous Materials Carried/ NN: Hazardous Waste	25NN	834	834	A	1	XHCDNN
Hazardous Materials Carried/ OO: ORM	25OO	835	835	A	1	XHCDOO
Hazardous Materials Shipped/ A: Division 1.1	25A	836	836	A	1	XHSDVA
Hazardous Materials Shipped/ B: Division 1.2	25B	837	837	A	1	XHSDVB
Hazardous Materials Shipped/ C: Division 1.3	25C	838	838	A	1	XHSDVC
Hazardous Materials Shipped/ D: Division 1.4	25D	839	839	A	1	XHSDVD
Hazardous Materials Shipped/ E: Division 1.5	25E	840	840	A	1	XHSDVE
Hazardous Materials Shipped/F: Division 1.6	25F	841	841	A	1	XHSDVF
Hazardous Materials Shipped/ G: Division 2.1	25G	842	842	A	1	XHSDVG
Hazardous Materials Shipped/ H: Division 2.1LPG	25H	843	843	A	1	XHSDVH
Hazardous Materials Shipped/ I: Division 2.1(METHANE)	25I	844	844	A	1	XHSDVI

MCS-150 Data Elements	MCS-150 Field	Columns Start	End	Type	Length	PRISM CODE
Hazardous Materials Shipped/ J: Division 2.2	25J	845	845	A	1	XHSDVJ
Hazardous Materials Shipped/ K: Division 2.2A (AMMONIA)	25K	846	846	A	1	XHSDVK
Hazardous Materials Shipped/ L: Division 2.3A	25L	847	847	A	1	XHSDVL
Hazardous Materials Shipped/ M: Division 2.3B	25M	848	848	A	1	XHSDVM
Hazardous Materials Shipped/ N: Division 2.3C	25N	849	849	A	1	XHSDVN
Hazardous Materials Shipped/ O: Division 2.3D	25O	850	850	A	1	XHSDVO
Hazardous Materials Shipped/ P: Class 3	25P	851	851	A	1	XHSDVP
Hazardous Materials Shipped/ Q: Class 3A	25Q	852	852	A	1	XHSDVQ
Hazardous Materials Shipped/ R: Class 3B	25R	853	853	A	1	XHSDVR
Hazardous Materials Shipped/ S: Comb Liquid	25S	854	854	A	1	XHSDVS
Hazardous Materials Shipped/ T: Division 4.1	25T	855	855	A	1	XHSDVT
Hazardous Materials Shipped/ U: Division 4.2	25U	856	856	A	1	XHSDVU
Hazardous Materials Shipped/ V: Division 4.3	25V	857	857	A	1	XHSDVV
Hazardous Materials Shipped/ W: Division 5.1	25W	858	858	A	1	XHSDVW
Hazardous Materials Shipped/ X: Division 5.2	25X	859	859	A	1	XHSDVX
Hazardous Materials Shipped/ Y: Division 6.2	25Y	860	860	A	1	XHSDVY
Hazardous Materials Shipped/ Z: Division 6.1A	25Z	861	861	A	1	XHSDVZ
Hazardous Materials Shipped/ AA: Division 6.1B	25AA	862	862	A	1	XHSDAA
Hazardous Materials Shipped/ BB: Division 6.1 POISON	25BB	863	863	A	1	XHSDBB
Hazardous Materials Shipped/ CC: Division 6.1Solid	25CC	864	864	A	1	XHSDCC
Hazardous Materials Shipped/ DD: Class 7	25DD	865	865	A	1	XHSDDD
Hazardous Materials Shipped/ EE: HWY Route CNTR QY	25EE	866	866	A	1	XHSDEE
Hazardous Materials Shipped/ FF: Class 8	25FF	867	867	A	1	XHSDFF
Hazardous Materials Shipped/ GG: Class 8A	25GG	868	868	A	1	XHSDGG
Hazardous Materials Shipped/ HH: Class 8B	25HH	869	869	A	1	XHSDHH
Hazardous Materials Shipped/ II: Class 9	25II	870	870	A	1	XHSDII
Hazardous Materials Shipped/ JJ: Elevated Temp Mat	25JJ	871	871	A	1	XHSDJJ
Hazardous Materials Shipped/ KK: Infectious Waste	25KK	872	872	A	1	XHSDKK
Hazardous Materials Shipped/ LL: Marine Pollutant	25LL	873	873	A	1	XHSDLL
Hazardous Materials Shipped/ MM: Hazardous Sub (RQ)	25MM	874	874	A	1	XHSDMM
Hazardous Materials Shipped/ NN: Hazardous Waste	25NN	875	875	A	1	XHSDNN
Hazardous Materials Shipped/ OO: ORM	25OO	876	876	A	1	XHSDOO
# Equipment Units Owned/ Trucks	26	877	881	A/N	5	XOWNTK
# Equipment Units Owned/ Tractors	26	882	886	A/N	5	XOWNTS
# Equipment Units Owned/ Trailers	26	887	891	A/N	5	XOWNTL
# Equipment Units Owned/ HAZ-MAT Tank Truck	26	892	896	A/N	5	XOWNHK
# Equipment Units Owned/ HAZ-MAT Tank Trailer	26	897	901	A/N	5	XOWNHT
# Equipment Units Owned/ Motor Coach	26	902	906	A/N	5	XOWNMC
# Equipment Units Owned/ School Bus 1-8	26	907	911	A/N	5	XOSB1
# Equipment Units Owned/ School Bus 9-15	26	912	916	A/N	5	XOSB9
# Equipment Units Owned/ School Bus 16+	26	917	921	A/N	5	XOSB16

MCS-150 Data Elements	MCS-150 Field	Columns Start	End	Type	Length	PRISM CODE
# Equipment Units Owned/ Mini Bus	26	922	926	A/N	5	XOWNMB
# Equipment Units Owned/ Van 1-8	26	927	931	A/N	5	XOWNV1
# Equipment Units Owned/ Van 9-15	26	932	936	A/N	5	XOWNV9
# Equipment Units Owned/ Limo 1-8	26	937	941	A/N	5	XOWLI
# Equipment Units Owned/ Limo 9-15	26	942	946	A/N	5	XOWL9
# Equipment Units Owned/ Limo 16+	26	947	951	A/N	5	XOWL16
# Equipment Units Term Leased/ Trucks	26	952	956	A/N	5	XLEATK
# Equipment Units Term Leased/ Tractors	26	957	961	A/N	5	XLEATS
# Equipment Units Term Leased/ Trailers	26	962	966	A/N	5	XLEATL
# Equipment Units Term Leased/ HAZ-MAT Tank Truck	26	967	971	A/N	5	XLEAHK
# Equipment Units Term Leased/ HAZ-MAT Tank Trailer	26	972	976	A/N	5	XLEAHT
# Equipment Units Term Leased/ Motor Coach	26	977	981	A/N	5	XLEAMC
# Equipment Units Term Leased/ School Bus 1-8	26	982	986	A/N	5	XLEB1
# Equipment Units Term Leased/ School Bus 9-15	26	987	991	A/N	5	XLEB9
# Equipment Units Term Leased/ School Bus 16+	26	992	996	A/N	5	XLEB16
# Equipment Units Term Leased/ Mini Bus	26	997	1001	A/N	5	XLEAMB
# Equipment Units Term Leased/ Van 1-8	26	1002	1006	A/N	5	XLEAV1
# Equipment Units Term Leased/ Van 9-16	26	1007	1011	A/N	5	XLEAV9
# Equipment Units Term Leased/ Limo 1-8	26	1012	1016	A/N	5	XLEL1
# Equipment Units Term Leased/ Limo 9-15	26	1017	1021	A/N	5	XLEL9
# Equipment Units Term Leased/ Limo 16+	26	1022	1026	A/N	5	XLEL16
# Equipment Units Trip Leased/ Trucks	26	1027	1031	A/N	5	XTRLTK
# Equipment Units Trip Leased/ Tractors	26	1032	1036	A/N	5	XTRLTS
# Equipment Units Trip Leased/ Trailers	26	1037	1041	A/N	5	XTRLTL
# Equipment Units Trip Leased/ HAZ-MAT Tank Truck	26	1042	1046	A/N	5	XTRLHK
# Equipment Units Trip Leased/ HAZ-MAT Tank Trailer	26	1047	1051	A/N	5	XTRLHT
# Equipment Units Trip Leased/ Motor Coach	26	1052	1056	A/N	5	XTRLMC
# Equipment Units Trip Leased/ School Bus 1-8	26	1057	1061	A/N	5	XTLS1
# Equipment Units Trip Leased/ School Bus 9-15	26	1062	1066	A/N	5	XTLS9
# Equipment Units Trip Leased/ School Bus 16+	26	1067	1071	A/N	5	XTLS16
# Equipment Units Trip Leased/ Mini Bus	26	1072	1076	A/N	5	XTRLMB
# Equipment Units Trip Leased/ Van 1-8	26	1077	1081	A/N	5	XTLV1
# Equipment Units Trip Leased/ Van 9-15	26	1082	1086	A/N	5	XTLV9
# Equipment Units Trip Leased/ Limo 1-8	26	1087	1091	A/N	5	XTLL1
# Equipment Units Trip Leased/ Limo 9-15	26	1092	1096	A/N	5	XTLL9
# Equipment Units Trip Leased/ Limo 16+	26	1097	1101	A/N	5	XTLL16
# Drivers Interstate/ Within 100 Miles	27	1102	1106	N	5	XDINT1
# Drivers Intrastate/ Within 100 Miles	27	1107	1111	N	5	XDTRA1
# Drivers/Grand Total (Interstate and Intrastate)	27	1112	1116	N	5	XDGTOT
# Drivers/Total with Commercial Drivers License	27	1117	1121	N	5	XDRCDL
# Drivers Interstate/ Beyond 100 Miles	27	1122	1126	N	5	XDINTB

MCS-150 Data Elements	MCS-150 Field	Columns Start	End	Type	Length	PRISM CODE
# Drivers Intrastate/ Beyond 100 Miles	27	1127	1131	N	5	XDTRAB
USDOT Revoked Flag	28	1132	1132	A/N	1	XDOTRF
USDOT Revoked Number	28	1133	1144	N	12	XDOTRN
Company Representative 1	29	1145	1264	A/N	120	XCREP1
Company Representative 2	29	1265	1384	A/N	120	XCREP2

5. INTRODUCTION TO PROCESS SPECIFICATIONS

5.1. Process Introduction

This Section describes all of the processing involved in implementing the PRISM Program. The processing is described at a logical level that is independent of the physical implementation. The description provides a common set of rules, but allows the individual parties to select their own database design and communication interfaces.

5.1.1. Process Implementation Charts

A Process Implementation Chart (PIC) is included in Chapter 6 for each major business requirement. The PIC is a graphical logical representation of a process. The chart shows what occurs within a process. The PIC also documents the processors (participants or organizational units) involved. These processors are listed across the top of the chart as column headings. A processor's responsibilities are contained within its column(s). Arrows represent the flow of information.

The following icons are used in the Process Implementation Charts that follow:

- Rectangle   Process
- Barrel   Automated file or database

5.1.2. Process Specifications

The process specifications describe the rules that must be followed by each of the parties involved in the system.

When appropriate, the process specifications describe messages using a three character code for NLETS messages, which is referred to as the message type. These codes are unique for a given message type within an application, and may be used to reference the appendices that describe the communication interfaces to be used by:

- Law enforcement agencies using the NLETS message formats

NLETS users should follow the rules in the specifications for the NLETS processes then reference Appendix A, NLETS Message Formats.

Data elements listed in the process specifications reference the data dictionary using a six-character code. The data dictionary describes the fields used in the system. The data dictionary is contained in Appendix C.

The process specifications describe the validation rules and the error messages to be used. A description of error processing is provided in Section 3.6- Error Processing. A list of error messages is provided in Appendix E. *In situations where a message contains multiple records and only some of the records are in error, processing should continue on the correct records.*

The automated File/Database icons on the PICs are given the names of the physical files from the PRISM pilot system. *This does not imply that they must be implemented as physical flat files as was done in the initial pilot implementation.*

5.1.3.   Processing Summary

The remainder of this section provides a *summary* of PRISM processing. The processing is described in full detail in the process specifications to follow. For information on PRISM files and data maintenance requirements, see Section 4, Data Description.

5.1.3.1. Local PRISM CENSUS FILE

Initial or Refresh Local PRISM Census File

- Contact PRISMTechnicalSupport@Volpe.DOT.Gov to receive the initial (or refresh) PRISM Census File.
- The file can be downloaded from the Volpe SFTP Site.

Daily Updates to PRISM Census File

FMCSA Daily and Weekly Updates to MCMIS Database

- FMCSA will send daily and weekly updates to the MCMIS Database to SAFER. The daily updates are scheduled to be sent to SAFER each evening. The weekly updates are scheduled to be sent on Saturday.
- SAFER will pick up the daily and weekly MCMIS Database Updates and update the SAFER-PRISM database.
- Note that the daily updates will include all new records and any changes that have occurred to carrier census fields of existing records since the last MCMIS Extract was generated. On Saturdays MCMIS will be providing carrier maintenance updates to SAFER plus updates to all statistical fields used by SAFETYNET (i.e., number of fatal accidents in the last 15 days, number of tow away accidents in the last 24 days for each carrier) and as necessary the updates that result from a monthly SafeStat monitor run.

PRISM Central Site Daily Updates of PRISM Census File

- The PRISM Central Site will place the daily updates to the Local PRISM Census File on the Volpe SFTP Site of PRISM States not later than 8:00pm(ET) each business day (Monday – Friday).
- If the PRISM Central Site cannot place the daily updates on the Volpe SFTP Site on Monday, they shall recycle to place the daily updates on the Volpe SFTP Site by Tuesday at 8:00pm(ET) and continue recycling until the file is sent. If the updates cannot be placed on the Volpe SFTP Site by Friday, attempts to recycle shall cease and the following Monday's routine schedule shall contain two weekly update files. If the PRISM Central Site cannot send the daily updates to the Local PRISM Census File, no Local PRISM Carrier File will be sent.

PRISM State Processing of Daily Updates of Local PRISM Census File

- PRISM States will pick up daily updates of the Local PRISM Census File from the Volpe SFTP Site after 8:00pm (ET) each Monday.
- If no daily update file is available on the Volpe SFTP Site PRISM States should recycle to Tuesday and continue checking each day until the weekly Local PRISM Census File Updates are received.
- PRISM States should apply the daily updates to their Local PRISM Census File.

5.1.3.2. Local PRISM CARRIER FILE

PRISM Central Site creates Local PRISM Carrier File

- The PRISM Central Site shall extract from the SAFER-PRISM database, the Carrier record of all carriers in MCSIP and create the PRISM Carrier File.
- The PRISM Central Site shall place the Local PRISM Carrier File on the Volpe SFTP Site not later than 8:00pm (ET) each Monday - Friday. Note that in the event that no daily updates to the Local PRISM Census File are sent, there will not be a Local PRISM Carrier File sent.
- If the PRISM Central Site cannot place the Local PRISM Carrier File on the Volpe SFTP Site by 8:00pm (ET) on Monday they shall automatically recycle to send it by 8:00pm(ET) on Tuesday and continue recycling until the Local PRISM Carrier File is placed on the Volpe SFTP Site.

PRISM State Processing of Local PRISM Carrier File

- PRISM States shall retrieve the Local PRISM Carrier File each Monday – Friday after 8:00pm (ET) from the Volpe SFTP Site.
- If the Local PRISM Carrier File is not available, the retrieval should be recycled to Tuesday and continue being recycled until the Local PRISM Carrier File is received.

5.1.3.3. PRISM VEHICLE FILE

- Each PRISM State that has opted to use this alternative must process the Local PRISM Carrier File against their State IRP Registration files and extract the ***most current valid vehicle registration*** record for each vehicle assigned to a motor carrier in MCSIP. The State PRISM Vehicle File should only contain records for vehicles ***authorized to be on the road*** as of the day the file is generated. **No vehicle with expired registration should be selected.**
- Processing of TEMP Plates: The Plate Number field is a required field and cannot be blank. For TEMP plates, the Plate Number field can be populated with "TEMPnnnnnn" or similar designator as decided by the State. The State is responsible to ensure that only valid, non-duplicated numbers are used.
- PRISM States send the PRISM Vehicle file (nightly) to the Volpe SFTP Site by Midnight (ET).

5.1.3.4. IRP Registration (Cab Card) Input, Transaction T0022

- CVISN/PRISM States use this XML transaction to satisfy the PRISM requirement for providing vehicle data.
- To use this transaction and satisfy PRISM requirements, States must report to SAFER on a daily basis all of the IRP vehicle transactions maintained by the State and all subsequent updates made throughout the year. States must also maintain the IRP Status Code field. (See Appendix F, IRP Vehicle Status Codes, for a list and description of the codes.) The vehicle registration data provided must identify the USDOT Number of the motor carrier responsible for the vehicle's safety.
- A PRISM Central Site process automatically targets each vehicle assigned to a motor carrier in MCSIP.

5.1.3.5. SAFER-PRISM Database Updates

- The PRISM Central Site shall retrieve all State PRISM Vehicle files and the Compliance Review Vehicle List file after Midnight (ET) each night and will update the SAFER-PRISM Database.
- If a State's Vehicle file is not on the Volpe SFTP Site by Midnight (ET) the PRISM Central Site will proceed with the most recent vehicle file that it has for that State.
- If the PRISM Central Site finds two PRISM Vehicle Files from any State (i.e., the State was late sending one file and the next scheduled file is also present) the PRISM Central Site should only process the most recent file.

5.1.3.6. LOCAL PRISM TARGET FILE

- After completing the SAFER-PRISM Database update process, the PRISM Central Site extracts the Local PRISM Target File from the SAFER-PRISM Database and places it on the Volpe SFTP Site by 5:00am (ET) each day that PRISM Vehicle Files are received. The PRISM Central Site will produce a Local PRISM Target File on any day that at least one PRISM State sends a PRISM Vehicle File to the PRISM Central Site. Please see the exception above for those cases where the daily updates to the Local PRISM Census File cannot be sent.
- PRISM States pick up the Local PRISM Target File from the Volpe SFTP Site after 5:00am (ET) each business day and perform their local processing.

5.1.3.7. MCMIS Safety and Census Update, Transaction T0031

CVISN/PRISM states can use this XML transaction from the SAFER FTP site to satisfy the PRISM requirement for Census and Carrier data file updates.

PRISM Central Site Provides Carrier Census Update

- If a PRISM State has chosen to receive carrier census updates via the T0031 XML transaction, the PRISM Central Site will extract the data from the SAFER-PRISM Database and place the transaction on the SAFER FTP site.

PRISM State Processing of Carrier Census Subscriptions

- The PRISM State shall retrieve the MCMIS Safety and Census Update, T0031 from the SAFER FTP Site and perform additional processing, as required.

5.1.3.8. PRISM/XML Targeted Vehicle Subscriptions, Transaction T0041P

PRISM Central Site PRISM/XML Targeted Vehicle Subscriptions

- If a PRISM State has chosen to receive PRISM/XML Targeted Vehicle Subscriptions (T0041P) the PRISM Central Site will extract the data from the SAFER-PRISM Database and place the PRISM/XML Targeted Vehicle File in the Volpe SFTP Site for PRISM States to download. The T0041P transaction is similar to the existing IRP XML transaction (T0028) used in the CVISN Program, but it only contains targeted vehicle information required for the PRISM Program. **The T0041P should not be used for CVISN purposes, which require the cab card data from the T0028, and conversely the T0028 should not be used for targeted vehicle determination purposes.**

PRISM State Processing of PRISM/XML Targeted Vehicle Subscriptions

- The PRISM State shall retrieve the PRISM/XML Targeted Vehicle Subscription (T0041P) from the Volpe SFTP Site and perform their processing. This information should be placed in a separate table from the CVISN IRP cab card information if stored in the same database with the

CVISN data, such as in a State CVIEW. Modifications would have to be made to the State's CVIEW database to accommodate the T0041P.

5.1.3.9. PRISM State File Initial Load Processes

When a State first joins PRISM and has chosen to use PRISM files, it initially loads PRISM files as follows. It:
- Receives and loads a full copy of the PRISM Census File from the Volpe SFTP Site
- Receives and loads a full copy of the PRISM Carrier File from the Volpe SFTP Site
- Retrieves targeted (i.e., assigned to a MCSIP carrier) vehicles from its registration files and sends them to the Volpe SFTP Site for inclusion in the PRISM Central Site PRISM Target File
- Optionally, or the Volpe SFTP Site, and loads a local copy of the Local PRISM Target File (not including history) after the PRISM Central Site has incorporated targeted vehicle records from all participating PRISM States
- Note that when a new State joins PRISM the PRISM Central Site may suggest retrieving and loading the initial PRISM Census File and delaying the other processing until the following week.

If a State chooses to use CVIEW to satisfy PRISM Requirements, it initially loads CVIEW files as follows.

- It receives and loads a full copy of the Carrier and Vehicle database from SAFER. Please refer to http://jhuapl.edu/cvisn/documents for additional information.

5.1.3.10. PRISM State File Maintenance Processes

After a State has joined PRISM and initialized its local files, it must update them when changes occur. It must also provide vehicle updates for the PRISM Central Site to maintain the PRISM Target File.

There are several events that trigger PRISM file updates:

- FMCSA sends daily updates of the Motor Carrier Management Information System (MCMIS) Census Database to SAFER, which in turn updates the SAFER-PRISM database. The PRISM Central Site sends daily updates for the Local PRISM Census File and the full Local PRISM Carrier File daily to PRISM States. SAFER also sends daily updates to CVISN States via XML transactions and the Volpe FTP server. These may include:
  - New carriers
  - Carriers added to MCSIP
  - Carriers removed from MCSIP
  - Changes to carrier census and safety information
- In a State using PRISM Files:
  - A vehicle is assigned for safety purposes to or leaves (i.e., is no longer assigned to) a MCSIP carrier based in a PRISM State.
  - A State renews the registration of a vehicle assigned to a MCSIP carrier or changes other PRISM Vehicle File information on the vehicle
- In a State using CVIEW Files:
  - Any addition, change (including renewals), or deletion in an IRP vehicle registration triggers an update to SAFER

The update processes are described in the following sub-sections:

5.1.3.11. FMCSA Sends MCMIS Database Updates

When FMCSA sends daily updates of the MCMIS Database to SAFER, SAFER updates the SAFER-PRISM database. The PRISM Central Site sends daily updates to the Volpe SFTP Site for authorized States to download the updates to the Local PRISM Census File and the full Local PRISM Carrier File.

For those PRISM States that have chosen to retain a Local PRISM Target File, the PRISM Central Site places the Local PRISM Target File on the Volpe SFTP Site after it has applied vehicle updates to it from all participating PRISM States.

5.1.3.12. Vehicle Assigned to or Leaves MCSIP Carrier or Vehicle Information Changes

When a vehicle is assigned for safety purposes to a MCSIP carrier based in a PRISM State, the State retrieves PRISM Vehicle File information from its registration files and sends it to the Volpe SFTP Site as part of the nightly PRISM Vehicle File transfer. Note that PRISM States who are also CVISN States and report all IRP vehicle registration changes daily to SAFER via CVIEW do not have to provide a separate PRISM Vehicle File. SAFER will properly update the SAFER-PRISM database to ensure that all targeted vehicles are properly identified.

When a vehicle assigned for safety purposes to a MCSIP motor carrier leaves (i.e., is no longer assigned to) the carrier, the vehicle information will not be included in the PRISM Vehicle File. When the nightly PRISM Vehicle File transfer extracts vehicle information and forwards it to the Volpe SFTP Site, this vehicle will not be included as a targeted vehicle, and the PRISM Central Site will update the SAFER-PRISM database accordingly.

When PRISM Vehicle File information for a vehicle assigned to a MCSIP motor carrier changes (e.g., the registration is renewed), the PRISM State again forwards the vehicle information changes to the Volpe SFTP Site as part of the nightly PRISM Vehicle File transfer. PRISM States using CVIEW must report all vehicle or registration changes daily to SAFER to satisfy this requirement.

In all of the above cases, the PRISM Central Site updates the SAFER-PRISM database with these changes, and places the Local PRISM Target File (including all updates) on the Volpe SFTP Site for downloading by all participating States that have chosen to retain a copy locally. SAFER will update the SAFER-PRISM database with all changes and when the PRISM Central Site extracts the Local PRISM Target File, or the T0041P, all changes will be included.

5.1.3.13. State Registration Inquiry Processes

PRISM States retaining a copy of the Local PRISM Target File will most likely perform inquiries against it rather than the SAFER-PRISM Database. Since PRISM States may maintain a Local PRISM Census File, inquiries will be made against it rather than the SAFER-PRISM Database. The design of inquiries to local files is outside the scope of this document.

Before registering a vehicle, PRISM States must determine if the carrier to which the vehicle is assigned is in MCSIP. There are several ways to perform this inquiry:
- Process 6.3.1 Check Carrier Safety Status using CVIEW database
- Process 6.3.2 Check Carrier Safety Status using Local PRISM Target File
- Process 6.3.3 Check Carrier Safety Status using Query Central

In addition, each vehicle must be checked to determine if the vehicle is assigned for safety to a MCSIP carrier who is "out-of-service" or the vehicle is suspended or revoked by another PRISM jurisdiction. The above processes can also be used for the vehicle status check.

States are cautioned that just because a carrier is in MCSIP does not mean that the registrations of vehicles assigned to that carrier for safety, should not be renewed. The MCSIP Step Table in Appendix B clearly indicates specific MCSIP Steps where registration should or should not be renewed.

AAMVAnet users may also perform the Process described in Section 6.6.1 - NLETS Vehicle Registration Inquiry. This transaction queries another State's registration files directly. It does not pass through the PRISM Central Site.

5.1.3.14. Law Enforcement (NLETS) Inquiry Processes

Law enforcement users of the NLETS network can query the PRISM Central Site Target File using:
- Section 6.4.1 NLETS/AAMVAnet Carrier Inquiry
- Section 6.4.2 NLETS/AAMVAnet Vehicle Inquiry

5.1.3.15. Validating PRISM Data Records received from or sent to the Volpe SFTP Site

Table 5.1 consolidates all of the detailed editing requirements of the processes contained in Section 6. In the past, each process had one or more edits that were required to be performed and those edits were included in the specifications for that process. Now all editing required of any process is identified in the table below. Whether a data element is required or optional is contained in the data layouts in Section 4. Note that each edit is identified in the first column of the chart below with its associated Error or Warning Message Number.

Table 5.1 – PRISM Process Validation Edits

Validation Item and related Error/Warning Message Nbr.	Initialize Local PRISM Census File	Daily Local PRISM Census Updates File	Local PRISM Carrier File	Local PRISM Target File	PRISM Vehicle File
Verify File can be loaded	Y	Y	Y	Y	N
Validate Each Data Element in Each Record. Error 200 and/or 201 Applicable	Y	Y	Y	Y	Y
If TIN (MMCTIN) > 0, TIN Type (MMCTTY) must be present. Add record but produce Warning Message 614	Y	Y	Y	N	N
If TIN is present, TIN Type must be present. Add record but produce Warning Message 614.	Y	Y	Y	N	N
If MCSIP Flag not = "C" do not add record and use Error 210	N	N	Y	Y	N

Validation Item and related Error/Warning Message Nbr.	Initialize Local PRISM Census File	Daily Local PRISM Census Updates File	Local PRISM Carrier File	Local PRISM Target File	PRISM Vehicle File
If Carrier Status (MMCSTS) not = "A", or not = "I" where MCSIP Step (MSFSTP) = 54, 55, 57, 59, 60, 61, 62, or 63 (Out of Service Steps), MCSIP Step (MSFSTP) must be "00" or "99" Error 203	N	Y	N	N	N
If MCSIP Step = "99" Carrier Status cannot = "A". Error204	N	Y	N	N	N
Carrier Target/History Indicator (MRFCTH) must = "T". Error 210/218	N	N	Y	Y	N
Vehicle Target/History Indicator (MRFVTH) must = "T". Error217	N	N	N	Y	N
Vehicle Record USDOT Number (MMCDO1) must be on Carrier File. Error 206	N	N	N	Y	Y

6. PRISM REQUIREMENTS AND PROCESS SPECIFICATIONS

6.1. Requirement: Validate USDOT Number

A system related PRISM Requirement is to validate each USDOT Number before the Number is added to a State IRP Registration Files. There are several alternatives that may be used to satisfy this requirement. Validation of the USDOT Number requires that the USDOT Number and Taxpayer Identification Number (i.e., TIN) be entered as a search argument to one of the recommended databases. If a match occurs on the USDOT Number and the TIN of the database record is equal to the TIN of the search argument, a match has occurred. This process may be performed automatically and the operator notified that the USDOT Number has been validated or the State may choose to display the database record and permit the operator to visually ensure that a match has occurred. If validating with any process other than the MCMIS Database and a no-hit occurs (i.e., the search argument does not find a match on USDOT Number), then an inquiry must be made to the FMCSA MCMIS Database. In the event of a no-hit on the MCMIS inquiry an investigation must be made to determine why the USDOT isn't on MCMIS.
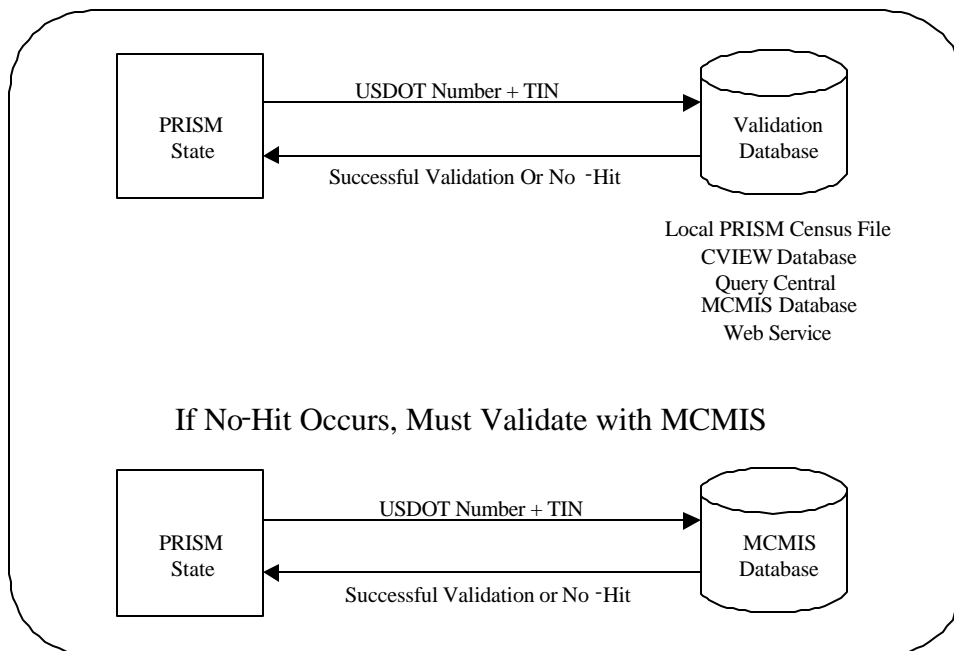
Figure 6.1 – USDOT Number Validation

6.1.1. **Utilize Local PRISM Census File as Validation Database**

6.1.1.1. Initialize or Refresh Local PRISM Census File
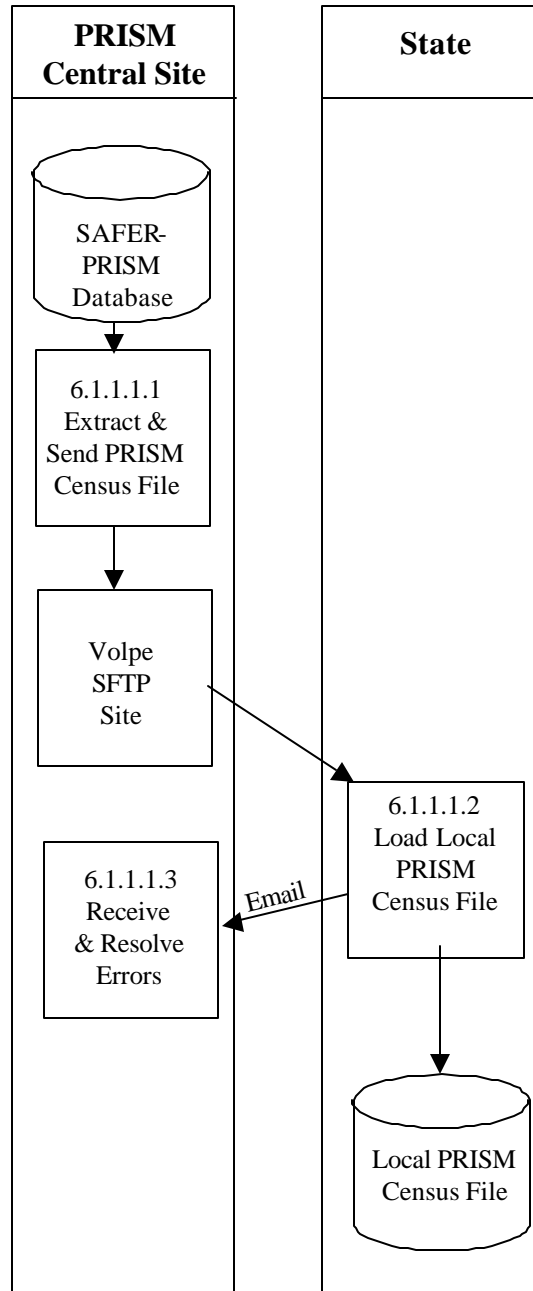
Figure 6.2 – Local PRISM Census File Generation

BUSINESS PROCESS

The purpose of this process is to initialize the PRISM Census File at participating PRISM States, from the PRISM Census File received from the Volpe SFTP Site.

The PRISM Central Site utilizes the SAFER-PRISM database that supports all SAFER and PRISM functions. The PRISM Central Site generates the PRISM Census File as required and places it on the Volpe SFTP Site for PRISM States to download.

This process is performed when a new State begins PRISM production, whenever that State determines that it must refresh its copy of the PRISM Census File, or whenever the PRISM Central Site determines that it must refresh its copy of the PRISM Census File on the Volpe SFTP Site.

The PRISM Census File is a subset of the FMCSA MCMIS Database. It contains a copy of every record on the FMCSA MCMIS Database, but each record contains a smaller set of data.

The PRISM Central Site will place the current copy of the Local PRISM Census File on the Volpe SFTP Site.

When the initial load of the PRISM Census File is received from the Volpe SFTP Site each receiving entity should load it onto its computer.

6.1.1.1.1. Extract and Send PRISM Census File

6.1.1.1.1.1. Timing

This process is performed when a new State joins PRISM, on request of the PRISM Central Site, or as required by the PRISM State.

6.1.1.1.1.2. Processor: PRISM Central Site

6.1.1.1.1.3. Selection

Extract one PRISM Census File record for every motor carrier in the SAFER -PRISM Database.
Note: This includes both interstate and intrastate carriers and active or inactive (MMCSTS) carriers.

6.1.1.1.1.4. Update: Load the PRISM Census File on the Volpe SFTP Site.

6.1.1.1.1.5. Validation: None.

6.1.1.1.1.6. Transmission: None

6.1.1.1.2. Load Local PRISM Census File

6.1.1.1.2.1. Timing

This process is performed within 24 hours of receiving the PRISM Census File from the Volpe SFTP Site.

6.1.1.1.2.2. Processor: PRISM State

6.1.1.1.2.3. Retrieval: Retrieve the PRISM Census File from the Volpe SFTP Site.

6.1.1.1.2.4. Selection

Extract one PRISM Census File record for every motor carrier in the PRISM Census File. See the PRISM Census File record layout in Chapter 4.

6.1.1.1.2.5. Validation: Standard for Local PRISM Census File (See Section 5.1.3.6).

6.1.1.1.2.6. Retrieval: Retrieve the PRISM Census File from the Volpe SFTP Site.

6.1.1.1.2.7. Selection

Extract one PRISM Census File record for every motor carrier in the PRISM Census File. See the PRISM Census File record layout in Chapter 4.

6.1.1.1.2.8. Validation: Standard for Local PRISM Census File (See Section 5.1.3.6).

6.1.1.1.2.9. Error Processing

Report all records that fail the above validations to the PRISM Central Site. A printed report should always be produced. Report one or two errors or warnings by telephone. Send the printed report by email (PRISMTechnicalSupport@Volpe.DOT.Gov) if requested by the PRISM Central Site. The printed report format is shown below. For each USDOT Number, list all error and warning messages. Multiple messages may be placed on the report for a single record.

Local PRISM Census File Error and Warning Report

```
USDOT Number:          nnnnnnn
Message: xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx
Message: xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx
Message: xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx
Message: xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

USDOT Number:          nnnnnnn
Message: xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx
Message: xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx
Message: xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx
Message: xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx
```

6.1.1.1.2.10. Update: Load the new copy of the Local PRISM Census File, replacing the existing one.

6.1.1.1.3. Receive and Resolve Errors

6.1.1.1.3.1. Timing: This process is performed within 24 hours of receiving notification of errors.

6.1.1.1.3.2. Processor: PRISM Central Site

6.1.1.1.3.3. Retrieval

Receive either a physical copy of the Error Report(s) produced in Section 6.1.1.1.2.6 or the error information via telephone.

6.1.1.1.3.4. Error Evaluation

Evaluate the number and type(s) of errors. Coordinate corrective actions with the affected parties.

FMCSA Headquarters is responsible for maintaining motor carrier census data. The changes must be made to the MCMIS Census File at FMCSA.

6.1.1.2. Maintain Local PRISM Census File
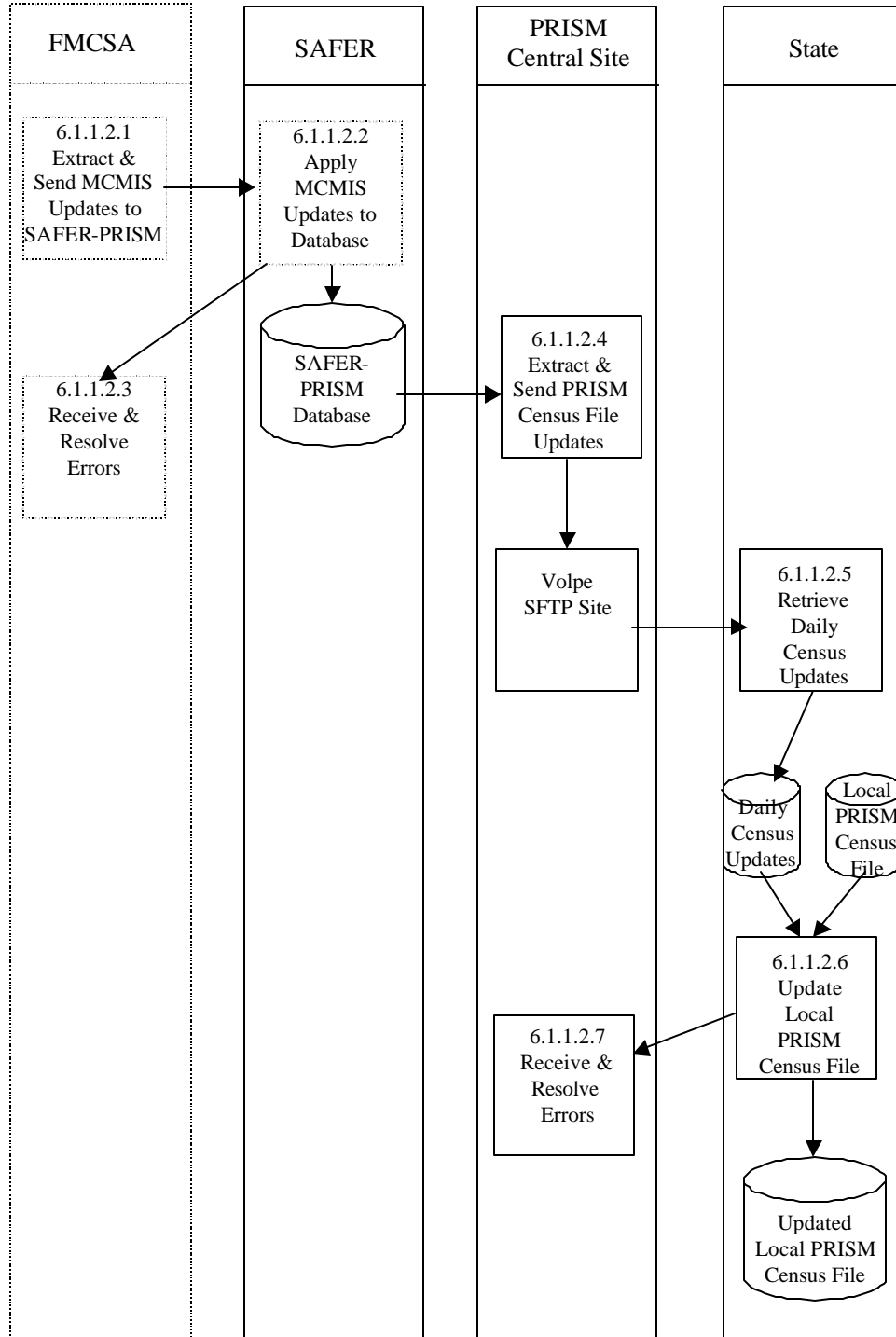
Figure 6.3 – Local PRISM Census File Maintenance

BUSINESS PROCESS

The purpose of this process is to maintain the Local PRISM Census File with updates received from the Volpe SFTP Site.

This process is performed by SAFER and the PRISM Central Site and all participating States on a daily basis.

SAFER receives updates to the MCMIS Database from FMCSA/Volpe on a daily basis. Updates may include adding new motor carriers, adding carriers to MCSIP, removing them from MCSIP, or changing other carrier data.

SAFER updates the SAFER-PRISM database. The PRISM Central Site extracts the Daily Local PRISM Census Updates File and places the file on the Volpe SFTP Site for PRISM States to download.

Each PRISM State then applies the updates to their Local PRISM Census File.

6.1.1.2.1. Extract and Send MCMIS Database Updates

This process is scheduled to be performed each evening (Monday –Friday). The processing associated with this process is beyond the scope of this document.

FMCSA will provide daily updates on certain Census fields (see Section 5.1.3.1) and will accumulate all changes made to the MCMIS Database during the week.

6.1.1.2.1.1. Timing: This process is performed daily.

6.1.1.2.1.2. Processor: FMCSA/Volpe

6.1.1.2.2. Apply MCMIS Updates to SAFER-PRISM Database

6.1.1.2.2.1. Timing: This process is scheduled each day (Monday – Friday).

6.1.1.2.2.2. Processor: SAFER

6.1.1.2.2.3. Selection

Read each FMCSA MCMIS Database Update record. Access the SAFER-PRISM database using the USDOT Number (MMCDO1) from the update record.

- If a match is found, replace the existing SAFER-PRISM database record with the update record.
- If no match is found, add the update record to the SAFER-PRISM database

In addition to the above processing to update the SAFER-PRISM database, SAFER will also examine the update record from a PRISM perspective as follows:

- Compare each field in the two records. If any values are different *other than* MCMIS Last Update Date (MRFMLU), MCMIS Last Update User ID (MRFMUS), or MCMIS File Create Date (MRFMCD), select the record for later processing by the PRISM Central Site. [2]
- If a match was not found, select the record for later processing by the PRISM Central Site.

Validation: All data received from MCMIS is thoroughly validated according to the criteria established in the PRISM Carrier Census Data Validation Document, (DRAFT) Revision B, dated September 11, 2002, which is available to States from PRISMTechnicalSupport@Volpe.DOT.Gov. PRISM States should use due diligence to ensure that all data was received properly.

Errors: Any error discovered when processing the Weekly MCMIS Database Updates must be reported to FMCSA and resolved by FMCSA.

6.1.1.2.3. Receive & Resolve Errors

6.1.1.2.3.1. Timing

Errors in the FMCSA MCMIS database should be corrected as soon as possible and included in the next Update.

6.1.1.2.3.2. Processor: FMCSA

6.1.1.2.4. Extract & Send Local PRISM Census File Updates

6.1.1.2.4.1. Timing: This process must be completed by 8:00pm (ET)daily (Monday – Friday).

6.1.1.2.4.2. Processor: PRISM Central Site

6.1.1.2.4.3. Selection

The PRISM Central Site will generate the Local PRISM Census File Daily Updates from those records generated during the MCMIS Updates.

6.1.1.2.4.4. Validation: None.

6.1.1.2.4.5. Update

Write the selected records to the Local PRISM Census Updates File. Note that each record written must have a record terminator (i.e., carriage return and line feed). MCMIS Database fields equate directly to PRISM Census File fields except for those shown in Table 6.1below:

---

[2] When fields outside the PRISM View of the MCMIS Census File change, the MCMIS Date of Last Update will change although no PRISM data has changed. SAFER will not select these records.

Table 6.1 – MCMIS Database / PRISM Census File Data Field Differences

MCMIS Database	PRISM Census File
Office Telephone Area Code + Office Telephone Number	Office Telephone Number (MMCPHN)
Date Added/Century + Date Added/Year + Date Added/Month + Date Added/Day	Date Added (USDOT Issue Date) (MMCDDT)
Date Last Changed/Century + Date Last Changed/Year + Date Last Changed/Month + Date Last Changed/Day	MCMIS Last Update Date (MRFMLU)
File Generation Date/Century + File Generation Date/Year + File Generation Date/Month + File Generation Date/Day	MCMIS File Create Date (MRFMCD)

6.1.1.2.4.6. Transmission

Write the Daily PRISM Census Update File records to the Volpe SFTP Site.

6.1.1.2.4.7. Error Processing

Report all records that fail the validations to FMCSA. A printed report should always be produced. Report one or two errors or warnings by telephone. Send the printed report if requested by FMCSA. The printed report format is shown below. For each USDOT Number, list all error and warning messages. Multiple messages may be placed on the report for a single record.

Local PRISM Census File Error and Warning Report

USDOT Number:	**nnnnnnn**
Message:	xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx
Message:	xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx
Message:	xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx
Message:	xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx
USDOT Number:	**nnnnnnn**
Message:	xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx
Message:	xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx
Message:	xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx
Message:	xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

6.1.1.2.5. Retrieve Weekly Census Updates

6.1.1.2.5.1. Timing

This process is performed after 8:00pm (ET) each day (Monday – Friday).

6.1.1.2.5.2. Processor: PRISM State

6.1.1.2.5.3.   Retrieval

Retrieve the Daily Local PRISM Census Updates File Updates from the Volpe SFTP Site and load file on the State System for further processing.

6.1.1.2.6. Update Local Prism Census File

6.1.1.2.6.1.   Timing

This process is performed after 8:00pm (ET) each day (Monday – Friday).

6.1.1.2.6.2.   Processor: PRISM State

6.1.1.2.6.3.   Validation: None Required

6.1.1.2.6.4.   Error Processing

If validation is used and errors are found, report all records that fail the validations to the PRISM Central Site. A printed report should always be produced. Report one or two errors or warnings by telephone. Send the printed report (by email to PRISMTechnicalSupport@Volpe.DOT.Gov) if requested by the PRISM Central Site. The printed report format is shown below. For each USDOT Number, list all error and warning messages. Multiple messages may be placed on the report for a single record.

Local PRISM Census File Error and Warning Report

USDOT Number:	**nnnnnnn**
Message:	xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx
Message:	xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx
Message:	xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx
Message:	xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

USDOT Number:	**nnnnnnn**
Message:	xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx
Message:	xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx
Message:	xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx
Message:	xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

6.1.1.2.6.5.   Selection

Read each Weekly PRISM Census Updates File record. Access the Local PRISM Census File using the USDOT Number (MMCDO1).

Participating States have two options for maintaining the Local PRISM Census File. They may choose to retain both active and inactive carriers on file (recommended), or they may choose to retain only active carriers on file. Update logic for each scenario is contained in the tables 6.2 and 6.3:

To retain both active and inactive carriers on file,

Table 6.2 – Local PRISM Census File Active and Inactive Carrier Updates

Update Criteria	Update Action
Match on USDOT Number (MMCDO1)?	**Update Local PRISM Census File?**
YES	YES - REPLACE
NO	YES - ADD

- Row 1 - A change has occurred to an existing carrier's Census information. The existing Local PRISM Census File record is replaced with the PRISM Census File Update record.
- Row 2 - A new carrier has been issued a USDOT Number. The PRISM Census File Update record is added to the Local PRISM Census File.
- Note: In this scenario, records are not deleted from the Local PRISM Census File. Carriers may be made inactive as a result of Carrier Status (MMCSTS) being updated. If a State chooses to follow this approach, it is the responsibility of that State to develop a purge process for removing inactive carriers from the Local PRISM Census File, if the file becomes too large.

To retain only active carriers on file,

Table 6.3 – Local PRISM Census File Active Only Carrier Updates

Update Criteria		Update Action
Match on USDOT Number (MMCDO1)?	**What is Carrier Status (MMCSTS) on update record?**	**Update Local PRISM Census File?**
YES	ACTIVE	YES - REPLACE
YES	INACTIVE	YES - DELETE
NO	N/A	YES - ADD

- Row 1 - A change has occurred to an existing carrier's Census information. The existing Local PRISM Census File record is replaced with the PRISM Census File Update record.
- Row 2 - An existing carrier's status has been changed to inactive. The existing Local PRISM Census File record is deleted.
- Row 3 - A new carrier has been issued a USDOT Number. The PRISM Census File Update record is added to the Local PRISM Census File.

6.1.1.2.7. Receive and Resolve Errors

6.1.1.2.7.1. Timing: This process is performed within 24 hours of receiving notification of errors.

6.1.1.2.7.2. Processor: PRISM Central Site

6.1.1.2.7.3. Retrieval

Receive either a physical copy of the Error and Warnings Report produced in Section 6.1.1.2.5.6 or the error information via telephone.

6.1.1.2.7.4. Error Evaluation

Evaluate the number and type(s) of errors and warnings. Coordinate corrective actions with the PRISM State and SAFER.

FMCSA Headquarters is responsible for maintaining motor carrier census data. The State should coordinate any changes to motor carrier data with FMCSA Headquarters. The changes must be made to the MCMIS Census File at FMCSA.

6.1.2.   **Utilize CVIEW as Validation Database**

6.1.2.1. Initialize or Refresh CVIEW
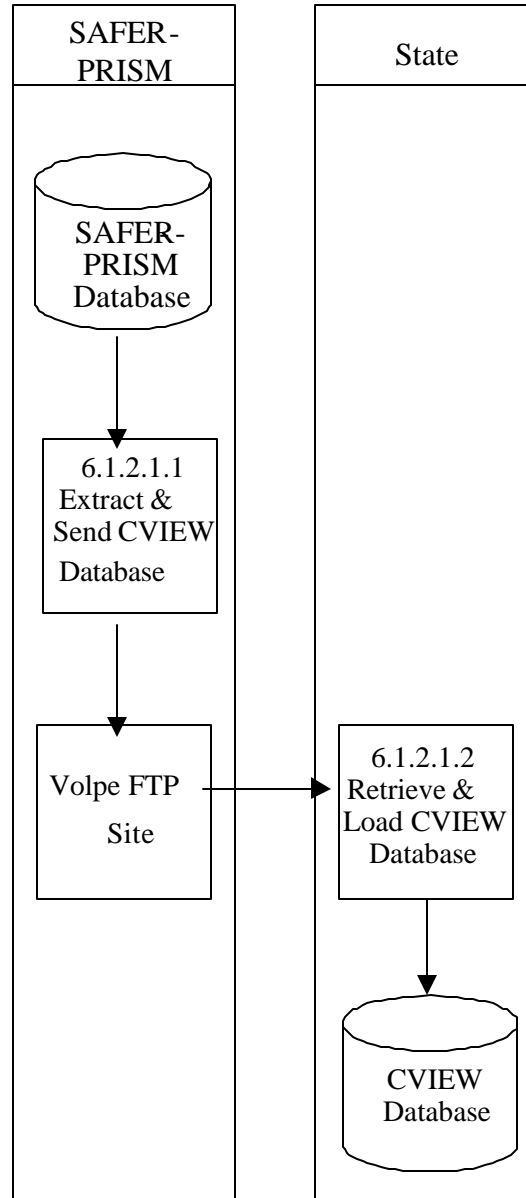
Figure 6.4 – CVIEW Database Creation

BUSINESS PROCESS

CVISN States that use CVIEW may be able to use their local CVIEW database to satisfy the PRISM requirement to validate USDOT Numbers. Their Local CVIEW must have the USDOT Number and the Taxpayer Identification Number (TIN) for **every motor carrier and registrant** to satisfy the PRISM Requirement. The State **must also be receiving Daily CVIEW Updates** containing the most recent motor carrier data from SAFER. It is expected that State IRP personnel would enter the applicant's USDOT Number and the TIN and the IRP system would provide verification that the two identifying numbers match for an acceptable validation.

FMCSA provides SAFER with Daily and Weekly Updates to the MCMIS Database. SAFER updates the SAFER-PRISM database and this provides data to support PRISM, CVIEW, ISS2, SafetyNet 2000 and other government programs.

For States that subscribe, SAFER provides Daily and Weekly Updates (i.e. carrier snapshot) to CVIEW for all motor carrier changes made during the previous week to the MCMIS Census File.

This document provides very limited information concerning CVIEW or other SAFER System capabilities. Interested persons should contact the SAFER Help Desk available by emailing fmctechsup@volpe.dot.gov

6.1.2.1.1. Extract & Send CVIEW Database

6.1.2.1.1.1. Timing: According to the schedule developed by the State when entering CVIEW.

6.1.2.1.1.2. Processor: SAFER

6.1.2.1.1.3. Selection: SAFER will select each motor carrier record to prepare the Carrier Snapshot.

6.1.2.1.1.4. Validation: None

6.1.2.1.1.5. Update

SAFER will write the Carrier Snapshot to a file for transmission to the requesting State.

6.1.2.1.1.6. Transmission

Transmission can occur through an XML transaction file written to the Volpe SFTP Site.

6.1.2.1.2. Retrieve & Load CVIEW File

6.1.2.1.2.1. Timing: The file should be created as soon as all data is available.

6.1.2.1.2.2. Processor: PRISM State Using CVIEW

6.1.2.1.2.3.   Selection

After the data has been run through the XML Processor, each record should be selected.

6.1.2.1.2.4.   Update

Each record should be loaded into the CVIEW Processor. See CVIEW Systems Documentation for additional information.

6.1.2.2. Maintain CVIEW Database
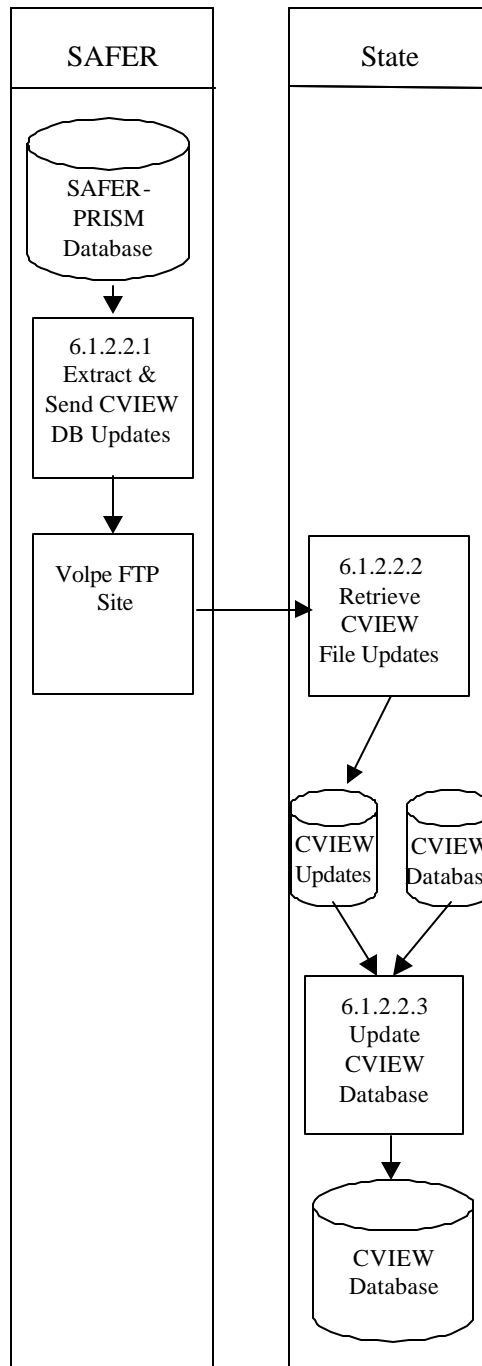
Figure 6.5 – CVIEW Database Maintenance

BUSINESS PROCESS

The PRISM State must receive Daily CVIEW Updates containing the most recent motor carrier data from SAFER to be able to use their Local CVIEW to satisfy PRISM USDOT Number validation requirements. It is expected that State IRP personnel would enter the applicant's USDOT Number and the TIN and the IRP system would provide verification that the two identifying numbers match for an acceptable validation.

FMCSA provides SAFER with Daily and Weekly Updates to the MCMIS Census File. SAFER updates the SAFER-PRISM database and this provides data to support PRISM, CVIEW, ISS2, SafetyNet 2000 and other government programs.

This document provides very limited information concerning CVIEW or other SAFER System capabilities. Interested persons should contact the SAFER Help Desk by emailing fmctechsup@volpe.dot.gov

6.1.2.2.1. Extract & Send CVIEW Database Updates

6.1.2.2.1.1. Timing: Each Day

6.1.2.2.1.2. Processor: SAFER

6.1.2.2.1.3. Selection

SAFER will select each changed motor carrier record to prepare the Carrier Snapshot.

6.1.2.2.1.4. Validation: None

6.1.2.2.1.5. Update

SAFER will write the Carrier Snapshot to a file for transmission to the requesting State.

6.1.2.2.1.6. Transmission

Transmission can occur through an XML transaction file written to the Volpe SFTP Site.

6.1.2.2.2. Retrieve CVIEW Database Updates

6.1.2.2.2.1. Timing: The file should be created as soon as all data is available.

6.1.2.2.2.2. Processor: PRISM State Using CVIEW

6.1.2.2.2.3. Selection

After the data has been run through the XML Processor, each record should be selected.

6.1.2.2.2.4.   Update

Each record should be loaded into the CVIEW Processor. See CVIEW Systems Documentation for additional information.

6.1.2.2.3. Update CVIEW Database

6.1.2.2.3.1.   Timing: The file should be created as soon as all data is available.

6.1.2.2.3.2.   Processor: PRISM State Using CVIEW

6.1.2.2.3.3.   Selection:

After the data has been run through the XML Processor, each record should be selected.

6.1.2.2.3.4.   Update

Each record should be loaded into the CVIEW Processor. See CVIEW Systems Documentation for additional information.

6.1.3. FMCSA Query Central
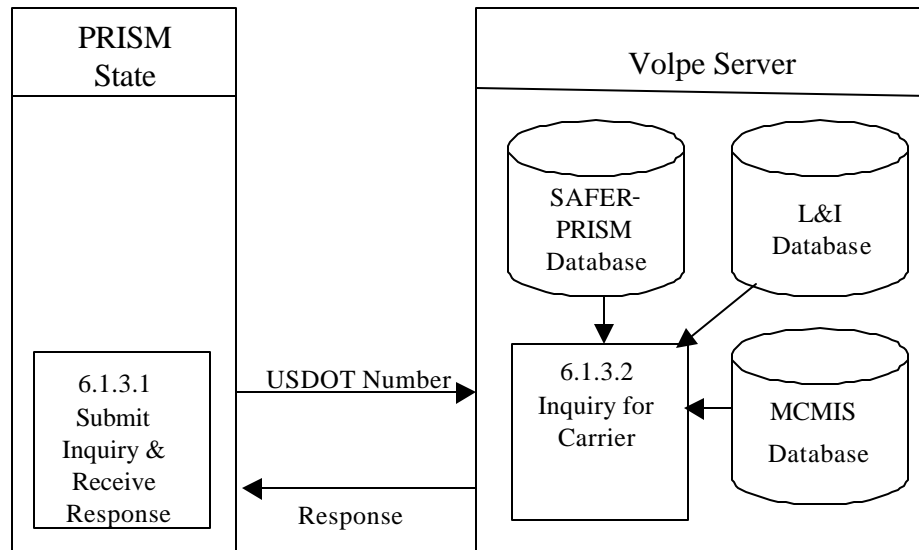
Figure 6.6 – FMCSA Query Central Inquiry

BUSINESS PROCESS

FMCSA has developed the Query Central capability to provide authorized users with access to varying amounts of data from a number of databases. Query Central also requires the establishment of a Virtual Private Network (VPN) before access is granted to become an authorized user. Data on motor carriers comes from the SAFER-PRISM Database including the Past Inspection Query Database (PIQ) and the Carrier Snapshot. Data is also retrieved from the Licensing & Insurance Database.

The Query Central capability permits inquiry by USDOT Number for Carriers and by License Plate Number & Registration Jurisdiction or Vehicle Identification Number (VIN) for vehicles.

Using the several databases mentioned above Query Central will provide the user a response.

6.1.3.1. Submit Inquiry and Receive Response

6.1.3.1.1. Timing: As required by the authorized user

6.1.3.1.2. Processor: PRISM or CVISN State

6.1.3.1.3. Inquiries Supported

To support this requirement, Query Central will provide the following types of inquiries:

- Carrier by USDOT Number

When a response is received the requestor must review the MCSIP Step to determine the carrier's safety status.

6.1.3.2. Inquiry for Carrier

6.1.3.2.1. Timing: The Query Central Web Site is available 24 hours a day, 7 days a week.

6.1.3.2.2. Processor: Volpe Server

6.1.4.   MCMIS Database Query
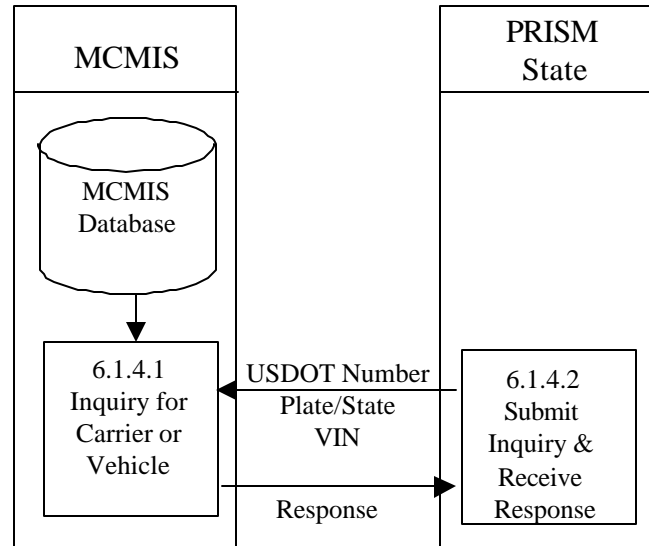
Figure 6.7 – MCMIS Database Inquiry

BUSINESS PROCESS

FMCSA has developed the MCMIS Query capability to provide authorized users with access to the MCMIS Database Carrier Census data. MCMIS Query also requires the establishment of a Virtual Private Network (VPN) or access through AAMVAnet before accessing the MCMIS Database.

The MCMIS Query capability permits inquiry by USDOT Number for Carriers.

6.1.4.1. Submit Inquiry and Receive Response

6.1.4.1.1. Timing: As required by the authorized user

6.1.4.1.2. Processor: PRISM or CVISN State

6.1.4.1.3. Inquiries Supported

To support this requirement, MCMIS Query will provide the following types of inquiries:

- Carrier by USDOT Number

When a response is received the requestor must review the MCSIP Step to determine the carrier's safety status.

6.1.4.2. Process Inquiry and Provide Response

6.1.4.2.1. Timing: MCMIS Query capability is available 24 hours a day, 7 days a week.

6.1.4.2.2. Processor: FMCSA/Volpe

6.1.5.   Web Services
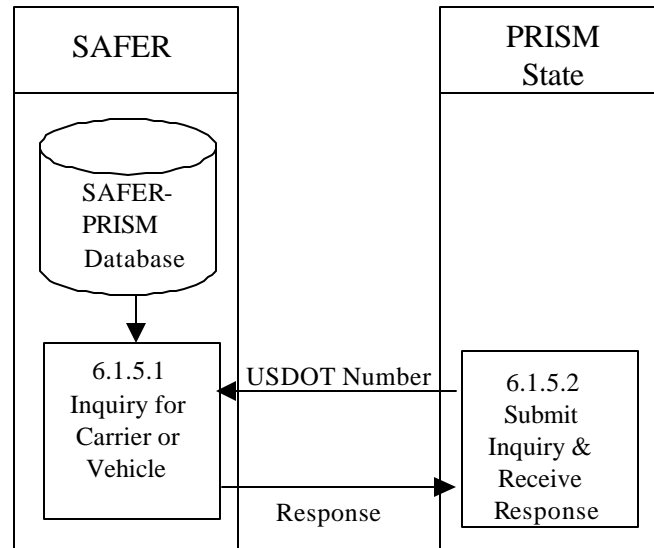
Figure 6.8 –Web Service Database Inquiry

BUSINESS PROCESS

PRISM States may develop Web Services capability to satisfy this requirement. PRISM Technical Support offers a PRISM Web Services Startup Package to assist them in developing a Web Service Client. The Startup Package can be obtained by contacting PRISMTechnicalSupport@Volpe.Dot.Gov. The Web Services application provides connectivity to the SAFER Web Services Server. In order to access this server a SAFER VPN and UAS account are required. Contact FMCTechSup@Volpe.Dot.Gov for information on acquiring these accounts.

The Web Service Client will submit queries to the SAFER Web Services and process the resulting XML document, which is returned by the SAFER Web Services Server.

6.1.5.1. Submit Inquiry and Receive Response

6.1.5.1.1. Timing: As required by the authorized user

6.1.5.1.2. Processor: PRISM or CVISN State

6.1.5.1.3. Inquiries Supported

The T0031 query is the only option currently available. The T0031 query is by USDOT.

When a response is received the MCSIP Step must be reviewed to determine the carrier's safety status.

6.1.5.2. Process Inquiry and Provide Response

6.1.5.2.1. Timing: Web Services Query capability is available 24 hours a day, 7 days a week.

6.1.5.2.2. Processor: FMCSA/Volpe

6.2.   Requirement: Update SAFER-PRISM Database with Targeted Vehicles Nightly

PRISM States are required to update the SAFER-PRISM Database each business night with all targeted vehicles (i.e., vehicles assigned for safety to a MCSIP carrier). This process can be accomplished using PRISM Files or the CVIEW database. When using CVIEW all IRP vehicle and registration changes must be sent to SAFER. The vehicle record submitted to SAFER **must contain the USDOT Number of the carrier that the vehicle is assigned to for safety.** Additionally when State Inspectors or FMCSA State Investigators conduct a Compliance Review, the Carrier should be asked to provide a list of vehicles registered in a Non-PRISM State for which the Carrier is responsible for safety. This list will subsequently be faxed to the PRISM Central Site for data entry.

Associated with this requirement PRISM States will create a file or report to alert IRP registration office management within 24 hours when there are vehicles registered in their State that are linked to a carrier affected by the issuance or rescission of a Federal Out-of-Service Order. See Section 6.2.3 for additional detail.
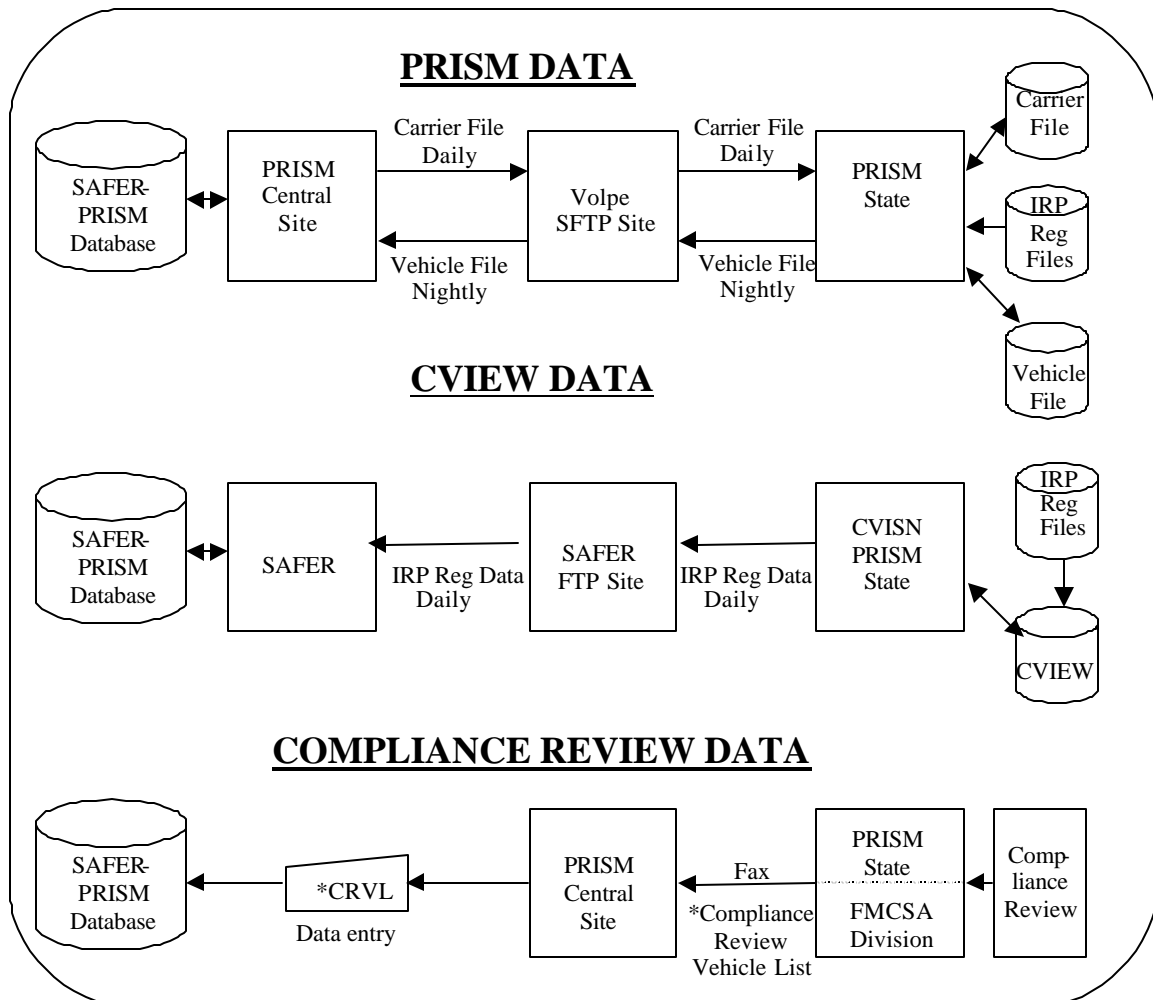
Figure 6.9 – SAFER-PRISM Database Targeted Vehicle Updates

6.2.1. **Use PRISM Vehicle File to Update SAFER-PRISM Database Nightly**

6.2.1.1. Create PRISM Vehicle File and Send to PRISM Central Site Nightly
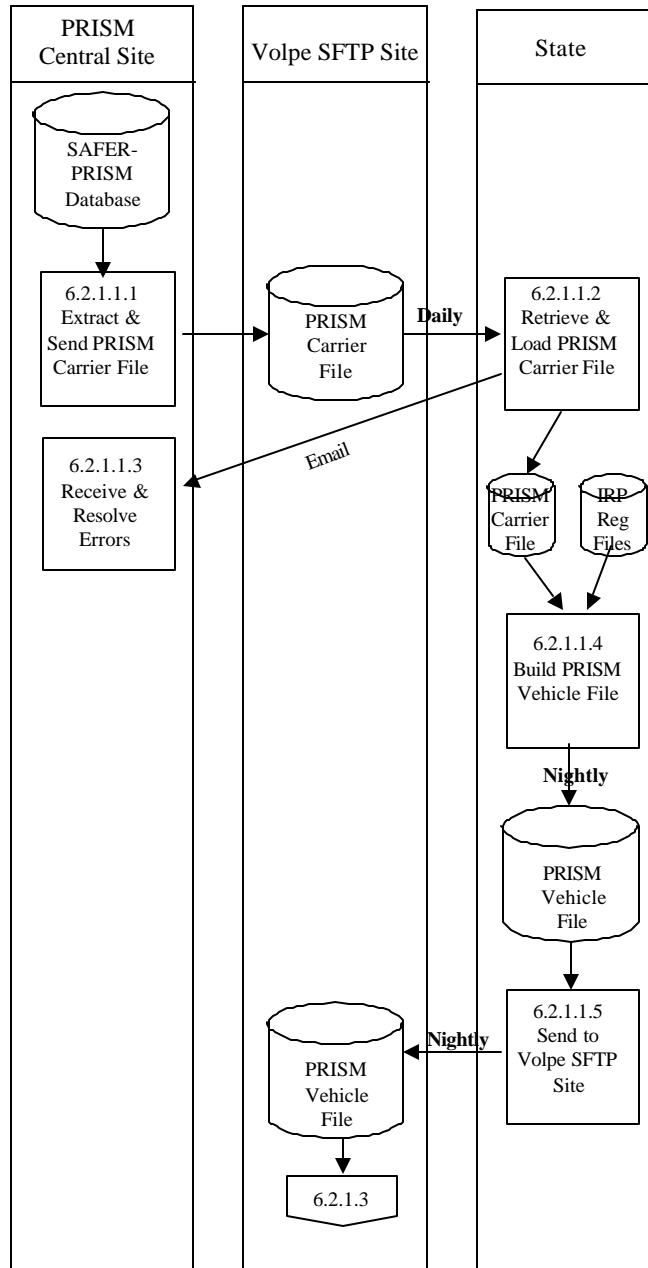
Figure 6.10 – PRISM State Vehicle File Creation

BUSINESS PROCESS

The purpose of this Section is to create the Daily PRISM Carrier File, transmit the PRISM Carrier File to the Volpe SFTP Site, initialize a State's Local PRISM Carrier File, create the State's PRISM Vehicle File and send the PRISM Vehicle File to the Volpe SFTP Site,

Participating PRISM States may retain a Local PRISM Carrier File. Individual updates to the PRISM Carrier File are not applied by the State, but rather a complete refresh of the PRISM Carrier File is available from the Volpe SFTP Site on a daily basis to replace the existing Local PRISM Carrier File.

This process is performed when a new State begins PRISM production, on a daily basis thereafter, and whenever the State determines that it must refresh its local PRISM Carrier File.

The PRISM Carrier File is a subset of the PRISM Census File, containing only records for carriers in MCSIP.

The PRISM Central Site provides each participating State with an initial load of the PRISM Carrier File, plus daily reloads of the entire PRISM Carrier File. The file is placed in the Volpe SFTP Site.

The PRISM State retrieves the file from the Volpe SFTP Site and loads it onto its computer.

6.2.1.1.1. Extract and Send PRISM Carrier File

6.2.1.1.1.1. Timing

This process is performed by 8:00pm (ET) each day (Monday – Friday) or following the day that the SAFER-PRISM database is updated by SAFER. The PRISM Carrier File must be placed on the Volpe SFTP Site no later than 8:00pm (ET).

6.2.1.1.1.2. Processor: PRISM Central Site

6.2.1.1.1.3. Selection

The PRISM Central Site will access the SAFER-PRISM database and extract the relevant data elements for each USDOT Number of a carrier in MCSIP. The MCSIP Flag Field in the PRISM Carrier File contains a "C" for each carrier in MCSIP. Any other value indicates the carrier is not in MCSIP and should not be included in this file.

6.2.1.1.1.4. Validation: None.

6.2.1.1.1.5. Transmission

Send the PRISM Carrier File to the Volpe SFTP Site of all requesting PRISM States.

6.2.1.1.2. Retrieve & Load Local PRISM Carrier File

6.2.1.1.2.1. Timing: This process is performed daily (Monday – Friday) after 8:00pm (ET).

6.2.1.1.2.2. Processor: PRISM State

6.2.1.1.2.3. Retrieval: Retrieve the PRISM Carrier File from the Volpe SFTP Site.

6.2.1.1.2.4. Validation: Standard for Local PRISM Carrier File (See Section 5.1.3.6).

6.2.1.1.2.5. Error Processing

Report all records that fail the validations to the PRISM Central Site. A printed report should always be produced. Report one or two errors or warnings by telephone. Send the printed report (by email to PRISMTechnicalSupport@Volpe.DOT.Gov) if requested by the PRISM Central Site. The printed report format is shown below. For each record found to be in error, list all error and warning messages. Multiple messages may be placed on the report for a single record.

Local PRISM Carrier File Error and Warning Report

USDOT Number: nnnnnnn Tgt History Date: CCYYMMDD
Message: xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx
Message: xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx
Message: xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx
Message: xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

USDOT Number: nnnnnnn Tgt History Date: CCYYMMDD
Message: xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx
Message: xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx
Message: xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx
Message: xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

6.2.1.1.2.6. Update: Load the new copy of the Local PRISM Carrier File, replacing the existing one.

6.2.1.1.3. Receive and Resolve Errors

6.2.1.1.3.1. Timing: This process is performed within 24 hours of receiving notification of errors.

6.2.1.1.3.2. Processor: PRISM Central Site

6.2.1.1.3.3. Retrieval

Receive either a physical copy of the Error and Warning Report produced in Section 6.2.1.1.2.3 or the error and warning information via telephone.

6.2.1.1.3.4. Error Evaluation

Evaluate the number and type(s) of errors and warnings. Coordinate corrective actions with the affected PRISM State(s) and/or FMCSA Headquarters.

FMCSA Headquarters is responsible for maintaining motor carrier census data. Coordinate any changes to motor carrier data with FMCSA Headquarters. The changes must be made to the MCMIS Database at FMCSA.

6.2.1.1.4. Build PRISM Vehicle File

6.2.1.1.4.1. Timing

This process is performed by Midnight (ET) each business morning. The targeted PRISM Vehicle File must be placed in the Volpe SFTP Site by Midnight (ET).

6.2.1.1.4.2. Processor: PRISM State

6.2.1.1.4.3. Selection

Read each record on the local PRISM Carrier File. Select Vehicle File records from the State Registration files using the USDOT Number (MMCDO1) of the local PRISM Carrier File record. ***No vehicle with expired registration should be selected.*** For each vehicle, select ***only the most current*** **valid** record (i.e., having the latest Registration Expiration Date (VRGDEX)).

The following table selection criteria for selecting Vehicle File records from the State Registration files.

Table 6.4 – Sending Vehicle Registration Records to PRISM Central Site

Item	Assigned to MCSIP Carrier?	Registration Dates within Consideration? [1]	Carrier under Federal OOSO? [2]	Send to PRISM Central Site
Reg Record	**Y**	**Y**	**N**	**Y**
Reg Record	**Y**	**Y**	**Y**	**Y**
Reg Record	**Y**	**N**	**N/A**	**N**
Reg Record	**N**	**N/A**	**N/A**	**N**

(1) Current date is on or after the Registration Issue Date and on or before the Registration Expiration Date or within a period of time from the expiration of the current year's credentials until the date new credentials are required to be displayed or enforcement action could be taken (grace period).

(2) OOSO means "Out of Service Order".

Processing of TEMP Plates: The Plate Number field is a required field and cannot be blank. For TEMP plates, the Plate Number field can be populated with "TEMPnnnnnn" or similar designator as decided by the State. The "nnnnnn" represents a number determined by the State but cannot duplicate any other plate from the sending State.

6.2.1.1.4.4. Update

Add each selected vehicle record to the PRISM Vehicle File. Note that each Vehicle record written to the PRISM Vehicle file must have a record terminator (i.e., carriage return and line feed). When a State that is

entering PRISM has no targeted Vehicle records (and never has had targeted Vehicle records), no PRISM Vehicle File will be sent to the PRISM Central Site

6.2.1.1.4.5. Validation

Ensure that all PRISM Vehicle File records pass the validations in Section 5.1.3.6. If any records do not pass the validation, correct the error(s) before adding them to the PRISM Vehicle File.

6.2.1.1.5. Send to Volpe SFTP Site

6.2.1.1.5.1. Timing

The PRISM Vehicle File must be at the Volpe SFTP Site prior to Midnight (ET) to ensure that it is included in the PRISM Target File Update Process.

6.2.1.1.5.2. Processor: PRISM State

6.2.1.1.5.3. Selection: Select the PRISM Vehicle File

6.2.1.1.5.4. Validation: None.

6.2.1.1.5.5. Transmission

Send the PRISM Vehicle File to the Volpe SFTP Site. This is a full file replacement sent each night, even if no changes have occurred since the last transmission.

6.2.1.2. Update SAFER-PRISM Database with Targeted Vehicles
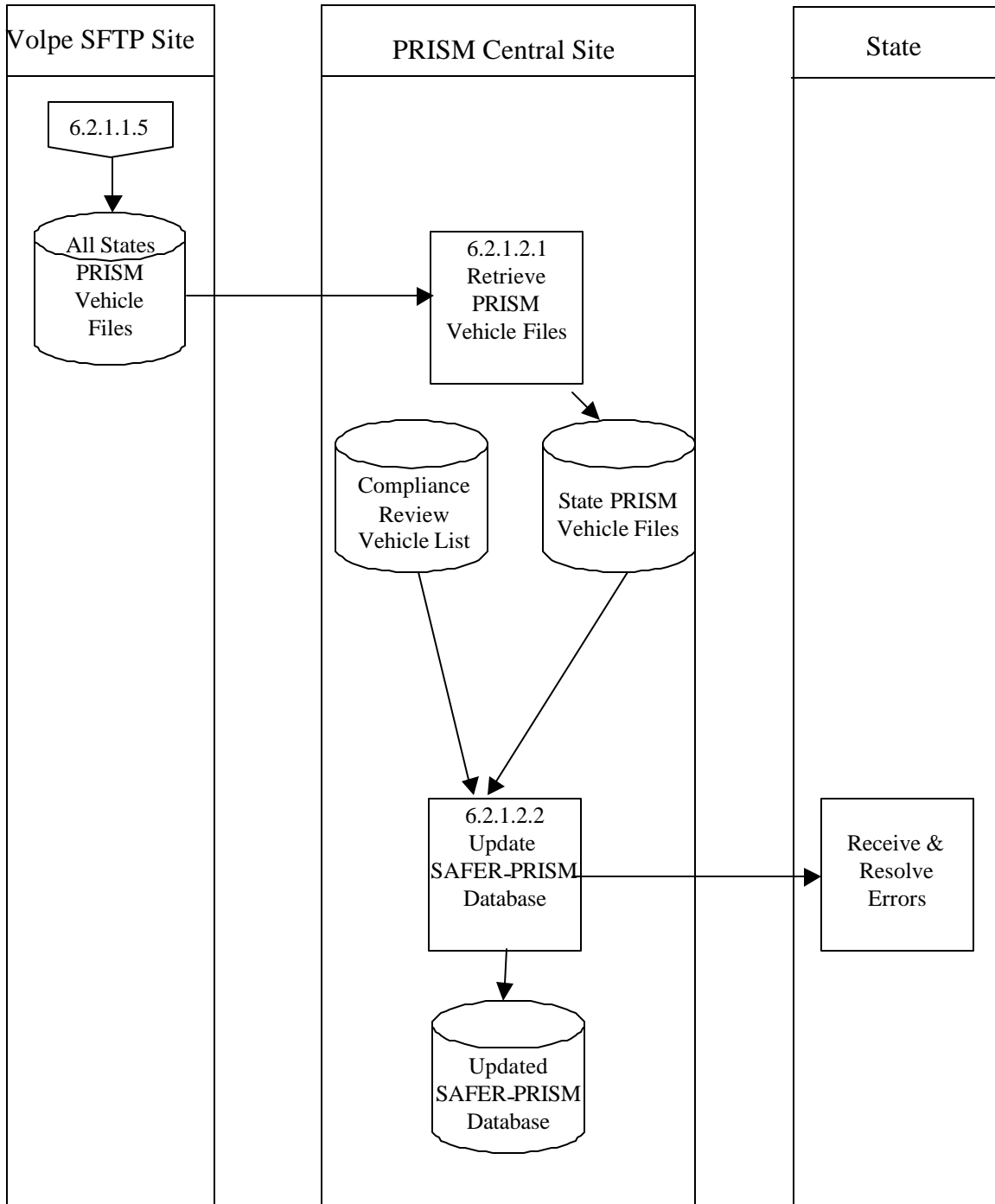
Figure 6.11 – SAFER-PRISM Database Vehicle File Updates

BUSINESS PROCESS

The PRISM Central Site will access the Volpe SFTP Site at Midnight (ET) each morning to determine if any PRISM Vehicle Files have been received. If one or more PRISM Vehicle Files are located, the PRISM Central Site will use all PRISM Vehicle Files and the Compliance Review Vehicle List File (CRVL) to update the SAFER-PRISM database.

The PRISM Central Site expects each PRISM State using PRISM Files to send the PRISM Vehicle File to the Volpe SFTP Site each business night, even if no changes have occurred since the last transmission.

6.2.1.2.1. Retrieve PRISM Vehicle Files

6.2.1.2.1.1. Timing

This process is performed at Midnight (ET) each business night that PRISM Vehicle Files are received.

6.2.1.2.1.2. Processor: PRISM Central Site

6.2.1.2.1.3. Selection

The PRISM Central Site will select each vehicle record from each State PRISM Vehicle File and the Compliance Review Vehicle List File.

6.2.1.2.1.4. Validation

Standard for PRISM Vehicle File (See Section 5.1.3.6) plus an additional validation as shown below:

Duplicate Reporting and Compliance Review Vehicle List Check

- When the PRISM Central Site receives Vehicle files from the PRISM States, it will compare pairs of vehicle records (from the same vehicle file and across vehicles files) based on PRISM Reporting State, USDOT Number, VIN, Registration Jurisdiction, and Plate Number. There are 32 possible combinations of the five fields. There are four possible errors and three cases that indicate "Data is probably OK, but suspicious - Flag for Investigation". The error and warning conditions as well as the messages to be generated are shown in Table 6.4 below.

Table 6.5 – PRISM Central Site Vehicle File Error Checking

Condition	Error	Warning	Message
PRISM State submits vehicles registered in another PRISM State	220		Error - PRISM State reporting another PRISM State vehicles
All five fields are duplicated	501		Duplicate Record - Arbitrarily selected one record
Four of five fields are duplicated (different USDOT Number)	502		Duplicate Record except for USDOT Number - Rejected both records
Three of five fields are duplicated (different VIN and USDOT Number	503		Duplicate Record except for USDOT Number and VIN - Rejected both records
Three of five fields are duplicated (except for registration jurisdiction and reporting PRISM jurisdiction)		606	Duplicate Record except for registration jurisdiction and reporting PRISM jurisdiction - investigate
Two of five fields are duplicated (except for registration jurisdiction, reporting PRISM jurisdiction, and USDOT Number)		607	Duplicate Record except for registration jurisdiction, reporting PRISM jurisdiction, and USDOT Number - investigate
Two of five fields are duplicated (except for VIN, registration jurisdiction, and reporting PRISM jurisdiction)		612	Duplicate Record except for VIN, registration jurisdiction, and reporting PRISM jurisdiction - investigate

6.2.1.2.1.5. Error Processing

Report all records that fail the validation to the PRISM State. A printed report should always be produced. Report one or two errors or warnings by telephone.   Send the printed report by email if requested by the PRISM State. The printed report format is shown below. For each record found to contain an error, list all error and warning messages. Multiple messages may be placed on the report for a single record.

PRISM Vehicle File Error and Warning Report

USDOT Number: nnnnnnn VIN: vvvvvvvvvvvvvvvvvvvvvvvvvvvvvvv
Message: xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx
Message: xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx
Message: xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx
Message: xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

USDOT Number: nnnnnnn VIN: vvvvvvvvvvvvvvvvvvvvvvvvvvvvvvv
Message: xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx
Message: xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx
Message: xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx
Message: xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

6.2.1.2.2. Update SAFER-PRISM Database

6.2.1.2.2.1. Timing

This process is performed between Midnight and 5:00am (ET) each night that PRISM Vehicle Files are received.

6.2.1.2.2.2. Processor: PRISM Central Site

6.2.1.2.2.3. Selection: Read each record from the PRISM Carrier and/or Vehicle Files.

6.2.1.2.2.4. Update

Use the following logic and decision tables 6.5 and 6.6 to determine the appropriate update action to take.

PRISM Target File Carrier Records

Table 6.6 – SAFER-PRISM Database Update Decision: Target File Carrier Records

USDOT Number on PRISM Carrier File	USDOT Number on Current PRISM Target File, Carrier Record	Update Applied to PRISM Target File
Y	Y	If changes have occurred, the existing Carrier Record fields replaced with corresponding fields from the PRISM Carrier File. Note that there may be no change in the Carrier record.
Y	N	Add Carrier Record
N	Y	Convert Carrier Record and all Vehicle Records with the same USDOT Number to History

- Row 1:   A carrier record for a carrier already in MCSIP has had some change in the data record. Update the PRISM Target File, Carrier Record. Note that there may be no change in the Carrier record.
- Row 2:   A carrier not previously in MCSIP, has been placed in MCSIP. Add the Carrier Record.
- Row 3:   A carrier in MCSIP has been removed from MCSIP. Convert the Carrier Record and all Vehicle Records (with the same USDOT Number) to History.

Table 6.7 – SAFER-PRISM Database Update Decision: Target File or Compliance Review Vehicle Records

Update Criteria			Update Action
VIN (VVHVIN) on Vehicle File has matching VIN (VVHVIN) on Target File with Target / History Indicator = 'T'?	Do the USDOT numbers (MMCDO1) match?	VIN (VVHVIN) NOT on Vehicle File, but on Target File with Target / History Indicator = 'T'?	**Update PRISM Target File?**
YES	YES	N/A	If any fields in the Vehicle Record have changed, replace the existing PRISM Target File Vehicle record with the new information, *except retain the existing Target / History Date.* Note that there may be no change in the Vehicle record.
YES	NO	N/A	Update the existing Target record for this VIN and the old USDOT to reflect that it is history: *(set Target / History Indicator = H, set Target / History Date = current date).* Add a new vehicle record to the Target File reflecting the new USDOT #: *(set Target / History Indicator = T, set Target / History Date = current date).*
NO	YES OR NO	N/A	Add the vehicle record to the PRISM Target File: *(set Target / History Indicator = T, set Target / History Date = current date).*
N/A	N/A	YES	Update the existing Target record for this VIN and to reflect that it is history: *(set Target / History Indicator = H, set Target / History Date = current date).*

- Row 1: A change may have occurred in one or more data elements in the PRISM Vehicle Record. Note that there may be no change in the Vehicle record.
- Row 2: The vehicle had been assigned to one motor carrier that was in MCSIP, and is now being moved to another motor carrier that is in MCSIP.
- Row 3: The vehicle is now being assigned to a motor carrier that is in MCSIP. The vehicle had not been associated with a targeted Carrier in the past.
- Row 4: The vehicle had been assigned to a motor carrier that was in MCSIP, but is no longer associated with the targeted Carrier.

6.2.2. **Use CVIEW to Update SAFER-PRISM Database Nightly**
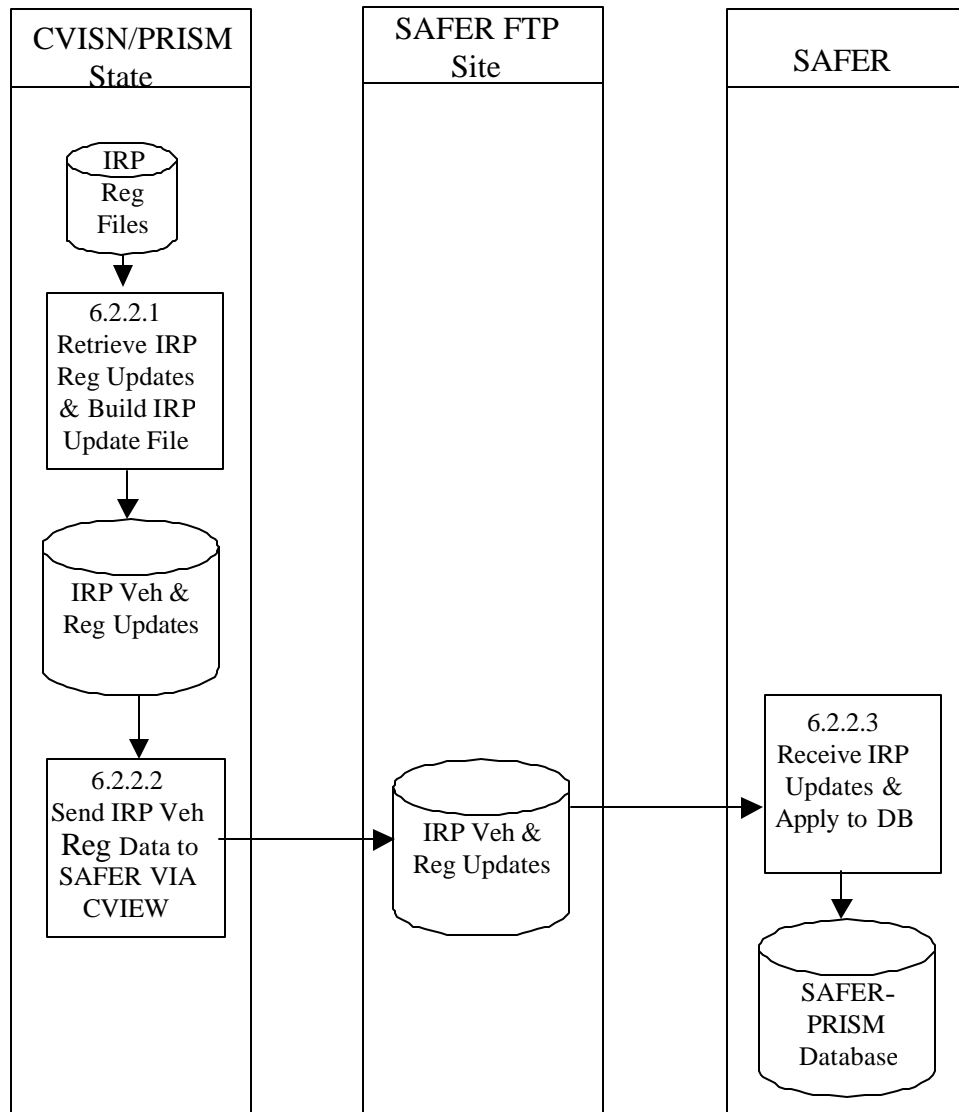
Figure 6.12 – SAFER-PRISM Database CVIEW Updates

BUSINESS PROCESS

PRISM States **may** use a CVIEW as an alternative to using PRISM Files for updating the SAFER-PRISM database on a nightly basis. However, States implementing both CVISN and PRISM programs **must** use CVIEW to update SAFER. To use the CVIEW alternative States must report all IRP vehicle registration changes on at least a daily basis to SAFER via CVIEW, and the vehicle registration data transmitted through CVIEW must identify the USDOT Number of the motor carrier responsible for the vehicle's safety.

It is beyond the scope of this document to explain the detailed processing required to update a PRISM State's CVIEW database or update SAFER using the PRISM State's CVIEW database. Further details on this processing may be found by contacting the SAFER Help Desk by emailing FMCtechsup@volpe.dot.gov.

6.2.2.1. Retrieve IRP Registration Updates and Build Reg Update File

6.2.2.1.1. Timing

In order to use CVIEW to satisfy PRISM Requirements, State's must submit all of their IRP vehicle registration transactions on at least a daily basis to SAFER and each vehicle record submitted must identify the USDOT Number of the carrier responsible for the safety of the vehicle.

6.2.2.1.2. Processor: CVISN/PRISM State

This section applies to those States implementing both the CVISN and PRISM Programs. Further processing rules to build the daily IRP vehicle registration updates for SAFER should be as specified in the SAFER/CVIEW Documentation found on the CVISN Web Site, http://cvisn.fmcsa.dot.gov/, or through contacting the SAFER Help Desk by emailing FMCtechsup@volpe.dot.gov.

6.2.2.2. Send IRP Vehicle & Registration Data to SAFER via CVIEW

6.2.2.2.1. **Timing:** IRP Vehicle and Registration data must be sent daily to SAFER. Contact SAFER Help Desk at FMCtechsup@volpe.dot.gov.

6.2.2.2.2. Processor: CVISN/PRISM State

This section applies to those States implementing both the CVISN and PRISM Programs. Further processing rules to send the daily IRP vehicle registration updates to SAFER should be as specified in the SAFER/CVIEW Documentation found on the CVISN Web Site, http://cvisn.fmcsa.dot.gov/, or through contacting the SAFER Help Desk by emailing FMCtechsup@volpe.dot.gov.

6.2.2.3. Retrieve IRP Updates and Apply to SAFER-PRISM Database

6.2.2.3.1. Timing

In order to use CVIEW to satisfy PRISM Requirements, SAFER must receive IRP vehicle registration updates and update the SAFER-PRISM Database on at least a daily basis.

6.2.2.3.2. Processor: SAFER

Further processing rules to retrieve the daily IRP vehicle registration updates from CVISN/PRISM States and update the SAFER-PRISM Database should be as specified in the SAFER ICD Documentation found on the CVISN Web Site, http://cvisn.fmcsa.dot.gov/, or through contacting the SAFER Help Desk at FMCtechsup@volpe.dot.gov.

6.2.3. Alert IRP Registration Office Management of Nightly OOSO Vehicle Changes

Associated with the requirement to update the SAFER-PRISM Database each business night with all targeted vehicles, PRISM States also need to alert IRP registration office management within 24 hours when there are vehicles registered in their State that are linked to a carrier affected by the issuance or rescission of a Federal Out-of-Service Order. This will enable updating of State IRP systems with suspensions, or rescinding of suspensions, for vehicles newly or previously associated with OOSO carrier.

This is a State internal process, thus each PRISM State is responsible for establishing how this will be accomplished, whether via a file or report, and if additional information is required from State IRP Systems (e.g. account number, address).   Recommended processing for States using the PRISM Vehicle File and for States using CVIEW are described below.

6.2.3.1. Alert IRP Management within 24 hours when Vehicles Registered in their State are linked to a Carrier affected by the Issuance or Rescission of a Federal Out-of-Service Order using the PRISM Vehicle File

PRISM States using the PRISM Vehicle File to update the SAFER-PRISM Database will need to compare the prior night's vehicle file with the current night's vehicle file. Any new vehicles on the current night's vehicle file associated with OOSO Carriers or vehicles whose carrier changed from a non-OOSO MCSIP Step to a OOSO MCSIP Step will need to be reported as vehicles that are candidates for suspension. Any vehicles on the previous night's vehicle file associated with OOSO Carriers that are not retained on the current night's vehicle file or whose carrier changed from a OOSO MCSIP Step to a non-OOSO MCSIP Step need to be reported as vehicles whose suspension needs to be rescinded.

6.2.3.2. Alert IRP Management within 24 hours when Vehicles Registered in their State are linked to a Carrier affected by the Issuance or Rescission of a Federal Out-of-Service Order using CVIEW

PRISM States using CVIEW to update the SAFER-PRISM Database may be able to satisfy this requirement as part of their CVIEW processing. Alternatively they could satisfy this requirement through a comparison process similar to that for States using PRISM Vehicle Files.

PRISM States participating in CVISN and having a CVIEW database could use their Local CVIEW database to notify IRP management of nightly vehicle changes associated with OOSO carriers. If the PRISM State has loaded at least the current Carrier Census data into their CVIEW database and receives daily Carrier Census data updates from SAFER, the required OOSO vehicle change information can be obtained when the Carrier Census data updates are applied. All vehicles associated with a Carrier who now has an OOSO MCSIP Step will need to be reported as vehicles that are candidates for suspension. All vehicles associated with a Carrier who now has an OOSO rescinded will need to be reported as vehicles whose suspension needs to be rescinded.

Alternatively PRISM States participating in CVISN and downloading either the Local PRISM Target File or the PRISM Targeted Vehicle Subscription (XML transaction T0041P) can use either of these files to obtain the OOSO vehicle change information. Comparing the current file received with the prior file received does this. Any new vehicles for the State on the current file associated with OOSO Carriers or vehicles whose carrier changed from a non-OOSO MCSIP Step to a OOSO MCSIP Step will need to be reported as vehicles that that are candidates for suspension. Any vehicles for the State on the previous file associated with OOSO Carriers that are not retained on the current file or whose carrier changed from a OOSO MCSIP Step to a non-OOSO MCSIP Step need to be reported as vehicles whose suspension needs to be rescinded.

6.2.4. **Provide Compliance Review Vehicle List**
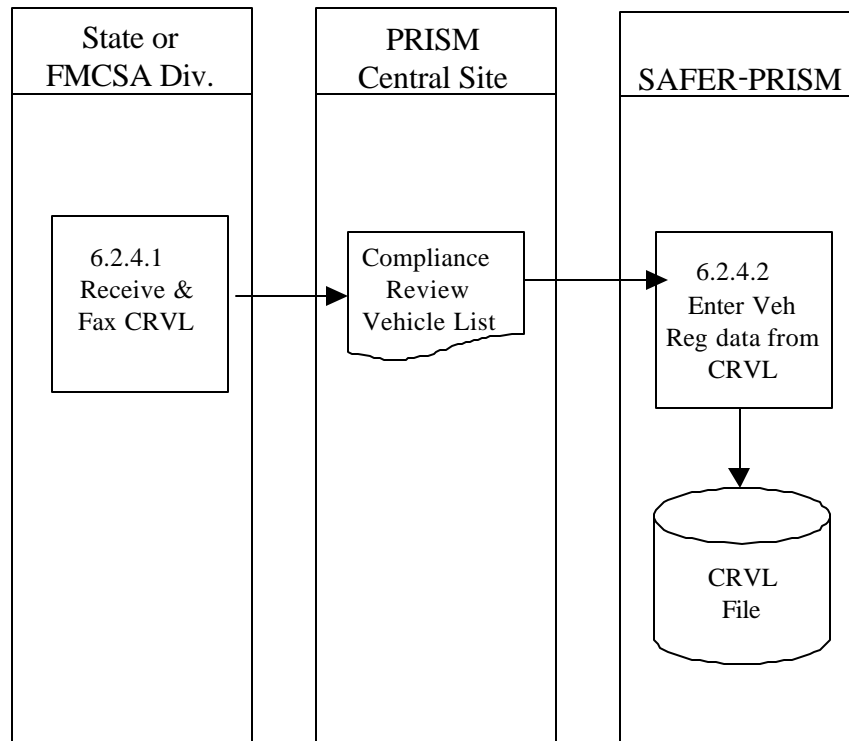
Figure 6.13 – Compliance Review Vehicle Generation

BUSINESS PROCESS

When a Compliance Review is conducted by State Inspectors or FMCSA State Investigators the Carrier should be asked to provide a list of all vehicles registered in a Non-PRISM State for which the Carrier is responsible for safety. When PRISM was first designed, it was required that States add the Compliance Review Vehicles (formerly known as the VIP Program) to their PRISM Vehicle File.

The number of PRISM States has expanded significantly since the Pilot and it was realized that it was not necessary to have each PRISM State perform this function. A Compliance Review Vehicle List can be received from the Carrier, faxed to the PRISM Central Site and data entry provided by the Central Site.

6.2.4.1. **Receive and Fax Compliance Review Vehicle List**

When the IRP Section or the FMCSA State Division receives a Compliance Review Vehicle List, they should fax the list to the PRISM Central Site at (617) 494-3897.

6.2.4.2. **Enter Vehicle Registration Data from Compliance Review Vehicle List (CRVL)**

6.2.4.2.1.   **Timing:** As soon as possible after the CRVL is received.

6.2.4.2.2.   **Processor:** PRISM Central Site

6.2.4.2.3.   **Data Entry**

Perform the necessary data entry to place the vehicle registration data on the CRVL File.

6.2.4.2.4.   **Validation:** Standard for PRISM Vehicle File (See Section 5.1.3.6)

6.2.4.2.5.   **Update**

Write the validated record to the CRVL File. Note that the CRVL File is used for subsequent updating of the SAFER-PRISM Database.

6.2.4.2.6.   **Error Processing:** Contact the sender to determine if error correction is possible.

6.3.   Requirement: Check Carrier Safety Status Before Registration is issued

PRISM States are required to check a motor carrier's Safety Status before issuing any IRP Registration. Please note that all of the options below support both Carrier and Vehicle inquiries.

It is possible that a motor carrier may be under a State registration suspension or revocation or a Federal Out of Service Order. Checking the MCSIP Step of the Carrier will reveal these. It is also possible that a vehicle may be assigned to a carrier who is not in MCSIP but had been previously assigned to a carrier who was put Out Of Service in another jurisdiction. PRISM recommends that both the carrier Safety Status and the Safety Status of each vehicle be checked before the initial registration is issued. This type of thorough checking will reveal those motor carriers who have been put Out Of Service but re-located to a different State and started a new company under a different name.

PRISM State IRP personnel should consult the MCSIP Step Table contained in Appendix B to determine those values that represent State Registration suspension or revocation or Federal Out of Service Orders.

If the VIN is used as selection criteria, all vehicle records matching the VIN will be returned and the USDOT Number(s) will be used to retrieve the associated Carrier Record(s).   If, however, the Plate Number and Registration Jurisdiction are used as selection criteria, only the vehicle records matching the plate number and registration jurisdiction will be returned. The vehicle itself could have additional records on the Target File that would not be returned since they did not match the plate number and registration jurisdiction.
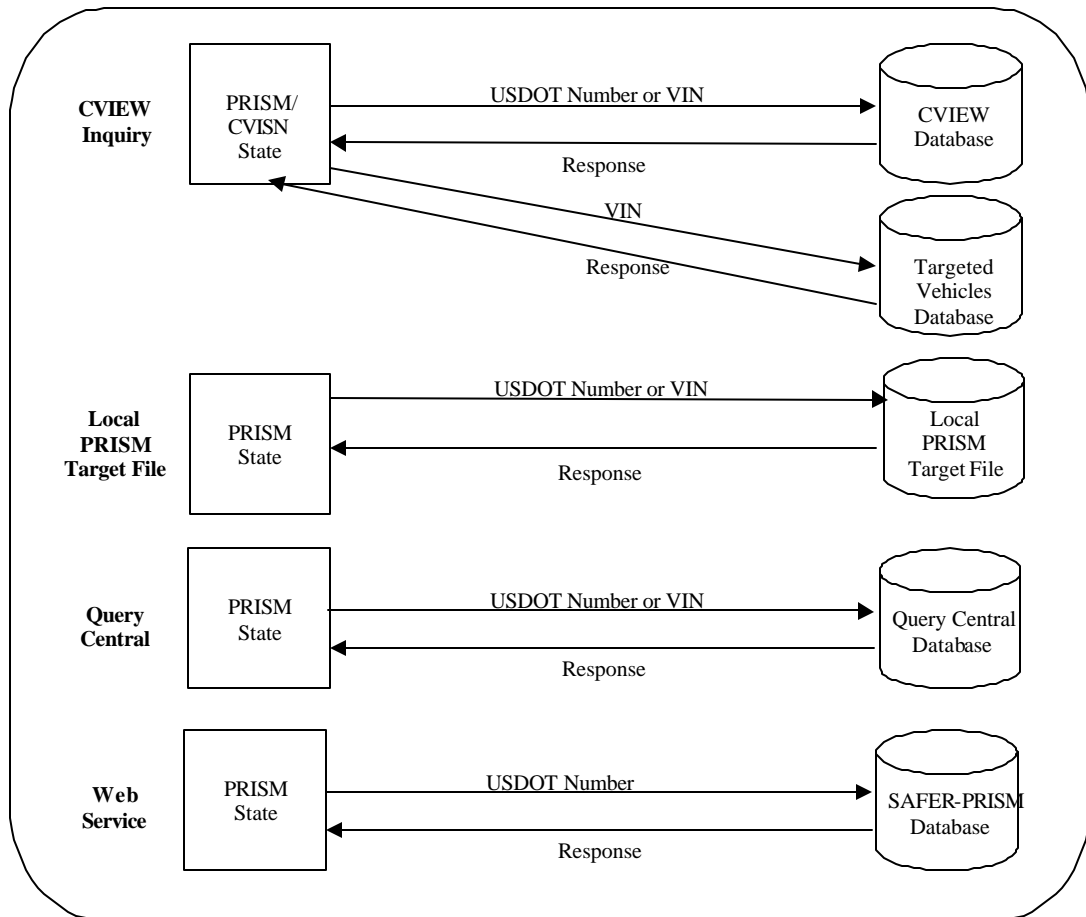
Figure 6.14 – Carrier Safety Status Checks

6.3.1.   Check Carrier Safety Status using CVIEW Database

BUSINESS PROCESS
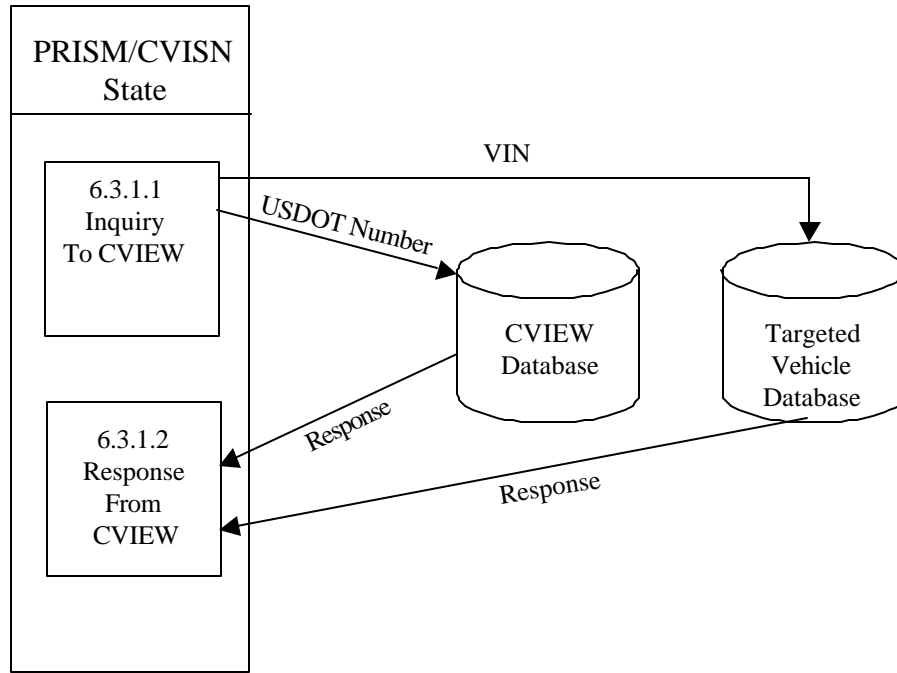
Figure 6.15 – CVIEW Carrier Safety Status Check

PRISM States must check the Carrier Safety Status (i.e., MCSIP Step) before issuing or renewing a registration for a vehicle. The Carrier Safety Status must be checked for all carriers on record associated with the vehicle.

PRISM States participating in CVISN and having a CVIEW database could use their Local CVIEW database to check the Carrier Safety Status for a motor carrier on record associated with the vehicle. If the PRISM State has loaded at least the current Carrier Census data into their CVIEW database and receives daily Carrier Census data updates from SAFER, the CVIEW database will have information on the current motor carrier(s) associated with the vehicle. The State personnel would use each USDOT number submitted on the initial or renewal registration application to retrieve that carrier's Safety Status from the Carrier Table of the CVIEW database.

PRISM also requires that all carriers associated with the vehicle must be checked, not just if it is submitted on the initial or renewal application. PRISM States participating in CVISN must download either the Local PRISM Target File or the PRISM Targeted Vehicle Subscription (XML transaction T0041P) and use either of these file/databases to obtain vehicle data by VIN. All vehicle records matching the VIN should be obtained. Then the corresponding USDOT number(s) can be used to retrieve the Carrier Safety Status from each of the associated Carrier Record(s) in the CVIEW database.

States should contact PRISMTechnicalSupport@Volpe.DOT.Gov for information on downloading the Local PRISM Target File following the procedures as shown in Section 6.3.2 or for obtaining a copy of the PRISM Transaction T0041P Specification. Refer to Section 6.1.2 for details on initializing and maintaining the CVIEW database. Refer to Section 5.1.3.8 for additional detail on the T0041P transaction.

6.3.1.1. Inquiry to CVIEW and Local PRISM Target File

6.3.1.1.1. Processor: PRISM State

6.3.1.1.2. Transmission: Send carrier inquiry to Local CVIEW database and vehicle inquiries to either the Local PRISM Target File or the PRISM Targeted Vehicle Subscription (T0041P)(XML).

Carrier Inquiry

The carrier inquiry should use the USDOT Number (MMCDO1) as the key.

Vehicle Inquiry

The vehicle inquiry should be to either the Local PRISM Target File or the PRISM Targeted Vehicle Subscription (T0041P)(XML) and use the VIN (VVHVIN) as the key.

6.3.1.2. Response from CVIEW & Local PRISM Target File

6.3.1.2.1. Processor: PRISM State

6.3.1.2.2. Reception

When the Carrier response is received from the Local CVIEW database the program should:

- Verify that a carrier record was found
  - If no record was found, an alternative such as an inquiry to Query Central is required.
- If a record was found, the program should inform the user of the results (i.e., Registration Suspended or Revoked, Federal OOSO, Continue Checking Vehicles, etc.)

When the Vehicle Response is received from the Local PRISM Target File or the PRISM Targeted Vehicle File (T0041P)(XML), the program should:

- When all vehicles safety status have been checked, the user should be informed (i.e., registration continues or registration stopped).

6.3.2.   **Check Carrier Safety Status using Local PRISM Target File**
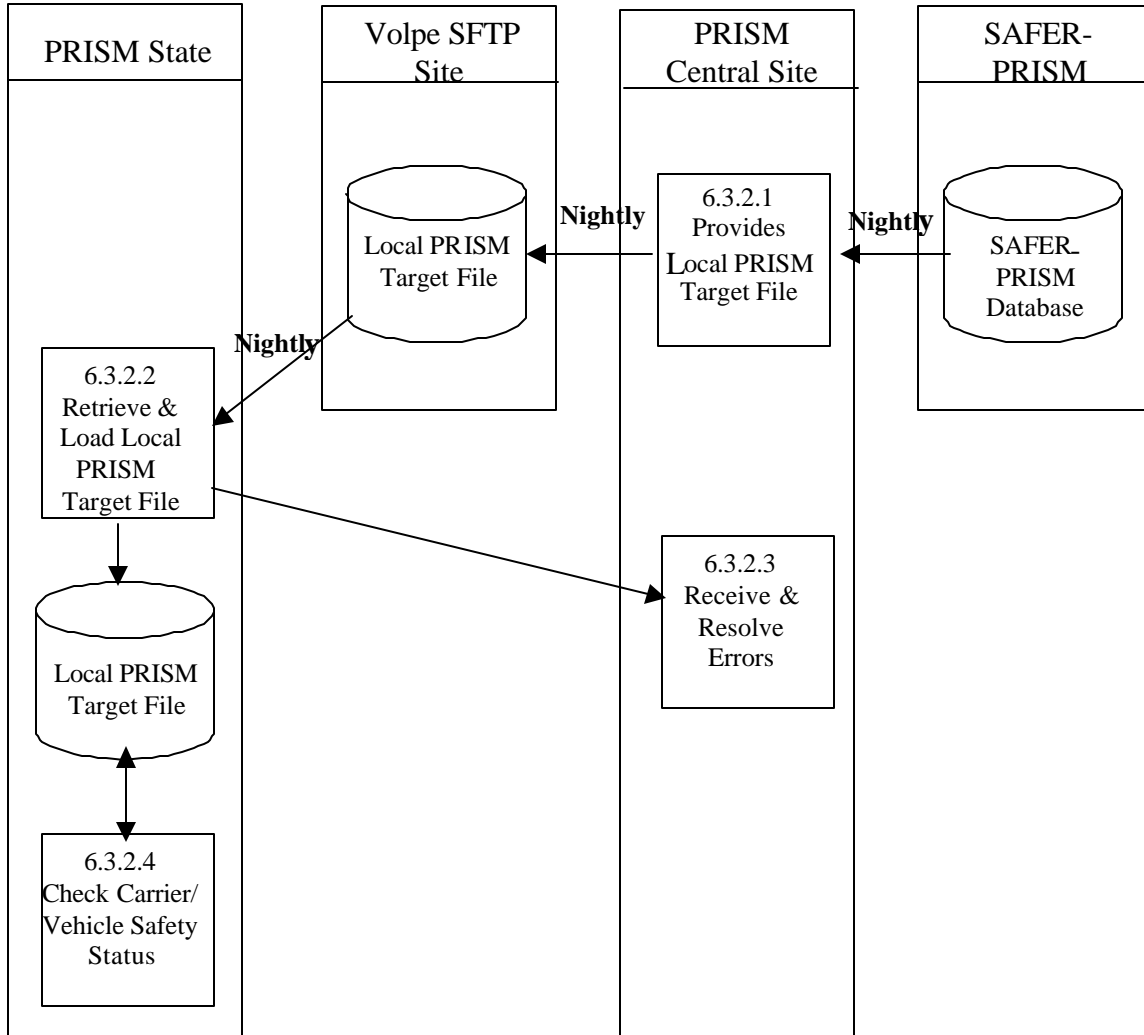
Figure 6.16 – Local PRISM Target File Carrier Safety Status Check

BUSINESS PROCESS

PRISM States must check the Carrier Safety Status (i.e., MCSIP Step) before issuing or renewing a registration for a vehicle. The Carrier Safety Status must be checked for all carriers on record associated with the vehicle. PRISM States may use the Local PRISM Target File for Carrier Safety Status checks.

The PRISM Central Site creates the Local PRISM Target File and transmits the file to the Volpe SFTP Site of requesting PRISM States. PRISM States then retrieve the file.

A Local PRISM Target File is retained by any *requesting* PRISM State. It is not required.

This process is performed after the PRISM Central Site has updated the SAFER-PRISM database with vehicle information from *all* participating States.

When extracted from the SAFER-PRISM database, the Local PRISM Target File contains records of motor carriers currently in MCSIP (targeted) and the vehicles assigned to MCSIP Carriers. The Local PRISM Target File contains only targeted records. It does **not** contain history records.

If a PRISM State wants to maintain a Local PRISM Target File, the PRISM Central Site sends a complete Local (i.e.; targeted only) PRISM Target File to the Volpe SFTP Site after it has updated the SAFER-PRISM database at the PRISM Central Site with vehicle information received from *all* participating PRISM States.

For the Carrier Safety Status check, the VIN is used as selection criteria and all Vehicle Records matching the VIN will be returned. The USDOT Number(s) from the Vehicle Record(s) will then be used to retrieve the associated Carrier Record(s). The Plate Number and Registration Jurisdiction should not be used as selection criteria because that will limit the number of records returned by the validation process. Only the Vehicle Records matching the plate number and registration jurisdiction will be returned. The vehicle itself could have additional records on the Target File that would not be returned since they did not match the plate number and registration jurisdiction.

6.3.2.1. Extract Local PRISM Target File

6.3.2.1.1. Timing

This process is performed by 5:00am (ET) each business morning that the PRISM Central Site receives one or more PRISM Vehicle Files. The Local PRISM Target File must be placed on the Volpe SFTP Site by 5:00am (ET).

6.3.2.1.2. Processor: PRISM Central Site

6.3.2.1.3. Selection

Read all carrier and vehicle records from the SAFER-PRISM Database. Select all Carrier and Vehicle records where the Target / History Indicator = 'T' and create the Local PRISM Target File.

6.3.2.1.4. Transmission:

Place on Volpe SFTP Site.

6.3.2.1.5. Timing: This process must be completed by 5:00am (ET) each business morning.

6.3.2.1.6. Processor: PRISM Central Site

6.3.2.1.7. Selection: Select each Targeted Carrier and Vehicle Record.

6.3.2.1.8. Transmission

Send the Local PRISM Target File to the Volpe SFTP Site. Note that each record must have a record terminator (i.e., carriage return and line feed).

6.3.2.2. Receive and Load local PRISM Target File

6.3.2.2.1. Timing: This process is performed after 5:00am (ET).

6.3.2.2.2. Processor: PRISM State

6.3.2.2.3. Retrieval

Retrieve the Local PRISM Target File from the Volpe SFTP Site.

6.3.2.2.4. Validation: Standard for Local PRISM Target File (See Section 5.1.3.6).

6.3.2.2.5. Error Processing

Report all records that fail the validation to the PRISM Central Site. A printed report should always be produced. Report one or two errors by telephone.   Send the printed report (by email to PRISMTechnicalSupport@Volpe.DOT.Gov) if requested by the PRISM Central Site. The printed report format is shown below. For each record found to be in error, list all error messages. Multiple messages may be placed on the report for a single record.

Local PRISM Target File Error Report

USDOT Number: nnnnnnn VIN: aaaaaaaaaaaaaaaaaaaaaaaaaaaaaaaaa
Message: xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx
Message: xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx
Message: xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx
Message: xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

USDOT Number: nnnnnnn Tgt History Date: CCYYMMDD
Message: xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx
Message: xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx
Message: xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx
Message: xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

6.3.2.2.6. Update

Replace the State's existing local PRISM Target File with the one received from the PRISM Central Site. Delete the existing file first.

6.3.2.3. Resolve Errors

6.3.2.3.1. Timing: This process is performed within 24 hours of receiving notification of errors.

6.3.2.3.2. Processor: PRISM Central Site

6.3.2.3.3. Retrieval

Receive either a physical copy of the Error Report produced in process 6.3.2.2.5 or the error information via telephone.

6.3.2.3.4. Error Evaluation

Evaluate the number and type(s) of errors. Coordinate corrective actions with the PRISM State.

FMCSA Headquarters is responsible for maintaining motor carrier census data.   The PRISM Central Site should coordinate any changes to motor carrier data with FMCSA Headquarters. The changes must be made to the MCMIS Census File at FMCSA.

6.3.2.4. Check Carrier/Vehicle Safety Status

6.3.2.4.1. Processor: PRISM State

6.3.2.4.2. Transmission: Send carrier or vehicle inquiry to Local PRISM Target File

Carrier Inquiry

The carrier inquiry should use the USDOT Number (MMCDO1) as the key.

Vehicle Inquiry

The vehicle inquiry should use the VIN (VVHVIN) as the key.

Response from Local PRISM Target File

The response should be formatted according to the State design.

6.3.3.   Check Carrier Safety Status using Query Central
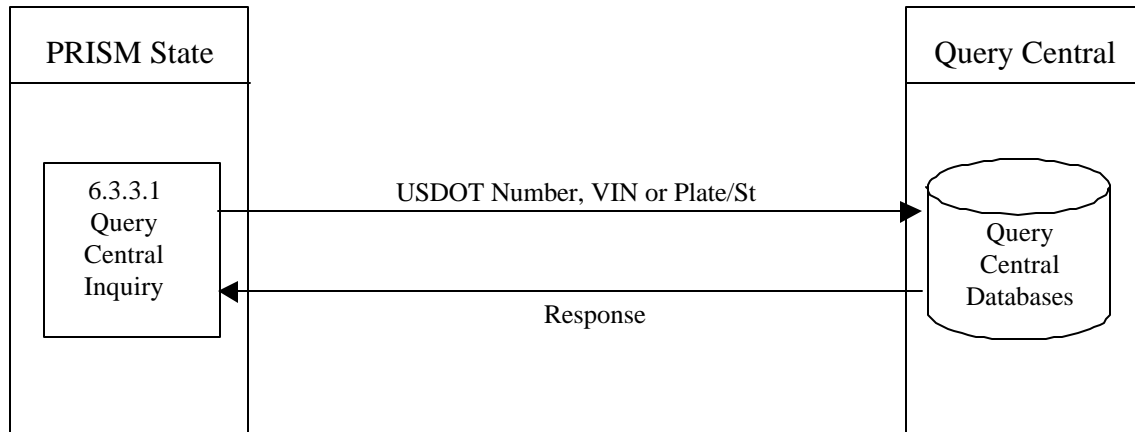
Figure 6.17 – Query Central Carrier Safety Status Check

BUSINESS PROCESS

FMCSA has developed the Query Central capability to provide authorized users with access to varying amounts of data from a number of databases. Query Central also requires the establishment of a Virtual Private Network (VPN) before access is granted to become an authorized user. Data on motor carriers comes from the SAFER-PRISM Database including the Past Inspection Query Database (PIQ), the Carrier Snapshot, and the PRISM Target File. Data is also retrieved from the Licensing & Inspection Database.

The Query Central capability permits inquiry by USDOT Number for Carriers and by License Plate Number & Registration Jurisdiction or Vehicle Identification Number (VIN) for vehicles.

Using the several databases mentioned above Query Central will provide the user a response. More information concerning Query Central can be found at the http://infosys.fmcsa.dot.gov website.

If the VIN is used as selection criteria, all vehicle records matching the VIN will be returned and the USDOT Number(s) will be used to retrieve the associated Carrier Record(s).   If, however, the Plate Number and Registration Jurisdiction are used as selection criteria, only the vehicle records matching the plate number and registration jurisdiction will be returned. The vehicle itself could have additional records on the Target File that would not be returned since they did not match the plate number and registration jurisdiction.

6.3.3.1. Query Central Inquiry

6.3.3.1.1. Timing: As required by the authorized user

6.3.3.1.2. Processor: PRISM or CVISN State

6.3.3.1.3. Inquiries Supported

Query Central will provide the following types of inquiries:

- Carrier by USDOT Number
- Vehicle by VIN
- Vehicle by License Plate Number & Registration Jurisdiction

When a response is received the requestor must review the MCSIP Step to determine the carrier's safety status.

6.3.3.2. Query Central Web Site

6.3.3.2.1. Timing: The Query Central Web Site is available 24 hours a day, 7 days a week.

6.3.3.2.2. Processor: Volpe Server

When Query Central receives an inquiry it will collect the data from the several databases and provide the requestor with a response.

6.3.4. **Check Carrier Safety Status using Web Services**
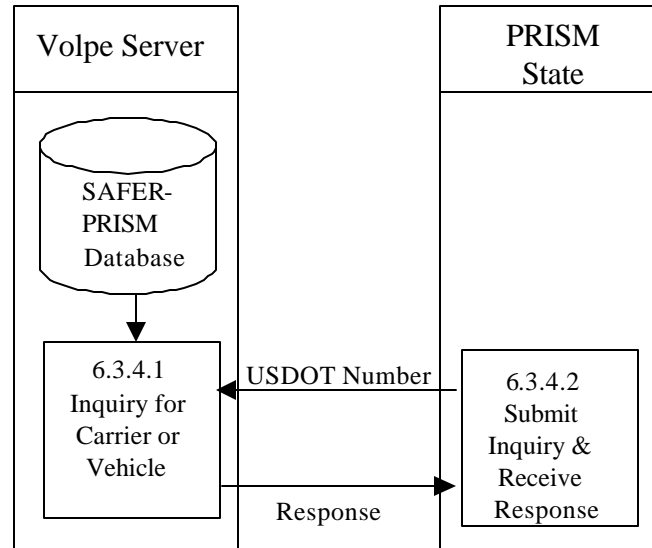
Figure 6.18 –Web Service Carrier Safety Check

BUSINESS PROCESS

PRISM States may develop Web Services capability to satisfy this requirement. PRISM Technical Support offers a PRISM Web Services Startup Package to assist them in developing a Web Service Client. The Startup Package can be obtained by contacting PRISMTechnicalSupport@Volpe.Dot.Gov. The Web Services application provides connectivity to the SAFER Web Services Server. In order to access this server a SAFER VPN and UAS account are required. Contact FMCTechSup@Volpe.Dot.Gov for information on acquiring these accounts.

The Web Service Client will submit queries to the SAFER Web Services and process the resulting XML document which is returned by the SAFER Web Services Server.

6.3.4.1. Submit Inquiry and Receive Response

6.3.4.1.1. Timing: As required by the authorized user

6.3.4.1.2. Processor: PRISM or CVISN State

6.3.4.1.3. Inquiries Supported

The T0031 query is the only option currently available. The T0031 query is by USDOT.

When a response is received the MCSIP Step must be reviewed to determine the carrier's safety status.

6.3.4.2. Process Inquiry and Provide Response

6.3.4.2.1. Timing: Web Services Query capability is available 24 hours a day, 7 days a week.

6.3.4.2.2. Processor: FMCSA/Volpe

6.4. Requirement: Provide the Ability to Identify Targeted Vehicles
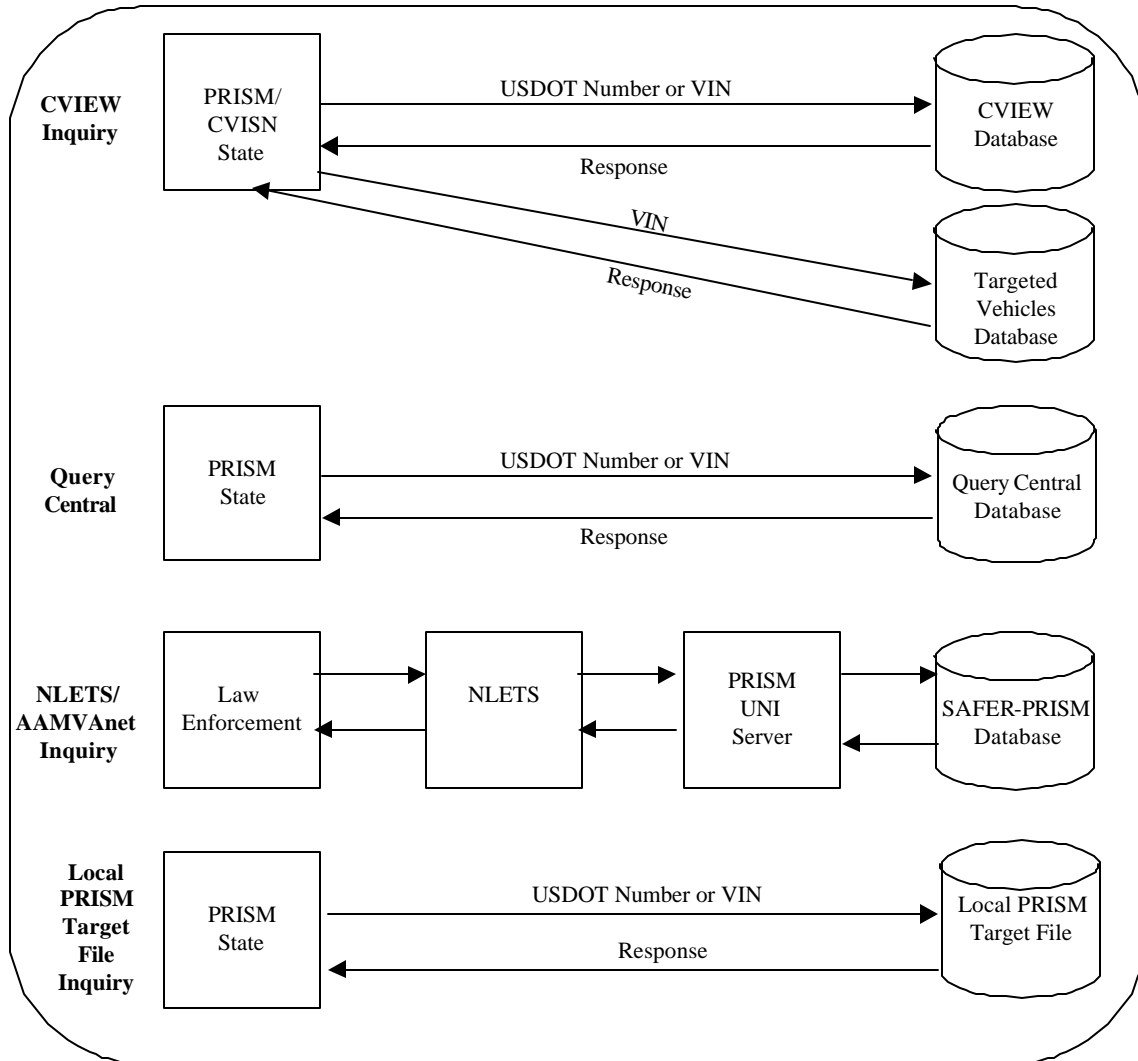
Figure 6.19 – Targeted Vehicle Identification

Notes:
1. CVIEW Inquiry is described in Section 6.3.1
2. Query Central is described in Section 6.3.3
3. The NLETS/AAMVAnet Inquiry is described in Section 6.4.1 & 6.4.2
4. The Local PRISM Target File Inquiry is described in Section 6.3.2

6.4.1. NLETS/AAMVAnet Carrier Inquiry
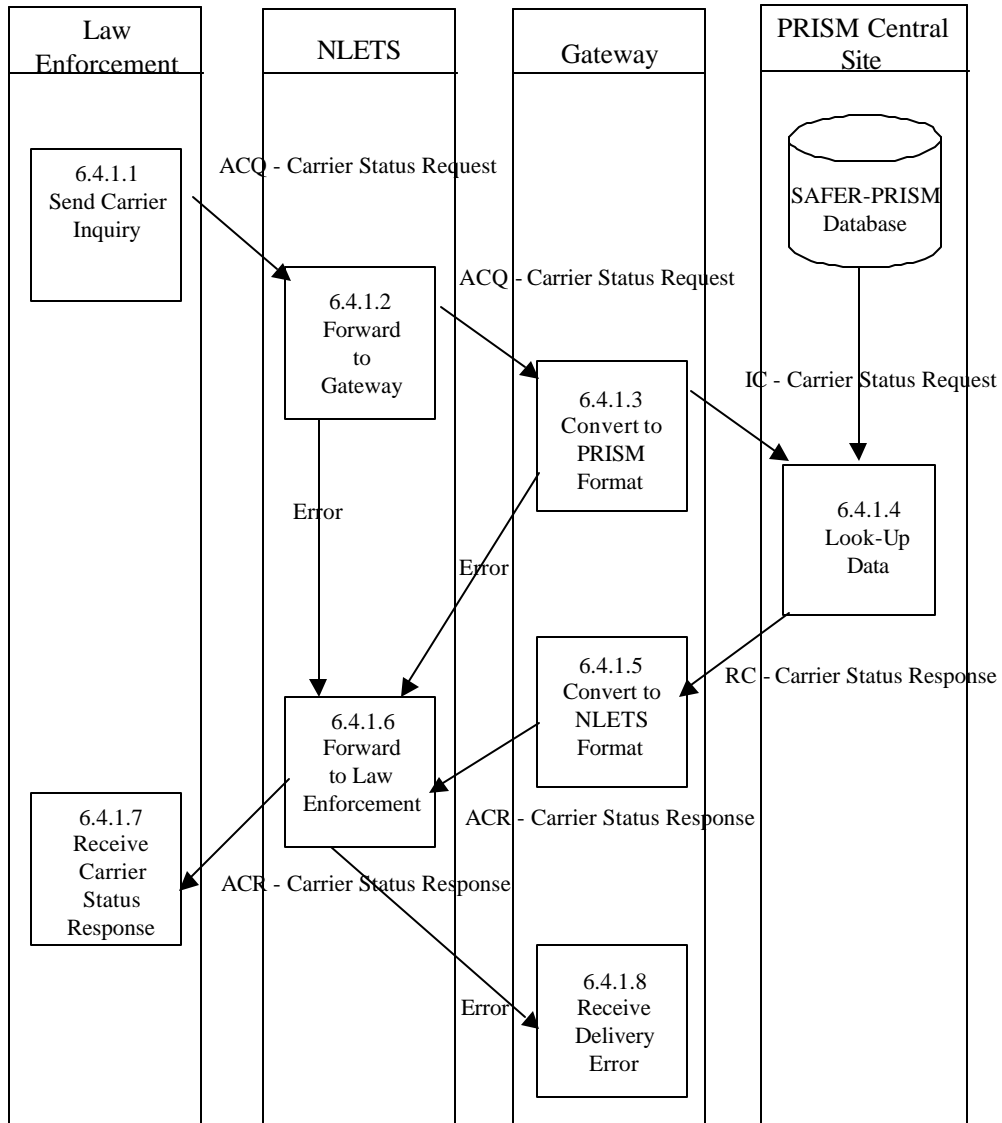
Figure 6.20 – NLETS/AAMVAnet Carrier Inquiry

BUSINESS PROCESS

When Law Enforcement personnel are investigating a vehicle, they may check the responsible carrier's safety rating using the PRISM Law Enforcement Carrier Status Request. The PRISM Law Enforcement Carrier Status Request is an interactive check made by USDOT Number that returns an indication of whether or not the carrier is currently, or ever has been, in the Motor Carrier Safety Improvement Program (MCSIP).

Law enforcement personnel submit the PRISM Law Enforcement Carrier Status Request through the NLETS System, which sends the transaction to the AAMVAnet/NLETS Gateway. The Gateway converts the format of the message from NLETS to AMIE. The Gateway then forwards the message to the PRISM Central Site.

When the PRISM Central Site receives the PRISM Carrier Status Request, it searches the SAFER-PRISM database for matching records.

Matches are returned to the Gateway in individual PRISM Carrier Status Responses. In addition, the total number of records that matched the query at the PRISM Central Site (Match Count) is included on each response. If there are no matches found, a response is returned indicating a zero Match Count.

The Gateway converts the response message(s) from AMIE to NLETS format. It then forwards the message(s) to NLETS.   NLETS transmits the response(s) to the inquirer.   The response may be:
- One Carrier Response indicating that the USDOT Number requested was not on file
- One or more Carrier Response(s) containing match data
- One Carrier Request indicating an error identified by the PRISM Central Site
- One Carrier Response (ACR) indicating an error identified by the Gateway.
- One Status Message indicating an error identified by the NLETS Message Switcher.

6.4.1.1. Send Carrier Status Request

6.4.1.1.1. Processor: Law Enforcement

6.4.1.1.2. Transmission

Submit the Carrier Status Request (ACQ) to NLETS. Address the inquiry to the Gateway.   See Appendix A, NLETS Message Formats for a description of fields in the ACQ message.

- The message ***must*** contain a USDOT Number (MMCDO1).

Note: the Law Enforcement Carrier Status Request *does not* return vehicle records.

6.4.1.2. Forward to Gateway

6.4.1.2.1. Processor: NLETS Message Switcher

6.4.1.2.2. Reception

The NLETS Message Switcher receives the Carrier Status Request (ACQ) from Law Enforcement. Reference Appendix A, NLETS Message Formats for the format of the message.

6.4.1.2.3. Validation

The NLETS Message Switcher verifies that the NLETS Carrier Status Request (ACQ) can be processed. If an error is detected, return a Status Message (SM). The following checks must be performed.

Invalid Data Check
- If the Destination (see NLETS Message Header, Appendix A) is not valid, return an error Message: "INVALID DESTINATION".

Required Data Check
- If the USDOT Number (MMCDO1) is not present, return an error Message: "REQUIRED DATA WAS NOT SUBMITTED" [3].

6.4.1.2.4. Transmission

If the message is valid, forward the Carrier Status Request (ACQ) to the Gateway. Reference Appendix A, NLETS Message Formats for the format of the message.

6.4.1.3. Convert Message to PRISM Format

6.4.1.3.1. Processor: Gateway

6.4.1.3.2. Reception

The Gateway receives the Carrier Status Request (ACQ) from the NLETS Message Switcher. Reference Appendix A, NLETS Message Formats for the message format.

6.4.1.3.3. Validation

The Gateway verifies that the ACQ message can be processed. If an error is detected, the Gateway sends a Carrier Status Response (ACR) message to the NLETS Message Switcher. The following checks must be performed.

System Error Checks
- If the PRISM Central Site is unavailable, return an error. Message: "101 - FILE TEMPORARILY UNAVAILABLE".

---

[3] NLETS error messages are not numbered.

6.4.1.3.4. Transmission

Send the Carrier Status Request (IC) to the PRISM Central Site. See Appendix A, NLETS Message Formats for the message format. The fields sent are obtained from the ACQ message received from NLETS. Any optional fields that are not populated should be set to zero (numeric) or spaces (alphanumeric).

6.4.1.4. Carrier Data Look-up

6.4.1.4.1. Processor: PRISM Central Site

6.4.1.4.2. Reception

Receive the Carrier Status Request (IC) sent from Law Enforcement via the Gateway. The message will contain:

- A USDOT Number (MMCDOT)

6.4.1.4.3. Validation: Verify that the message can be processed. Perform the following checks:

System Error Checks
- If the PRISM Central Site is unavailable, return an error. Message: "101 - File temporarily unavailable".

Required Data Check
- If the USDOT Number (MMCDO1) is not present, return an error. Message: "304 - A carrier identifier must be supplied"

6.4.1.4.4. Selection

Select all *carrier* records from the SAFER-PRISM database with the same USDOT Number (MMCDO1) as that provided on the request.

If there is more than one (1) targeted carrier record for the given USDOT Number (MMCDO1), return the PRISM Carrier Status Request (IC) with the following error message:

"219 - More than 1 Targeted Carrier"

- Set the NCB Error Code (GNCBER) to 'Y'
- Set the Processing Status (GPROST) to '01'
- Set the Match Count (GMSCNT) to zero
- Set the Match Indicator (GMSIND) to 'N'
- Set the Match Limit Exceeded Indicator (GMSLEI) to 'N'

Return *at most* five (5) Carrier Status Responses (RC), selecting the targeted record, followed by the four (4) most recent history records.

6.4.1.4.5. Transmission

If errors were detected in Section 6.4.1.4.3, return the PRISM Carrier Status Request (IC) with the associated error message:

- Set the NCB Error Code (GNCBER) to 'Y'
- Set the Processing Status (GPROST) to '01'
- Set the Match Count (GMSCNT) to zero
- Set the Match Indicator (GMSIND) to 'N'
- Set the Match Limit Exceeded Indicator (GMSLEI) to 'N'

If no errors were detected, but the inquiry selected no records from the PRISM Target File, return one PRISM Carrier Status Response (RC):

- Set the NCB Error Code (GNCBER) to 'N'
- Set the Processing Status (GPROST) to '00'
- Set the Match Count (GMSCN1) to zero
- Set the Match Indicator (GMSIND) to 'N'
- Set the Match Limit Exceeded Indicator (GMSLEI) to 'N'

If no errors were detected and the inquiry selected carrier records *within* the acceptable range of matches, return each carrier record in its own PRISM Carrier Status Response (RC).

- Set the NCB Error Code (GNCBER) to 'N'
- Set the Processing Status (GPROST) to '00'
- Set the Match Count (GMSCNT) to the total number of matching carrier records
- Set the MEC-MATCH-SEQ-ID (GMSMSI) to the appropriate value (i.e., matching RC record 1 ="01", matching RC record 2 = "02", etc.) for the RC record being returned
- Set the Match Indicator (GMSIND) to 'Y'
- Set the Match Limit Exceeded Indicator (GMSLEI) to 'N'

If no errors were detected and the inquiry selected carrier records *exceeding* the acceptable range of matches as Stated in Section 6.4.1.4.4, return each carrier record in its own PRISM Carrier Status Response (RC) up to the limit of five (5) responses:

- Set the NCB Error Code (GNCBER) to 'N'
- Set the Processing Status (GPROST) to '00'
- Set the Match Count (GMSCNT) to the total number of matching carrier records
- Set the MEC-MATCH-SEQ-ID (GMSMSI) to the appropriate value (i.e., matching RC record 1 ="01", matching RC record 2 = "02", etc.) for the RC record being returned
- Set the Match Indicator (GMSIND) to 'Y'
- Set the Match Limit Exceeded Indicator (GMSLEI) to 'Y'

Return the PRISM Carrier Status Response(s) (RC) to the Gateway.

6.4.1.5. Convert Message to NLETS Format

6.4.1.5.1. Processor: Gateway

6.4.1.5.2. Reception

The Gateway receives a message from the PRISM Central Site that is being routed to NLETS. The message(s) will be one or more Carrier Response(s) (RC) or the Carrier Status Request with the 99/2-error block appended with the associated error.

6.4.1.5.3. Transmission: Format each Carrier Response (ACR) message.

- Populate all required control fields (i.e., header and trailer)
- Populate all ACR business fields when the corresponding data is present on the RC message.
- Sort records in the ACR message in descending order by Target / History Date.

Convert all alpha message data to uppercase in the Carrier Response (ACR).

See Appendix A, NLETS Message Formats for the format of the NLETS messages.

6.4.1.6. Forward to Law Enforcement

6.4.1.6.1. Processor: NLETS Message Switcher

6.4.1.6.2. Reception

Receive each Carrier Status Response (ACR) from the Gateway. Reference Appendix A, NLETS Message Formats for the format of the message.

6.4.1.6.3. Transmission

Forward each Carrier Status Response (ACR) to the inquirer. Reference Appendix A, NLETS Message Formats for the format of the message.

If NLETS is unable to deliver the message, NLETS returns a Status Message (SM) to the Gateway.

6.4.1.7. Receive Carrier Status Response(s)

6.4.1.7.1. Processor: Law Enforcement

6.4.1.7.2. Reception

Accept the message(s) routed from NLETS. The message(s) will be either one or more Carrier Status Response(s) (ACR) or one Status Message (SM). Reference Appendix A, NLETS Message Formats for the message format.

If the NLETS Message Switcher encountered an error, the Status Message (SM) will be populated with a description of the problem.

If the Gateway or the PRISM Central Site encountered an error, the Carrier Response (ACR) will be populated with a description of the problem and the inquiry data in error, if applicable.

If a Carrier Status Response (ACR) is received indicating "401 - NO MATCHING CARRIERS WERE FOUND", this implies that the USDOT Number (MMCDO1) entered is not on the PRISM Central Site Target File and that the carrier has never been in the Motor Carrier Safety Improvement Program (MCSIP).

If the Carrier Status Response (ACR) is received with match data, make the information available to the inquirer.

6.4.1.8. Receive Delivery Error

6.4.1.8.1. Processor: Gateway

6.4.1.8.2. Reception

Accept Status Message(s) (SM) from NLETS. When NLETS is unable to deliver a response message, the NLETS Message Switcher will send a Status Message (SM) to the Gateway. Reference Appendix A, NLETS Message Formats for the message format.

Log all messages received.

If the Status Message (SM) is coded as 02 (destination down, will forward when service is restored) is received, the Gateway takes no additional action. NLETS will forward the message to the inquirer when the inquirer's node is back in service.

Other Status Messages are not expected (SM). If a Status Message (SM) with a code other than 02 is received, its description may be retrieved from the log.

6.4.2. NLETS/AAMVAnet Vehicle Inquiry
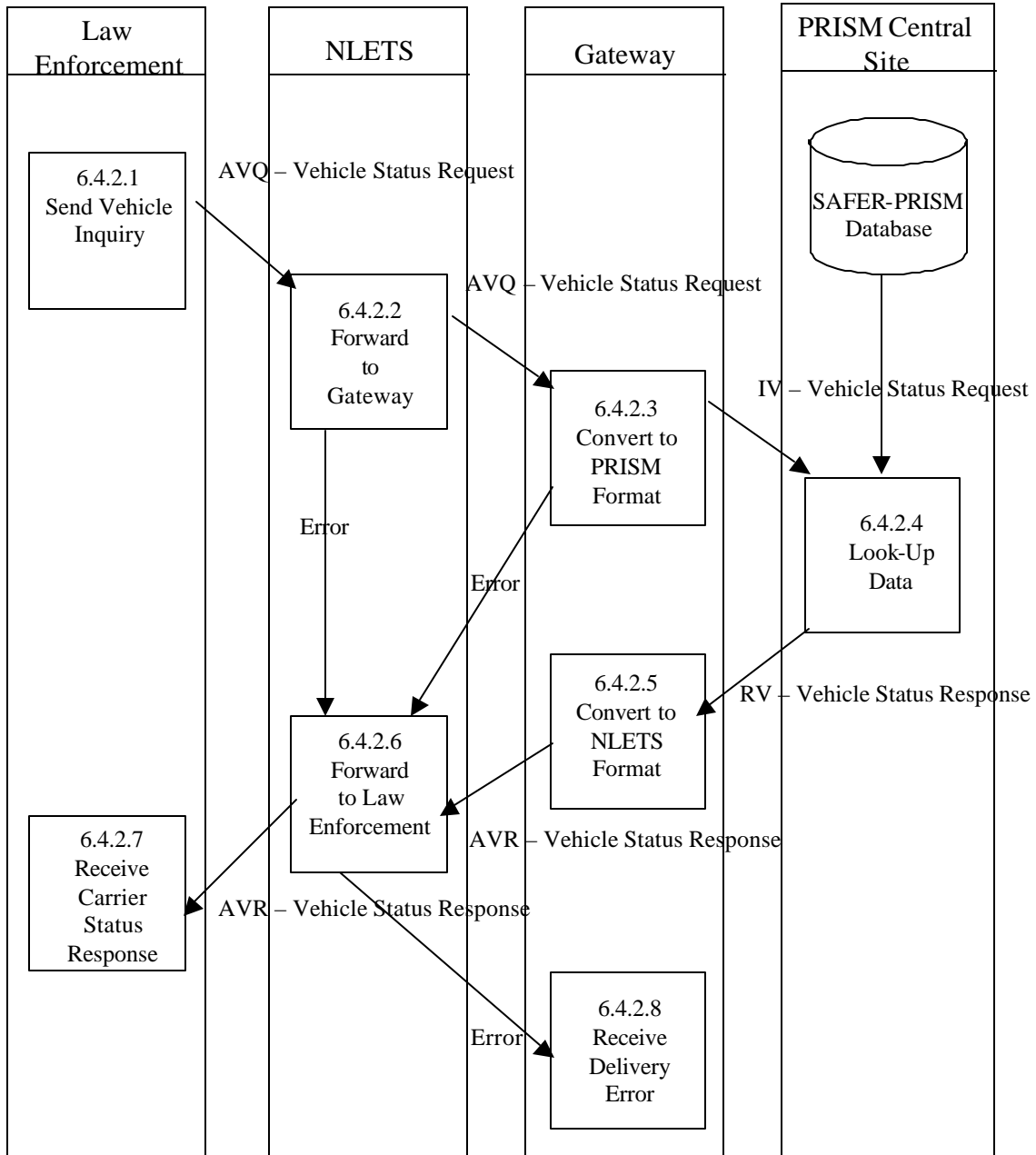
Figure 6.21 – NLETS/AAMVAnet Vehicle Inquiry

BUSINESS PROCESS

Law enforcement personnel may wish to determine if the motor carrier responsible for a vehicle's safety is currently targeted (i.e., in the Motor Carrier Safety Improvement Program (MCSIP)).

When Law enforcement personnel are preparing a case, they may wish to determine if the carrier to whom a vehicle is assigned for safety purposes was ever targeted.

When Law enforcement personnel are investigating a motor carrier, they may want to see if a vehicle in the carrier's fleet has ever been part of a targeted fleet.

Law enforcement personnel can investigate a vehicle with the NLETS/AAMVAnet Vehicle Inquiry to PRISM Target File using the Vehicle Identification Number or a combination of the Plate Number and Registration Jurisdiction.

If the vehicle is targeted, the inquiry will return a vehicle and a carrier record from the PRISM Target File. In the unusual event that the vehicle is assigned to more than one carrier simultaneously (e.g., during the short time when safety assignments overlap), the inquiry will return a vehicle and a carrier record for each assignment.

The inquiry will also return any Target File history records for the vehicle and for the MCSIP carrier(s) to which the vehicle is and/or had previously been assigned.

Law enforcement personnel submit the NLETS/AAMVAnet Vehicle Inquiry to PRISM Target File through the NLETS System, which sends the transaction to the AAMVAnet/NLETS Gateway. The Gateway converts the format of the message from NLETS to AMIE. It then forwards the message to the PRISM Central Site.

When the PRISM Central Site receives the NLETS/AAMVAnet Vehicle Inquiry to PRISM Target File, it searches the SAFER-PRISM database to determine if any vehicle records match the inquiry. If a match is found, the vehicle and corresponding carrier data is retrieved and returned to the Gateway.

The Gateway converts the message from AMIE to NLETS format. It then forwards the message to NLETS. NLETS transmits the response to the inquirer. The response may be:
- A Vehicle Response containing match data
- A Vehicle Response indicating that the vehicle is not on file (it is not currently targeted and has never been targeted)
- A Vehicle Request indicating an error identified by the PRISM Central Site
- A Vehicle Response (AVR) indicating an error identified by the Gateway
- A Status Message indicating an error identified by the NLETS Message Switcher.

6.4.2.1. Send Vehicle Status Request

6.4.2.1.1. Processor: Law Enforcement

6.4.2.1.2. Transmission

Submit the Vehicle Status Request (AVQ) to NLETS. Address the inquiry to the Gateway. See Appendix A, NLETS Message Formats for a description of the fields in the AVQ message.
- The inquiry must contain a vehicle identifier. The identifier may be the VIN (VVHVIN) or both the Plate Number (VRGPLN) and Registration Jurisdiction (VRGJUR).

6.4.2.2. Forward to Gateway

6.4.2.2.1. Processor: NLETS Message Switcher

6.4.2.2.2. Reception

The NLETS Message Switcher receives the Vehicle Status Request (AVQ) from Law Enforcement. Reference Appendix A, NLETS Message Formats for the format of the message.

6.4.2.2.3. Validation

The NLETS Message Switcher verifies that the Vehicle Status Request (AVQ) can be processed. If an error is detected, return a Status Message (SM). See Process 6.4.1 where the description of the transmission is described. The following checks must be performed.

Invalid Data Check
- If the Destination (see NLETS Message Header, Appendix A) is not valid, return an error Message: "INVALID DESTINATION".

Data Element Cross Check
- If the VIN (VVHVIN) is omitted and the Plate Number (VRGPLN) is omitted, return an error. Message: "REQUIRED DATA WAS NOT SUBMITTED"
- If the VIN (VVHVIN) is included and the Plate Number (VRGPLN) is included, return an error. Message: "REQUIRED DATA WAS NOT SUBMITTED"
- If the (Plate Number (VRGPLN) is included and Jurisdiction (VRGJUR) is omitted) or (If Jurisdiction (VRGJUR) is included and Plate Number (VRGPLN) is omitted), return an error. Message: "REQUIRED DATA WAS NOT SUBMITTED"

6.4.2.2.4. Transmission

If the message is valid, forward the Vehicle Status Request (AVQ) to the Gateway. Reference Appendix A, NLETS Message Formats for the format of the message.

6.4.2.3. Convert Message to PRISM Format

6.4.2.3.1. Processor: Gateway

6.4.2.3.2. Reception

The Gateway receives the Vehicle Status Request (AVQ) from the NLETS Message Switcher. Reference Appendix A, NLETS Message Formats for the format of the message.

6.4.2.3.3. Validation

The Gateway verifies that the AVQ message can be processed. If an error is detected, the Gateway sends a Vehicle Status Response (AVR) message to the NLETS Message Switcher. The following checks must be performed.

System Error Checks
- If the message is received and the PRISM Central Site is unavailable for any reason, return an error message: "101 - FILE TEMPORARILY UNAVAILABLE".

6.4.2.3.4. Transmission

Send the Vehicle Status Request (IV) to the PRISM Central Site. See Appendix A, NLETS Message Formats, for the description of the fields in the message. The fields sent are obtained from the AVQ message received from NLETS. Any optional fields that are not populated should be set to zero (numeric) or spaces (alphanumeric).

6.4.2.4. Data Look-up

Processor: PRISM Central Site

Reception
Receive the Vehicle Status Request sent from Law Enforcement via the Gateway.   The message will contain:

- VIN (VVHVIN)

Or
- Plate Number (VRGPLN) and
- Registration Jurisdiction (VRGJUR)

6.4.2.4.1. Validation: Verify that that the message can be processed. Perform the following checks.

System Error Check
- If the PRISM Target File is unavailable for any reason, return an error Message:
  "101 - File temporarily unavailable".

Data Element Cross Check
- If the VIN (VVHVIN) is omitted and the Plate Number (VRGPLN) is omitted, return an error.
  Message:
  "309 - Either VIN or (Plate Number and Registration Jurisdiction) must be present"
- If the VIN (VVHVIN) is included and the Plate Number (VRGPLN) is included, return an error.
  Message:
  "309 - Either VIN or (Plate Number and Registration Jurisdiction) must be present"
- If the (Plate Number (VRGPLN) is included and Jurisdiction (VRGJUR) is omitted) or (If Jurisdiction (VRGJUR) is included and Plate Number (VRGPLN) is omitted), return an error.
  Message:
  "309 - Either VIN or (Plate Number and Registration Jurisdiction) must be present"

6.4.2.4.2. Selection

If the inquiry includes a VIN (VVHVIN), access the PRISM Target File using the VIN (VVHVIN). Retrieve matching vehicle records.

If the inquiry includes a Plate Number (VRGPLN) and Registration Jurisdiction (VRGJUR), access the PRISM Target File using the Plate Number (VRGPLN) and Registration Jurisdiction (VRGJUR). Retrieve matching vehicle records.

Select target (Target History Indicator = 'T') and history (Target History Indicator = 'H') vehicle records. Zero to many target and zero to many history vehicle records may be selected.

Using the USDOT Number (MMCDO1) from the selected vehicle record(s) (target and history), access the associated carrier record(s) from the PRISM Target File.

Select both target and history (Target / History Indicator ="T" or "H") records.

For a given targeted vehicle record, at least one target carrier should be found. If not, the PRISM Central Site must report and investigate the inconsistency.
For a given history vehicle record, at least one target carrier should be found. If not, the PRISM Central Site must report and investigate the inconsistency.

6.4.2.4.3. Transmission

If errors were detected in process 6.4.2.4.1, return PRISM Vehicle Status Request (IV) with the associated error message:

- Set the NCB Error Code (GNCBER) to 'Y'
- Set the Processing Status (GPROST) to '01'
- Set the Match Count (GMSCNT) to zero
- Set the Match Indicator (GMSIND) to 'N'
- Set the Match Limit Exceeded Indicator (GMSLEI) to 'N'

If no errors were detected, but no vehicles were selected, return a Vehicle Response (RV) message:

- NCB Error Code (GNCBER) = 'N'
- Set the Processing Status (GPROST) to '00'
- Set Match Count (GMSCNT) to zero
- Set the Match Indicator (GMSIND) to 'N'
- Set the Match Limit Exceeded Indicator (GMSLEI) to 'N'

If no errors were detected and the inquiry selected at least one vehicle record, and no more than 99 vehicle records, return a Vehicle Status Response (RV) message for each record found:

- NCB Error Code (GNCBER) = 'N'
- Set the Processing Status (GPROST) to '00'
- Set Match Count (GMSCNT) to the total number of records selected.
- Set the MEC-MATCH-SEQ-ID (GMSMSI) to the appropriate value (i.e., matching RV record 1 ="01", matching RV record 2 = "02", etc.) for the RV record being returned
- Set the Match Indicator (GMSIND) to 'Y'
- Set the Match Limit Exceeded Indicator (GMSLEI) to 'N'

If no errors were detected and the inquiry selected more than 99 vehicle records, return 99 Vehicle Status Response (RV) messages containing targeted and the most recent history records.

- NCB Error Code (GNCBER) = 'N'
- Set the Processing Status (GPROST) to '00'
- Set Match Count (GMSCNT) to 99.
- Set the MEC-MATCH-SEQ-ID (GMSMSI) to the appropriate value (i.e., matching RV record 1 ="01", matching RV record 2 = "02", etc.) for the RV record being returned
- Set the Match Indicator (GMSIND) to 'Y'
- Set the Match Limit Exceeded Indicator (GMSLEI) to 'Y'

6.4.2.5. Convert Message to NLETS Format

6.4.2.5.1. Processor: Gateway

6.4.2.5.2. Reception

The Gateway receives at least one Vehicle Status Response (RV) or the Vehicle Status Request (IV) with the 99 / 2 error block appended with the associated error, from the PRISM Central Site that is being routed to NLETS. Reference Appendix A, NLETS Message Formats, for the format of the message.

6.4.2.5.3. Transmission

Populate all required control fields (i.e., header and trailer) in the Vehicle Status Response (AVR).

If a Vehicle Status Response (RV) is received, format a Vehicle Status Response (AVR) message.
- Populate all required control fields (i.e., header and trailer)
- Populate all AVR business fields when the corresponding data is present on the RV message.
- Sort records in the AVR message in descending order by Target / History Date descending, VIN (VVHVIN) ascending, and USDOT Number (MMCDO1) ascending.

See Appendix A, NLETS Message Formats for a description of the format of the NLETS messages.

Convert all alpha message data to uppercase in the Vehicle Response (AVR).

6.4.2.6. Forward to Law Enforcement

6.4.2.6.1. Processor: NLETS Message Switcher

6.4.2.6.2. Reception

Receive a Vehicle Response (AVR) from the Gateway. Reference Appendix A, NLETS Message Formats for the format of the message.

6.4.2.6.3. Transmission

Forward the Vehicle Response (AVR) or Status Message (SM) (from Process 13.2) to the inquirer. Reference Appendix A, NLETS Message Formats for the format of the message.

If NLETS is unable to deliver the message, NLETS returns a Status Message (SM) to the Gateway.

6.4.2.7. Receive Vehicle Response

6.4.2.7.1. Processor: Law Enforcement

6.4.2.7.2. Reception

Accept the message routed from NLETS. The message will be either a Vehicle Response (AVR) or a Status Message (SM). Reference Appendix A, NLETS Message Formats for the message format.
If the NLETS Message Switcher encountered an error, the Status Message (SM) will be populated with a description of the problem.
If the Gateway or the PRISM Central Site encountered an error, the Vehicle Response (AVR) will be populated with a description of the problem and the inquiry data in error, if applicable.

If a Vehicle Response (AVR) is received indicating that the vehicle is not currently targeted and has never been targeted, it is possible that no matches were found because an incorrect vehicle identifier was supplied.

If a Vehicle Response (AVR) is received indicating that the vehicle is targeted, the vehicle is assigned to a carrier in the Motor Carrier Safety Improvement Program.

If the Vehicle Response (AVR) is received with match data, make the information available to the inquirer.

Reference Appendix A, NLETS Message Formats for the format of the message.

6.4.2.8. Receive Delivery Error

6.4.2.8.1. Processor: Gateway

6.4.2.8.2. Reception

Accept Status Messages (SM) from NLETS. When NLETS is unable to deliver a response message, the NLETS Message Switcher will send a Status Message (SM) to the Gateway. Reference Appendix A, NLETS Message Formats for the format of the message.

Log all messages received.

If the SM message is coded as 02 (destination down, will forward when service is restored) is received, the Gateway will take no additional action. NLETS will forward the message to the inquirer when the inquirer's node is back in service.

Other SM messages are not expected. If a SM message with a code other than 02 is received, its description may be retrieved from the log.

6.5.   Requirement: Perform Initial and Renewal MCS-150 Processing

When a State enters PRISM they may or may not have the USDOT Number on their IRP Registration files. States may choose to have their carriers complete a blank MCS-150 form or may choose to follow a two-step process in securing valid MCS-150 information.

The first step is to send the motor carriers their normal renewal package with the modified renewal forms that provide for the USDOT Number and TIN to be filled in for the Registrant and in the Vehicle Schedule space is provided for the USDOT Number and TIN of the motor carrier responsible for the safety of each vehicle being registered.

The second step is when the motor carrier's renewal package is returned for processing and calculating the invoice, the State will include an MCS-150 form for the Registrant and for each USDOT Number contained on the registrant's vehicle schedules. The data for printing the MCS-150 form will require the State to download the MCS-150 file from the Volpe SFTP Site (contact PRISMTechnicalSupport@Volpe.DOT.Gov for details on downloading). The printed MCS-150 forms are then included with the registrant's invoice and sent to the registrant for completion and payment. Credentials should not be issued unless both the correct payment and all completed MCS-150 forms have been received.

Once the initial MCS-150 process is completed for all of the State's motor carriers, the printing of the MCS-150 forms will be a routine part of the renewal process.

Note that the Local PRISM Census File has a field showing the MCS-150 Last Update Date. If a carrier in a PRISM State has updated their MCS-150 within the past twelve months from the date the new registration period becomes effective, the MCS-150 information does not require updating.

States are strongly encouraged to inform all of their carriers at each renewal period that the carrier may update their MCS-150 online through the http://www.fmcsa.dot.gov website. By updating on the FMCSA website they will not have to fill out or update a MCS-150 and return it with their registration renewal package.

The MCS-150 File available from the Volpe SFTP Site will be refreshed on a monthly basis from the MCMIS database and PRISM States are encouraged to download it as often as they need it to ensure they have the most recent information available for their renewal processing.

PRISM States have the option when they receive the updated MCS-150 forms from their carriers of entering the update information directly on MCMIS or sending the MCS-150 forms to the FMCSA Contractor who will enter the updated information.
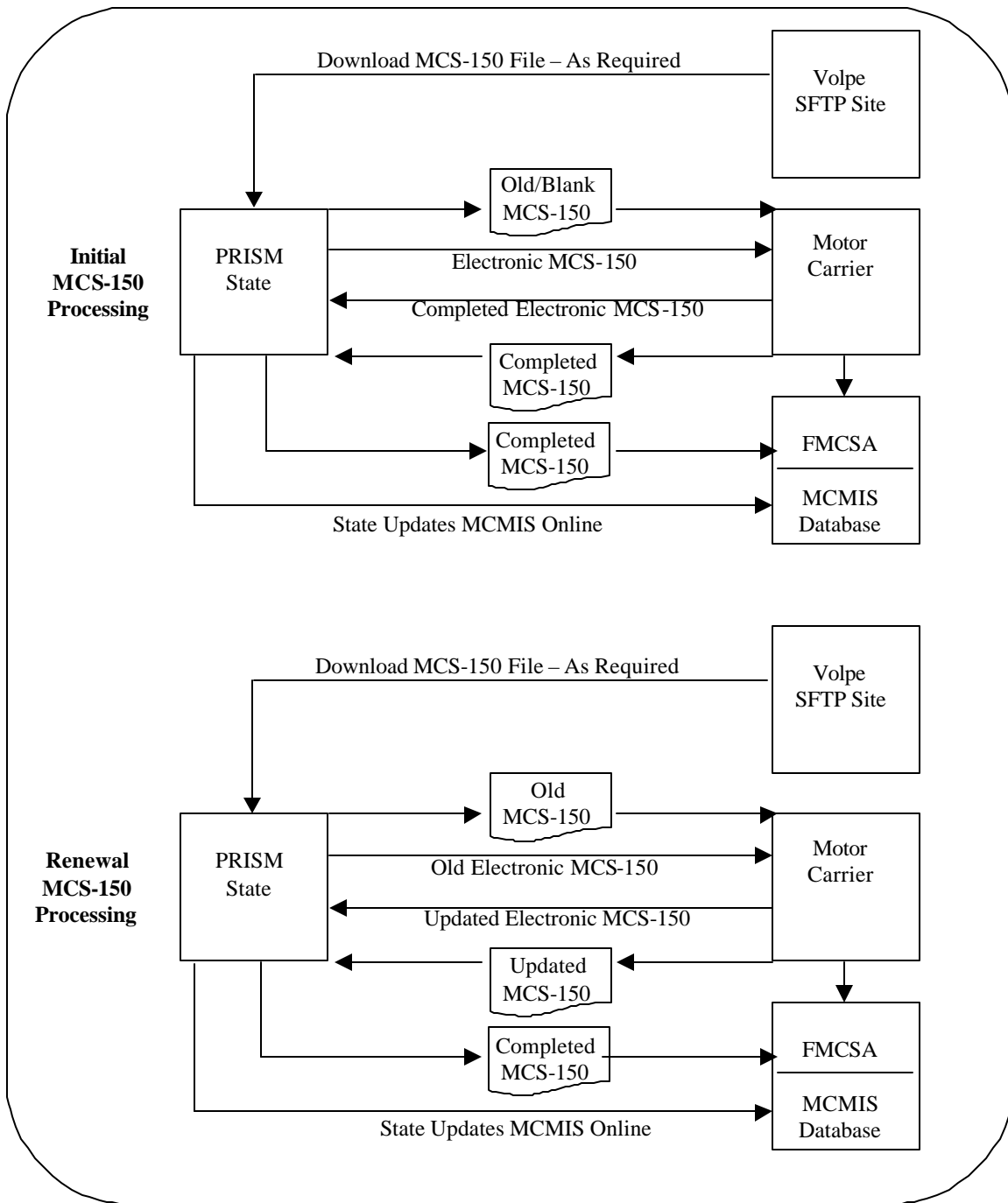
Figure 6.22 – MCS-150 Processing

6.5.1.   **Initial MCS-150 Processing**
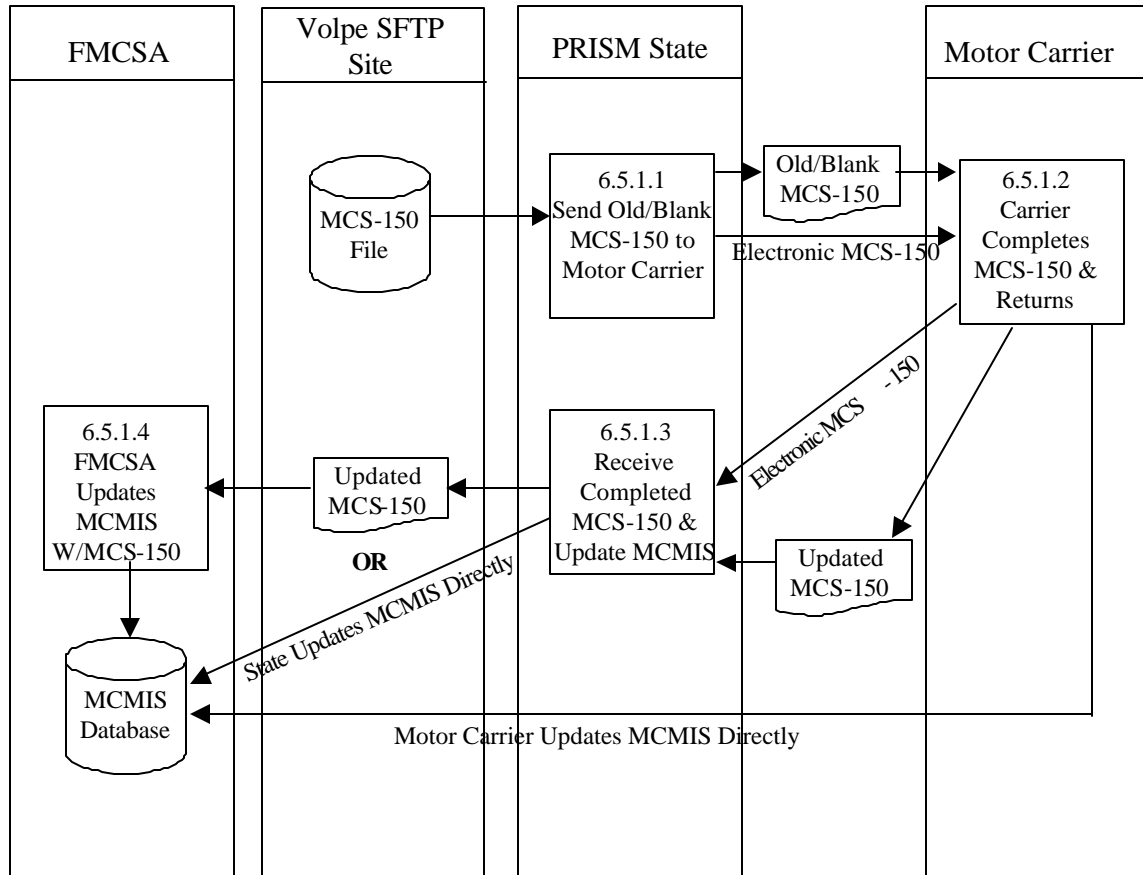
Figure 6.23 – Initial MCS-150 Processing

BUSINESS PROCESS

Federal Rules require motor carriers to update their MCS-150 Forms at least once every two years. PRISM requires that a carrier update their MCS-150 at least once every twelve months. The Local PRISM Census File (or CVIEW Carrier Census File) has a field, the MCS-150 Last Update Date that should be checked to determine if an updated MCS-150 is required. If the MCS-150 information has been updated within the past twelve months from the effective date of the new registration period, then no updated MCS-150 information is required.

All of the information below assumes that an updated MCS-150 is required.

When beginning PRISM processing it is recommended that States provide their carriers with one MCS-150 form for each USDOT Number in the carrier's fleet. Depending on the level of sophistication that States have to communicate with their carriers, a MCS-150 form (modified to be returned to the State IRP Office) can be inserted in the Carrier's Renewal Package or if electronic transmission is used States can include an electronic MCS-150 with their renewal file. States might also wish to inform their carriers that they can go to the FMCSA Web Site (http://www.fmcsa.dot.gov) and complete or update their MCS-150 form. When carriers directly update MCMIS through the FMCSA Web Site, States will normally receive this update on the next daily carrier data update of their PRISM or CVIEW databases.

Some States have chosen to mail out blank MCS-150 forms to all of their carriers without regard to their scheduled renewal cycle. In other words, some States with an annual renewal period with a March license plate expiration date, have chosen to make a mass mailing six months prior to that annual renewal. This provides them an opportunity to process the initial MCS-150 form during a "slack" period. States with a staggered registration renewal cycle who may have one or more months where there are fewer renewals may wish to make a mass mailing so that the initial MCS-150 is received during those months with fewer renewals.

Some PRISM States have chosen a two-step process that requires collection of the USDOT Number and TIN of the Registrant and if different, the USDOT Number and TIN of each carrier that has a vehicle (in the registrant's fleet) assigned to it for safety. This requires modification of the IRP forms to provide space for the USDOT Number and TIN of the registrant and modification of the Vehicle Schedule to provide for the USDOT Number and TIN of the carrier that each vehicle is assigned to for safety.

When the IRP Renewal package is completed by the carrier and received by the State, IRP personnel should review the IRP forms to ensure that they are complete and if they are, print out an MCS-150 for each USDOT Number in the registrant's fleet and include the printed MCS-150 forms with the Invoice sent back to the Carrier. This will require the State to contact PRISMTechnicalSupport@Volpe.DOT.Gov to receive instructions and programs for downloading the MCS-150 file from the Volpe SFTP Site. This should be done sufficiently in advance to provide time for developing the program(s) necessary to download the MCS-150 file and print the MCS-150 Forms.

When the carrier completes the paper or electronic MCS-150 form State IRP personnel should review the form to ensure that they have answered all questions. States can then directly update MCMIS by keying in the required data or forward the MCS-150 forms to the FMCSA Contractor in Virginia who will enter the data.

FMCSA PRISM Data Entry Contractor:
    COmputing TechnologieS, Inc.
    DOT PRISM
    Attn: Clifton Smith
    3028 Javier Road, Suite 300
    Fairfax, VA 22031

6.5.1.1. Send Old/Blank MCS-150 Form to Motor Carrier

6.5.1.1.1. Timing

This should be done on the date that the State has selected in their PRISM Implementation Plan

6.5.1.1.2. Processor: PRISM State

6.5.1.1.3. Selection

If State has been collecting the USDOT Number the State could select each carrier and provide a MCS-150 form for each different USDOT Number contained within the fleet (i.e., Registrant plus each USDOT Number for any vehicle assigned to another motor carrier for safety). If the State does not possess USDOT Numbers the State may prefer to modify their IRP forms and ask for the USDOT Number and TIN of the registrant and on the Vehicle Schedule, the USDOT Number and TIN of the carrier that each vehicle is assigned to for safety. When the IRP renewal application has been processed and the invoice is ready for printing, the State could include a MCS-150 form (with data copied from the MCS-150 File) for each USDOT Number on the renewal application. The State could also choose to mail out a blank MCS-150 and ask the carrier to completely fill it in.

6.5.1.1.4. Validation: None

6.5.1.1.5. Transmission

States with electronic communications with their carriers may choose to send an electronic form; otherwise the form will be printed and mailed.

6.5.1.2. Carrier Completes MCS-150 and Returns

6.5.1.2.1. Timing: As soon as possible after receipt of the MCS-150 form

6.5.1.2.2. Processor: Carrier

It is expected that the carrier will complete the MCS-150 form and return to the State IRP Section. The Carrier could also update the MCMIS Database directly and the remaining processes will not be necessary.

6.5.1.3. Receive Completed MCS-150 & Update MCMIS

6.5.1.3.1. Timing: As soon as possible after receiving the completed MCS-150 Form.

6.5.1.3.2. Processor: State

6.5.1.3.3. Validation: State IRP personnel should review the MCS-150 Form for completeness.

6.5.1.3.4. Update

IRP personnel should either update MCMIS directly or send the MCS-150 form to the FMCSA Contractor in Virginia. If the motor carrier has chosen to update MCMIS directly this step is not required.

6.5.1.4. FMCSA Updates MCMIS with MCS-150

6.5.1.4.1. Timing: As soon as possible after receiving the MCS-150 Form

6.5.1.4.2. Processor: FMCSA

The FMCSA Contractor in Virginia will perform the data entry using whatever edits and other criteria developed by FMCSA. If the motor carrier has updated MCMIS through the FMCSA Web Site this step is not necessary.

6.5.2.   MCS-150 Renewal Processing
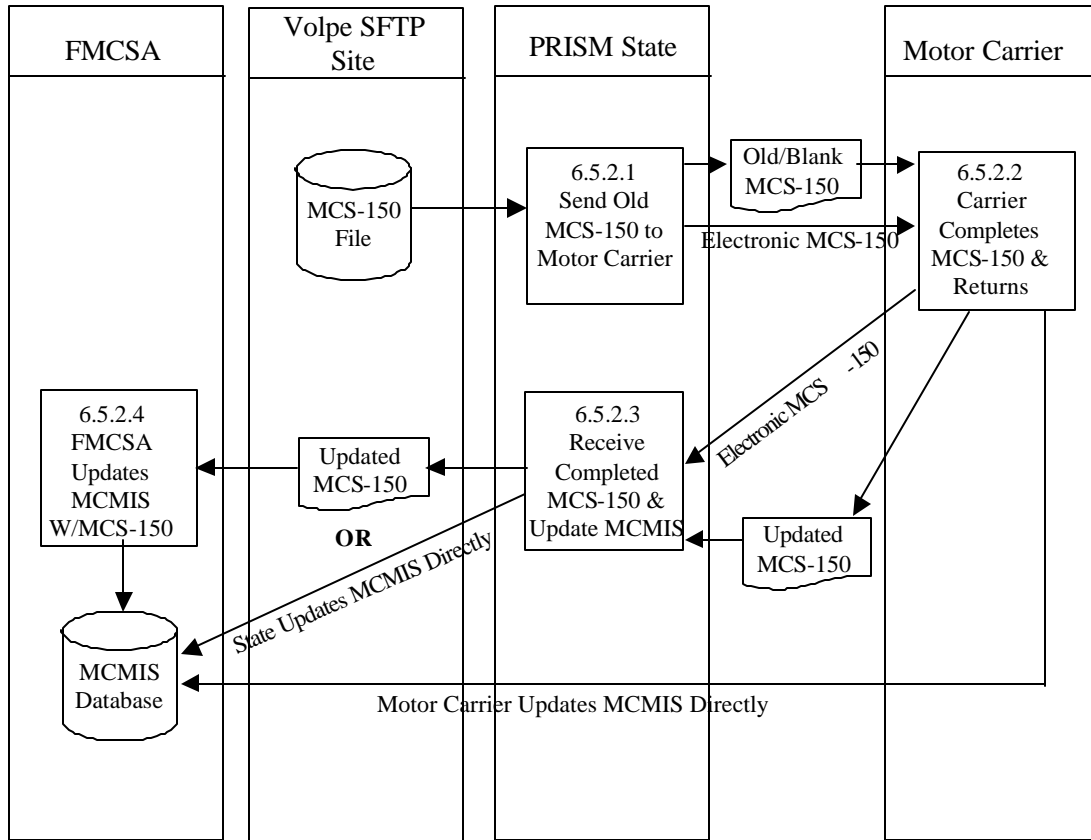
Note: This PIC is identical to the Initial MCS-150 Processing PIC with the exception of Program Section Numbers

Figure 6.24 – Renewal MCS-150 Processing

BUSINESS PROCESS

The major difference between the initial MCS-150 processing and the renewal MCS-150 processing is that the MCS-150 file is always required in the Renewal processing.

If the MCS-150 file was not used in the initial MCS-150 processing, the State should contact PRISMTechnicalSupport@Volpe.DOT.Gov to receive the necessary instructions and programs for downloading the MCS-150 file from the Volpe SFTP Site. The MCS-150 file maintained on the Volpe SFTP Site will be refreshed with data from the MCMIS Database on a monthly basis and States should download this file as frequently as they require ensuring they have the most current data when processing their carrier's renewal packages.

While FMCSA Rules provide for carriers to update their MCS-150 information at least once every two years, PRISM requires that the MCS-150 be updated at least once every year. The Local PRISM Census File has the MCS-150 Last Update Date field that contains the date of the last update. If the MCS-150 information has been updated within twelve months of the date the new registration period begins, **no updated MCS-150 is required.**

The MCS-150 form, when included in the Carrier's Renewal Package can either be a paper form (for printed renewals) or an electronic form (where electronic renewals are used). Carriers should also be encouraged to directly update their MCS-150 form on MCMIS through the http://fmcsa.dot.gov. When the carrier directly updates MCMIS through the FMCSA Web Site the State should receive the updated data in their next database daily Census Updates (either CVIEW or PRISM).

When the IRP Section receives the completed MCS-150 form from the carrier, they may directly update MCMIS with the carrier name, address etc., and then forward the MCS-150 form to the FMCSA data entry contractor in Virginia, who will enter the remaining changes. Some PRISM States have decided to do all MCS-150 data updates directly with MCMIS.

FMCSA PRISM Data Entry Contractor:
COmputing TechnologieS, Inc.
DOT PRISM
Attn: Clifton Smith
3028 Javier Road, Suite 300
Fairfax, VA 22031

6.5.2.1. Send Old MCS-150 Form to Motor Carrier

6.5.2.1.1. Timing: When performing the IRP Renewal

6.5.2.1.2. Processor: PRISM State

6.5.2.1.3. Selection: For each Carrier who has registrations being renewed:

- Access the Local PRISM Census File (or CVIEW alternative) and match on the Registrant's USDOT Number.
- From the Local PRISM Census File (or CVIEW alternative) use the MCS-150 Last Update Date field to determine if the MCS-150 has been updated within one year from the beginning of the registration period for the registration being renewed.

- If the MCS-150 has been updated within one year, do not include an MCS-150 form for the Registrant.
- If the MCS-150 has not been updated within one year, include a MCS-150 Form for the Registrant using the MCS-150 data contained on the MCS-150 file.

- Access the Local PRISM Census File (or CVIEW alternative) and match on the USDOT Number contained in the Vehicle Record (i.e., Carrier that vehicle is assigned to for safety purposes).
- From the Local PRISM Census File (or CVIEW alternative) use the MCS-150 Last Update Date field to determine if the MCS-150 has been updated within one year from the beginning of the registration period for the registration being renewed.
  - If the MCS-150 has been updated within one year, do not include an MCS-150 form for that vehicle.
  - If the MCS-150 has not been updated within one year, include a MCS-150 Form for that vehicle using the MCS-150 data contained on the MCS-150 file.
- Repeat this process until all Carriers being renewed have had all of their vehicle records reviewed.

6.5.2.1.4. Validation: None

6.5.2.1.5. Transmission

While printed renewal packages will probably occur in most PRISM States, some States may communicate electronically with one or more of their carriers.

6.5.2.2. Carrier Completes MCS-150 & Returns

It is expected that the carrier will complete the MCS-150 in either electronic or paper form, as received, and return the renewal package to the IRP Section. If the carrier updates their MCS-150 directly with the MCMIS Database, the remaining processes are not required.

6.5.2.3. Receive Completed MCS-150 & Update MCMIS

6.5.2.3.1. Timing: As soon as possible after the MCS-150 is received.

6.5.2.3.2. Processor: PRISM State

6.5.2.3.3. Validation: IRP personnel should review the MCS-150 form for completeness.

6.5.2.3.4. Update

IRP personnel should either update MCMIS directly or forward the MCS-150 to the FMCSA Contractor in Virginia who will perform the data entry.

6.5.2.4. FMCSA Updates MCMIS

6.5.2.4.1. Timing: As soon as possible after the MCS-150 form is received.

6.5.2.4.2. Processor: FMCSA

The FMCSA Contractor in Virginia will perform the data entry using whatever edits and other criteria developed by FMCSA. If the motor carrier has directly updated MCMIS this step is not required.

Appendices
A-F

A. NLETS Message Formats

A.1 Introduction

The NLETS messages that are used in PRISM are:

Message Name	NLETS Code	PRISM Code
Carrier Status Request	ACQ	IC
Carrier Response	ACR	RC
Vehicle Status Request	AVQ	IV
Vehicle Response	A VR	RV
Vehicle Registration Inquiry	RQ	RQ
Vehicle Registration Response	RR	RR
Status Message	SM	N/A

NLETS messages contain a header, the body and a trailer. This introduction describes the header and trailer. A separate section is included that describes the body of each message in the NLETS system that uses PRISM.

A.1.1 NLETS Message Header

A message sent from a law enforcement agency to the NLETS message switcher contains a header with the following components:

NLETS Component	NLETS Description	Gateway Note
STX	Start of text control character	Built
CR/LF/DEL	3 characters - Carriage Return, Line feed, and Delete control characters	Built
Xxxx followed by a period	2-4 Character Message Type	Converted by Gateway
xxxxxxxx followed by a period	9 Character sending ORI	Built
xxxxxxxx followed by a period	Either a 2 or 9 digit destination ORI, only one per message	Retrieved from Origin ORI on Gateway holding file
*	Asterisk identifies the start of the control field (not present if control field not in original message)	Built
xxxxxxxxxx followed by a period	Optional 10 character control field	Retrieved from Origin ORI on Gateway holding file
TXT	Variable Message Text. This may be any combination of characters except the ETX character Must begin with TXT. The message text begins on the following line.	Built

NLETS adds date/time stamps to the header. A message received from NLETS contains a header with the following components:

NLETS Component	NLETS Description	Gateway Note
STX	Start of text control character	
CR/LF/DEL	3 characters - Carriage Return, Line feed, and Delete control characters	
xxxx followed by a period	2-4 Character Message Type	Stored in Gateway holding file for re-association
xxxxxxxxx	9 Character sending ORI	Stored in Gateway holding file for re-association
CR/LF/DEL	3 characters - Carriage Return, Line feed, and Delete control characters	
hh:mm followed by a space	Time message received by NLETS on 24-hour clock	Stored on Gateway for reference
mm/dd/ccyy followed by a space	Date message received by NLETS in the form (mm/dd/ccyy) where mm is the 2 digit month, dd is the 2 digit day of the month, cc is the 2 digit century, and yy is the 2 digit year.	Stored on Gateway for reference
nnnnn	A 5 digit number identifying the number of messages from the sending terminal today	Stored on Gateway for reference
CR/LF/DEL	3 characters - Carriage Return, Line feed, and Delete control characters	
hh:mm followed by a space	Time message was delivered by NLETS on a 24 hours clock in the form hh:mm, where hh is hours and mm is minutes	Stored on Gateway for reference
mm/dd/ccyy followed by a space	Date message is delivered in the form mm/dd/ccyy, where mm is the month, dd is the day of the month, cc is the century, and yy is the year	Stored on Gateway for reference
nnnnn	A 5-digit number identifying the total number of messages, other than Station Error Message, delivered to this station today	Stored on Gateway for reference
xxxxxxxxx	Either a 2 or 9 digit destination ORI, only one per message	Stored in Gateway holding file for re-association
CR/LF/DEL	3 characters - Carriage Return, Line feed, and Delete control characters	
*	Asterisk identifies the start of the control field (not present if control field not in original message)	
xxxxxxxxxx followed by a period	Optional 10 character control field	Stored in Gateway holding file for re-association
CR/LF/DEL	3 characters - Carriage Return, Line feed, and Delete control characters	
TXT	Variable Message Text This may be any combination of characters except the ETX character Must begin with TXT. The message text begins on the following line.	

A.1.2 NLETS Message Trailer

All messages sent/received to/from NLETS have a trailer with the following component:

NLETS Component	NLETS Description	Gateway Note
ETX	The end of text control character	

A.2 ACQ - Carrier Status Request (IC)

NLETS Component	NLETS Description	PRISM Component	PRISM Description
DOT/(7) followed by a period	USDOT Number. If the USDOT Number is used, "DOT/" followed by the USDOT Number must be provided. Format will be right justified with leading zeroes.	MMCDO1	The USDOT Number

A.3 ACR - Carrier Response (RC)

A.3.1 Message Layout for an ACR (RC) Response with Match Data

Prior to placing the data in the NLETS Response Message the data record returned by the PRISM Central Site must be examined to determine what "Carrier Status Message" will be placed at the beginning of the response.

Depending on the value of the MCSIP Step one or more of the following messages will be displayed:
<div align="center">CARRIER IS TARGETED
CARRIER IS NOT TARGETED
CARRIER IS UNDER FEDERAL OOSO
CARRIER'S REGISTRATION IS SUSPENDED/REVOKED</div>

If the MCSIP Step = 00 display "CARRIER IS NOT TARGETED"
If the MCSIP Step = 01, 02, 04, 05, 06, 09, 11, 12, 16, 22, 23, or 24 display "CARRIER IS TARGETED"
If the MCSIP Step = 54, 55, 57, or 63 display "CARRIER IS UNDER FEDERAL OOSO"
If the MCSIP Step = 59 display "CARRIER'S REGISTRATION IS SUSPENDED/REVOKED"
If the MCSIP Step = 60, 61, or 62 display "CARRIER IS UNDER FEDERAL OOSO" and "CARRIER'S REGISTRATION IS SUSPENDED/REVOKED"

All of the above messages will be in CAPITAL LETTERS and centered on the line.

NLETS Component	NLETS Description	PRISM Component	PRISM Description
None	Carrier Status Message	None	Depends on value of MCSIP Step
USDOT NBR/(7) followed by a period	USDOT Number	MMCDO1	The USDOT Number
NAM/(55) followed by a period	Legal Name - Maximum of 55 (A/N) characters	MMCLN1	Carrier Legal Name
DBA/(55) followed by a period	DBA Name - Maximum of 55 (A/N) characters	MMCDN1	Carrier Doing Business As Name
ADR/(30) followed by a period	Carrier Street Business Address	MMCSTA	Carrier Street Business Address

---

NLETS Component	NLETS Description	PRISM Component	PRISM Description
CITY/(25) followed by a period	Carrier City Business Address	MMCCIT	Carrier City Business Address
ST/(2) followed by a period	Carrier State Code Business Address	MMCSTC	Carrier State Code Business Address
ZIP/(5) followed by the expanded zip business address	Carrier Zip Business Address	MMCZIP	Carrier Zip Business Address
(5) placed immediately behind Zip Business Address followed by a period	Carrier Expanded Zip Business Address	MMCEZI	Carrier Expanded Zip Business Address
CAR TARG-HIST IND/(1) Followed by a period	Carrier Target / History Indicator	MRFCTH	Carrier Target / History Indicator
CAR TARG-HIST DATE/(8) (MMDDCCYY) Followed by a period	Carrier Target / History Date	MRFCHD	Carrier Target / History Date
MCSIP STEP/(2) Followed by a period	MCSIP Step	MSFSTP	MCSIP Step
MCSIP DATE/(8) (MMDDCCYY) Followed by a period	MCSIP Step Date	MSFSDA	Carrier MCSIP Step Date

A.4   ACQ/ACR - Carrier Status Request/Response Example

Carrier Status Request (ACQ) - As received by the Gateway from the NLETS Message Switcher

STX	where STX = Start of Text Control character
CR/LF/DEL	3 characters – Carriage Return, Line feed, and Delete Control Characters
ACQ.	where ACQ = Message type followed by a period
xxxxxxxxx.	9 character sending ORI followed by a period
CR/LF/DEL	3 characters – Carriage Return, Line feed, and Delete Control Characters
hh:mm	Time message received by NLETS on 24-hour clock
–	Space to separate input time from input date
mm/dd/ccyy	Date message received by NLETS in the format (mm/dd/ccyy) where mm is the 2 digit month, dd is the 2 digit day of the month, and ccyy is the 4 digit year.

-	Space to separate input date from input sequence number
nnnnn	A 5 digit number identifying the number of messages from the sending terminal today.
CR/LF/DEL	3 characters – Carriage Return, Line feed, and Delete Control Characters
hh:mm	Time message delivered by NLETS on 24-hour clock
-	Space to separate output time from output date
mm/dd/ccyy	Date message delivered by NLETS in the format (mm/dd/ccyy) where mm is the 2 digit month, dd is the 2 digit day of the month, and ccyy is the 4 digit year.
-	Space to separate output date from output sequence number
nnnnn	A 5 digit number identifying the total number of messages, other than Station Error Message, delivered to this station today.
-	Space to separate output sequence number from destination ORI.
xxxxxxxxx(.)	Either a 2 or 9 digit destination ORI, only one per message, followed by a period.
CR/LF/DEL	3 characters – Carriage Return, Line feed, and Delete Control Characters
*	Asterisk identifies the start of the control field (not present if control field not in original message).
xxxxxxxxxx(.)	Optional 10 character control field followed by a period (omit if no control field)
CR/LF/DEL	3 characters – Carriage Return, Line feed, and Delete Control Characters
TXT	Variable Message Text. This may be any combination of characters except the ETX character. Must begin with TXT. The message text begins on the following line.
DOT/xxxxxxxx(.)	USDOT Number must be provided followed by a period. Right justification with leading zeros is required.
ETX	The end of text control character.

'x' is used to denote field sizes for all examples.

(.) Denotes period at end of field. The brackets () will not be shown on the message.

Carrier Response - As provided to the NLETS Message Switcher by the Gateway

Example of a "Not Found" Carrier Status Response

STX	where STX = Start of Text Control character
CR/LF/DEL	3 characters – Carriage Return, Line feed, and Delete Control Characters
ACR(.)	whereACR. = Message type followed by a period
AV00000VS(.)	where AV00000VS = Nine character sending ORI for the AAMVAnet/NLETS Gateway followed by a period
xxxxxxxxx(.)	where xxxxxxxxx. = Destination ORI followed by a period
*	Asterisk identifies the start of the control field (not present if control field not present in inquiry message).
xxxxxxxxxx(.)	where xxxxxxxxxx equals control field if present, followed by a period.
TXT	where TXT indicates the beginning of text "NOT ON FILE DOT/xxxxxxx" NOT ON FILE message followed by the prefix, data used in the inquiry, and a period.
ETX	where ETX = End of text control character

Example of a normal response (with data)

```
STX
CR/LF/DEL
ACR(.)
AV00000VS(.)
xxxxxxxxx(.)
*xxxxxxxxxx(.)
TXT
                        CARRIER IS TARGETED
                       CARRIER IS NOT TARGETED
                    CARRIER IS UNDER FEDERAL OOSO(1)
                 CARRIER'S REGISTRATION IS SUSPENDED/REVOKED
   (One or more of the above fields will be provided depending on the value of
                             the MCSIP Step)
DOT/xxxxxxx(.)*
NAM/xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx(.)*
DBA/xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx(.)*
ADR/xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx(.)*
CITY/xxxxxxxxxxxxxxxxxxxxxxxxx(.) ST/xx(.) ZIP/xxxxx-xxxx(.)*
CAR TARG-HIST IND/x(.) MCSIP STEP/xx(.)MCSIP DATE/MMDDCCYY(.)*
ETX
```

(1) Out of Service Order

'x' is used to denote field sizes for all examples.

(.) Denotes period at end of field. The brackets () will not be shown on the message.

---

* Denotes end of line which will contain a CR/LF

Note: The following two paragraphs have been extracted from the NLETS System Manual, Section 1.3.4 Message Format.

"All formats for message headers, control characters, inquiry inputs and responses, control/status messages, and error messages are fixed. When these formats differ from State formats, each State must reformat input and output to interface properly with NLETS. When sending fixed format messages to NLETS, trailing spaces in each data field should not be sent. For example if the name field can hold a maximum of 30 characters but the name submitted is only 15 characters the State should remove the trailing 15 spaces. This will improve the efficiency of the network by eliminating unnecessary data."

"As is defined in the section of this document covering message formats, all messages will be forwarded by NLETS using standard USASCII characters. NLETS expects an 80 character line to be delivered. If NLETS does not see a CR/LF within 80 characters, NLETS will insert CR/LF characters at the 81st character. There are special provisions made for a few users that use non-standard line lengths. If a user is faced with this problem they should contact the NLETS administrative offices."

When a field is likely to be blank most of the time, e.g., DBA/............, include the field in the ACR message, even if it contains no data. This will keep the format of the ACR message consistent.

A.5   AVQ - Vehicle Inquiry (IV)

NLETS Component	NLETS Description	PRISM Component	PRISM Description
VIN/(17) followed by a period	If the Vehicle Identification Number is used, "VIN/" followed by the (A/N) character identifier for the VIN must be provided	VVHVIN	The Vehicle Identification Number
LIC/(10) followed by a period	If Registration State and License Plate Number is used, "LIC/" followed by a license plate number with a maximum of 10 (A/N) characters must be provided	VRGPLN	The Plate Number
LIS/(2) followed by a period	If Registration State and License Plate Number is used, "LIS/" followed by the 2 (A) character identifier for the Registration State must be provided	VRGJUR	The Registration State

A.6   AVR - Vehicle Response (RV)

A.6.1   Message Layout for an AVR (RV) Response with Match Data

Depending on the value of the MCSIP Step one or more of the following messages will be displayed:

<div align="center">

CARRIER IS NOT TARGETED
CARRIER IS TARGETED
CARRIER IS UNDER FEDERAL OOSO
CARRIER'S REGISTRATION IS SUSPENDED/REVOKED
NO CARRIER DATA AVAILABLE – TARGET STATUS UNKNOWN

</div>

If the MCSIP Step = 00 display "CARRIER IS NOT TARGETED"
If the MCSIP Step = 01, 02, 04, 05, 06, 09, 11, 12, 16, 22, 23, or 24 display "CARRIER IS TARGETED"
If the MCSIP Step = 54, 55, 57, or 63 display "CARRIER IS UNDER FEDERAL OOSO"
If the MCSIP Step = 59 display "CARRIER'S REGISTRATION IS SUSPENDED/REVOKED"
If the MCSIP Step = 60, 61, or 62 display "CARRIER IS UNDER FEDERAL OOSO" and "CARRIER'S REGISTRATION IS SUSPENDED/REVOKED"

The above messages will be in CAPITAL letters and centered on the line.

NLETS Component	NLETS Description	PRISM Component	PRISM Description
Vehicle Information			
VMA/(4) followed by a period	Vehicle Make	VVHMAK	Vehicle/Vessel Make
VYR/(4) followed by a period	Vehicle Year	VVHMYE	Vehicle/Vessel Model Year
VIN/(17) followed by a period	Vehicle Identification Number	VVHVIN	Vehicle Identification Number
LIC/(10) followed by a period	License Plate Number	VRGPLN	Plate Number

NLETS Component	NLETS Description	PRISM Component	PRISM Description
LIS/(2) followed by a period	Registration Jurisdiction	VRGJUR	Registration Jurisdiction
REG EFF DATE/(8) (MMDDCCYY) followed by a period	Registration Effective Date	VRGDEF	Registration Effective Date
REG EXP DATE/(8) (MMDDCCYY) followed by a period	Registration Expiration Date	VRGDEX	Registration Expiration Date
VEH TARG-HIST IND/(1) followed by a period	Vehicle Target / History Indicator	MRFVTH	Vehicle Target / History Indicator
Carrier Information			
None	Carrier Status Message	None	Depends on value of MCSIP Step
DOT(7) followed by a period	USDOT Number	MMCDO1	The USDOT Number
NAM/(55) followed by a period	Legal Name - Maximum of 55 (A/N) characters	MMCLN1	Carrier Legal Name
DBA/(55) followed by a period	DBA Name - Maximum of 55 (A/N) characters	MMCDN1	Carrier Doing Business As Name
ADR/(30) followed by a period	Carrier Street Business Address	MMCSTA	Carrier Street Business Address
CITY/(25) followed by a period	Carrier City Business Address	MMCCIT	Carrier City Business Address
ST/(2) followed by a period	Carrier State Code Business Address	MMCSTC	Carrier State Code Business Address
ZIP/(5) followed by the zip business address	Carrier Zip Business Address	MMCZIP	Carrier Zip Business Address
(5) placed immediately behind Zip Business Address followed by a period	Carrier Expanded Zip Business Address	MMCEZI	Carrier Expanded Zip Business Address
CAR TARG-HIST IND/(1) followed by a period	Carrier Target / History Indicator	MRFCTH	Carrier Target / History Indicator
MCSIP STEP/(2) followed by a period	MCSIP Step	MSFSTP	MCSIP Step
MCSIP DATE/(8) (MMDDCCYY) followed by a period	MCSIP Step Date	MSFSDA	Carrier MCSIP Step Date

A.7   AVQ/AVR - Vehicle Status Request/Response Example

Vehicle Status Request (AVQ) - As received by the Gateway from the NLETS Message Switcher

```
        STX              where STX = Start of Text Control character
```

CR/LF/DEL	3 characters – Carriage Return, Line feed, and Delete Control Characters
AVQ.	where AVQ = Message type followed by a period
xxxxxxxxx(.)	9 character sending ORI followed by a period
CR/LF/DEL	3 characters – Carriage Return, Line feed, and Delete Control Characters
hh:mm	Time message received by NLETS on 24-hour clock
-	Space to separate input time from input date
mm/dd/ccyy	Date message received by NLETS in the format (mm/dd/ccyy) where mm is the 2 digit month, dd is the 2 digit day of the month, and ccyy is the 4 digit year.
-	Space to separate input date from input sequence number
nnnnn	A 5 digit number identifying the number of messages from the sending terminal today.
CR/LF/DEL	3 characters – Carriage Return, Line feed, and Delete Control Characters
hh:mm	Time message delivered by NLETS on 24-hour clock
-	Space to separate output time from output date
mm/dd/ccyy	Date message delivered by NLETS in the format (mm/dd/ccyy) where mm is the 2 digit month, dd is the 2 digit day of the month, and ccyy is the 4 digit year.
-	Space to separate output date from output sequence number
nnnnn	A 5 digit number identifying the total number of messages, other than Station Error Message, delivered to this station today.
-	Space to separate output sequence number from destination ORI.
xxxxxxxxx(.)	Either a 2 or 9 digit destination ORI, only one per message followed by a period.
CR/LF/DEL	3 characters – Carriage Return, Line feed, and Delete Control Characters
*	Asterisk identifies the start of the control field (not present if control field not in original message).
xxxxxxxxxx(.)	Optional 10 character control field with period (omit if no control field).
CR/LF/DEL	3 characters – Carriage Return, Line feed, and Delete Control Characters
TXT	Variable Message Text. This may be any combination of characters except the ETX character. Must begin with TXT.

[1]VIN/xxxxxxxxxxxxxxxxx(.)   If   the   Vehicle   Identification   Number
                  (VIN) is used it must be followed by a period.
OR
[1]LIC/xxxxxxxxx(.)   If Registration State and License Plate Number
                  is used they each must be followed by a period.
[1]LIS/xx(.)   Registration State

ETX   The end of text control character.

[1] = Either the VIN or the License Plate Number and Registration State must be
submitted.

'x' is used to denote field sizes for all examples.

(.) Denotes period at end of field. The brackets () will not be shown on the
message.

Vehicle Response - As provided to the NLETS Message Switcher by the Gateway

Example of an AVR Response where the vehicle was not found.

STX	where STX Start of Text Control character
CR/LF/DEL	3 characters – Carriage Return, Line feed, and Delete Control Characters
AVR(.)	where AVR = Message type followed by a period
AV00000VS(.)	where AV00000VS = Nine character sending ORI for the AAMVAnet/NLETS Gateway followed by a period
xxxxxxxxx(.)	where xxxxxxxxx. = Destination ORI followed by a period
*	Asterisk identifies the start of the control field (not present if control field not in original message)
xxxxxxxxxx(.)	where xxxxxxxxxx equals control field if present, followed by a period
TXT	where TXT indicates the beginning of text
NOT ON FILE VIN/xxxxxxxxxxxxxxxxx (.)	
	"NOT ON FILE" message followed by the prefix, VIN used in the inquiry, and a period
	OR
NOT ON FILE LIC/xxxxxxxxxx(.) LIS/xx(.)	
	"NOT ON FILE" message followed by the prefix and LIC + LIS used in the inquiry, with each being followed by a period
ETX	where ETX = End of text control character

'x' is used to denote field sizes for all examples.

(.) Denotes period at end of field. The brackets () will not be shown on the message.

Example of a normal response (with data)

```
STX
CR/LF/DEL
AVR(.)
AV00000VS(.)
xxxxxxxxx(.)
*xxxxxxxxxx(.)
TXT
                          CARRIER IS NOT TARGETED
                            CARRIER IS TARGETED
                       CARRIER IS UNDER FEDERAL OOSO(1)
                 CARRIER'S REGISTRATION IS SUSPENDED/REVOKED
               NO CARRIER DATA AVAILABLE – TARGET STATUS UNKNOWN

   (One or more of the above fields will be provided depending on the value of
                              the MCSIP Step)
DOT/xxxxxxx(.)*
NAM/xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx(.)*
DBA/xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx(.)*
ADR/xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx(.)*
CITY/xxxxxxxxxxxxxxxxxxxxxxxxxxxx(.) ST/xx(.) ZIP/xxxxx-xxxx(.)*
CAR TARG-HIST IND/x(.) MCSIP STEP/xx(.)MCSIP DATE/MMDDCCYY(.)*


(1)  Out of Service Order

VMA/xxxx(.) VYR/xxxx(.) VIN/xxxxxxxxxxxxxxxxx (.)*
LIC/xxxxxxxxxx(.) LIS/xx(.) REG EFF DATE/MMDDCCYY(.) *
REG EXP DATE/MMDDCCYY(.) VEH-TARG-HIST IND/X(.)*
ETX
```

Note: The lines which pertain to vehicle and registration information may
occur up to 10 times.

A maximum of 10 RV messages may be received from the PRISM Central Site. If
multiple AVR messages are sent the following notation will appear at the end
of the page:

                          PAGE n OF nn PAGES

If the MSG MATCH LIMIT EXCEEDED INDICATOR = "Y" the following notation will
appear at the bottom of the page:
                 MATCH LIMIT EXCEEDED, NOTIFY PRISM HELP DESK
 (.) Denotes period at end of field. The brackets () will not be shown on
the message.

* Denotes end of line which will contain a CR/LF

See the note following the Carrier Response (ACR) example in Section C.4 for
rules on compressing blanks from unfilled fields, placing the CR/LF at the
end of a line, and populating unused fields (e.g., DBA/).

A.8   RQ - Vehicle Registration Inquiry (RQ)

NLETS Component	NLETS Description	PRISM Component	PRISM Description
VMA/(4) followed by a period	Vehicle Make	VVHMAK	Vehicle/Vessel Make
VYR/ (4) followed by a period	Vehicle Year	VVHMYE	Vehicle/Vessel Model Year
VIN/(17) followed by a period	Vehicle Identification Number	VVHVIN	Vehicle Identification Number
LIC/(10) followed by a period	License Plate Number	VRGPLN	Plate Number
LIY/(4) followed by a period	Positions 1-4 (CCYY) of Registration Effective Date (CCYYMMDD) will be used as License Year	VRGREY	4 Character Century/Year Field of Registration Effective Date
LIT/(3)	License Type	VRGPLT	Registration Plate Type

A.9   RR - Vehicle Registration Response (RR)

NLETS Component	NLETS Description	PRISM Component	PRISM Description
Data	The response contains many fields, each of which is described by a preceding label	GTXUNF	Data received in the NLETS Vehicle Registration Response (RR) message is placed in the unformatted text blocks

A.10   Status Message (SM)

NLETS Component	NLETS Description	PRISM Component	PRISM Description
Message received	Three types of messages can be received in the SM Message	N/A	Process according to the type of message
	1. Generated manually by NLETS' Operators to indicate NLETS is going "Down". ORI starts with "NL00000" or "AZNLETS" and TXT is "NLETS TEMPORARILY OUT OF SERVICE UNTIL xxxx aaa" or "NLETS IN SERVICE".	N/A	Ignore the messages. The gateway will not perform Store and Forward functions.
	2. Validation message automatically generated by NLETS switcher. ORI is NL0000000	N/A	Refer to the procedures contained in specific transaction
	3. Generated by State or other user. ORI does not start with NL00000 or AZNLETS	N/A	Ignore if generated by a State or other user

A.11 NLETS Exception Messages for RQ/RR

Type of NLETS Message Received	Notation in NLETS Message	Type of PRISM Message Created	NCB Error Code (GNCBER)	Processing Status (GPROST)	Match Indicator (GMSIND)	Error Message Text (GERMTX)
RR	"Not on file"	RR	N	00	N	N/A
RR	"Temporarily not available"	RQ	Y	01	N	"500 - File Temporarily Not Available"
RR	"File not available"	RQ	Y	01	N	"501 - File Not Available"
SM	"Required data was not submitted"	RQ	Y	01	N	"502 - Required Data for RQ Message Not Included"
SM	Code 02	RQ	Y	01	N	"503 - Destination Down, Response Delayed"
SM	Code 01	RQ	Y	01	N	"504 - XX[1] Does Not Respond to RQ Messages
SM	Code 03	RQ	Y	01	N	"505 - XX[1] Queue Full, Resubmit RQ Message
SM	Code 04	RQ	Y	01	N	"506 - Out of Service for RQ Message

[1] XX = Registration State

B   MCSIP Steps

Comprehensive MCSIP Step Chart (New MCMIS and Monthly SafeStat)

Step Number	Targeted at Roadside	Deny Registration	Step Description	Section of the Monthly Required Actions Report that Carrier will Show Up On	External Description for Web Sites, Inspection Software etc
0	N	N	Not In MCSIP	N/A	Not Targeted
1	Y	N	SafeStat At Risk	Complete CR	Targeted
2	Y	N	SafeStat Warning Group	Warning Letter	Targeted
4	Y	N	Complaint	Complete CR	Targeted
5	Y	N	Reorganized	N/A	Targeted
6	Y	N	Warning Letter Sent	N/A	Targeted
9	Y	N	Six Month Hold in MCSIP	N/A	Targeted
11	Y – for one week unless field overrides	N	SafeStat OK (After Improvement Period)	Carrier will be released from MCSIP unless the recommended action is changed	Targeted
12	Y	N	SafeStat Not OK (After Improvement Period)	Complete CR	Targeted
16*	Y	N	Carrier At Risk in Imp. Period	Complete CR	Targeted
22	Y	N	Compliance Review Complete	N/A	Targeted
23	Y- for one week unless field overrides	N	SafeStat OK (After CR)	Carrier will be released from MCSIP unless the recommended action is changed	Targeted
24	Y	N	SafeStat Not OK (After CR)	Carrier entering six-month improvement period	Targeted
54	**Y**	**Y**	**OOSO – Imminent Hazard**	N/A	OOS: Imminent Hazard
55	**Y**	**Y**	**OOSO – Unsat = Unfit**	N/A	OOS: Unfit Motor Carrier
57	**Y**	**Y**	**OOSO – Failure to Pay**	N/A	OOS: Failure to Pay
59	**Y**	**Y**	**State Registration Suspension/Revocation Only**		State Vehicle Registration Suspension in Effect
60	**Y**	**Y**	**OOSO and State Registration Sanctions – Imminent Hazard**	N/A	OOS: Imminent Hazard and State Vehicle Registration Sanctions
61	**Y**	**Y**	**OOSO and State Registration Sanctions – Unsat/Unfit**	N/A	OOS: Unfit Motor Carrier and State Vehicle Registration Sanctions
62	**Y**	**Y**	**OOSO and State Registration Sanctions – Failure to Pay**	N/A	OOS: Failure to Pay and State Vehicle Registration Sanctions
63	**Y**	**Y**	**New Entrant – OOSO Revoked**	N/A	New Entrant – OOSO Revoked
98	N	N	Excluded in Level 2 Analysis	N/A	Not Targeted
99	N	N	Carrier Out of Business	N/A	Not Targeted

C   Data Dictionary

Element Code	Business & Call List Names	Type /Len	Description & Values
BJUCDE	JURISDICTION CODE NONE	X(02)	An organization with power, right or authority to interpret and apply the law, or the limit or territory within which authority may be exercised. The codes listed describe the values used within the scope of AAMVAnet systems. VALUE MEANING/DESCRIPTION ------------------ United States -------------------- 'AK' Alaska 'AL' Alabama 'AR' Arkansas 'AZ' Arizona 'CA' California 'CO' Colorado 'CT' Connecticut 'DC' District of Columbia 'DE' Delaware 'FL' Florida 'GA' Georgia 'HI' Hawaii 'IA' Iowa 'ID' Idaho 'IL' Illinois 'IN' Indiana 'KS' Kansas 'KY' Kentucky 'LA' Louisiana 'MA' Massachusetts 'MD' Maryland 'ME' Maine 'MI' Michigan 'MN' Minnesota 'MO' Missouri 'MS' Mississippi 'MT' Montana 'NC' North Carolina 'ND' North Dakota 'NE' Nebraska 'NH' New Hampshire 'NJ' New Jersey 'NM' New Mexico 'NV' Nevada 'NY' New York 'OH' Ohio 'OK' Oklahoma 'OR' Oregon 'PA' Pennsylvania 'RI' Rhode Island 'SC' South Carolina 'SD' South Dakota 'TN' Tennessee

Element Code	Business & Call List Names	Type /Len	Description & Values
			'TX' Texas 'UT' Utah 'VA' Virginia 'VT' Vermont 'WA' Washington 'WI' Wisconsin 'WV' West Virginia 'WY' Wyoming 'DS' U.S. Department of State ------------ US Territorial Possessions -------------- 'AS' American Samoa 'FM' Federal States of Micronesia 'GU' Guam 'MH' Marshal Islands 'MP' Northern Mariana Islands 'PW' Palau 'PZ' Panamanian Canal Zone 'PR' Puerto Rico 'VI' Virgin Islands 'WK' Wake Island --------------------- Canada ------------------------ 'AB' Alberta 'BC' British Columbia 'MB' Manitoba 'NB' New Brunswick 'NF' Newfoundland 'NT' Northwest Territory 'NS' Nova Scotia 'ON' Ontario 'PE' Prince Edward Island 'QC' Quebec 'SK' Saskatchewan 'YT' Yukon Territory --------------------- Mexico ------------------------ 'MX' Mexico
GAPPID	APPLICATION ID CLMF-CODE-NET-APPL-ID	X(2)	The Application ID uniquely identifies an application used by a site to exchange information with another site through AAMVAnet. EX: 01 for NDR, 02 for CDLIS ... VALUE MEANING/DESCRIPTION '01' NDR (RRS) '02' CDLIS '03' DLR '04' AAMVANET '05' SR22/26 '06' RRT

Element Code	Business & Call List Names	Type /Len	Description & Values
			'07' E/MCO '08' RLA '09' NRVC '10' ELT '11' NMVTIS '12' PDPS '13' BPEVR **'14'** **CVIS** '15' DVD '16' VI '17' SSOLV '99' IBM KIOSK
GAPPST	APPLICATION STATUS CLMF-CODE-APPL-STATUS	X(1)	The Application Status defines the status of an application. It must be filled in when responding to a message. VALUE MEANING/DESCRIPTION Outbound message default 0 Status Ok 1 Application inactive 2 Application invalid 3 Application security error 9 Application window close
GERAEN	ERROR AAMVAnet ELEMENT NUMBER CLMF-DESC-ERROR-ELEM-CODE	X(06)	The Error Element Code is the AAMVAnet code of the element in error in the message.
GERAET	AAMVAnet ERROR TYPE CLMF-DESC-ERROR-TYPE	X(01)	The type of error detected. VALUE MEANING/DESCRIPTION 1 Field (e.g., syntax) 2 Relationship (e.g., ELT requires VIN/lienhldr pair) 3 Processing (e.g., VIN OK, but wrong record) 4 System (e.g., Files not available)
GERDOC	ERROR DATA OCCURRENCE CLMF-DESC-ERROR-OCCURENCE	X(02)	When an element has mu ltiple occurrences and some contain invalid values, this field points to the invalid occurrence.
GERMTX	ERROR MESSAGE TEXT CLMF-DESC-ERROR-TEXT	X(52)	The text that describes an error.
GLSEGI	LAST SEGMENT INDICATOR CLMF-INDC-NCB-LAST-SEG	X(1)	This indicator specifies whether or not this is the last segment for a message. Should the message be too large for one segment, it is split into multiple segments VALUE MEANING/DESCRIPTION Y Yes this is the last segment

Element Code	Business & Call List Names	Type /Len	Description & Values
			N No this is not the last segment
GMSCNT	MSG MATCH COUNT CLMF-CNT-MEC-MATCH	X(02)	This element represents the number of matches that were found for a given message. VALUE MEANING/DESCRIPTION NUMERIC VALUES WHEN PRESENT
GMSDAT	MESSAGE DATE CLMF-DATE-NCB-MSG	X(06)	This field represents the date that the message is sent. The format is YYMMDD.
GMSDST	MESSAGE DESTINATION CLMF-CODE-MSG-DEST	X(7)	This field contains the network ID of the destination. VALUE MEANING/DESCRIPTION N/A
GMSIND	MSG MATCH INDICATOR CLMF-INDC-MEC-MATCH	X(01)	This element indicates whether or not a match was found in the specified file. VALUE MEANING/DESCRIPTION ********** NMVTIS ********** 'Y' Yes, a match was found. 'N' No, a match was not found.
GMSLEI	MSG MATCH LIMIT EXCEEDED INDICATOR CLMF-INDC-MEC-MATCH-LIMIT-EX	X(01)	This element indicates whether the number of matches for a request exceeds the system threshold. VALUE MEANING/DESCRIPTION 'Y' The maximum threshold of matches was exceeded. 'N' The maximum threshold of matches was not exceeded.
GMSLEN	MESSAGE LENGTH CLMF-NUMB-NCB-MSG-LEN	X(4)	The Message Length specifies the length of the Network Message.
GMSLOC	MESSAGE LOCATOR/HEADER CLMF-DESC-MEC-MSG-LOCATOR	X(26)	This field contains information necessary to identify confirmations or responses to the originating message
GMSMSI	MSG MATCH SEQUENCE ID CLMF-NUMB-MEC-MATCH-SEQ-ID	X(02)	This element represents the match identifier of the pointer found at a central site or site of record. The match sequence ID is used for multiple responses to an inquiry. The first response contains '01', the second contains '02', etc. The same identifier is applied to all pointer and history messages for a particular match.
GMSORG	MESSAGE ORIGIN CLMF-CODE-ORIGIN	X(7)	This element contains the network id of the site from which the message was originally sent.
GMSORI	NLETS ORI Address CLMF-ORI-DESTINATION-ADDRESS	X(9)	The Originating Agency Identifier (ORI) describes the address of a NLETS user and is used by NLETS to route the message to the appropriate destination.

Element Code	Business & Call List Names	Type /Len	Description & Values
			VALUE MEANING/DESCRIPTION xx = Line ORI xxLIC0000 = State registration agency xxVIN0000 = State registration agency xxSIR0000 = State identification bureau xxOLN0000 = State driving license bureau xxBAS0000 = State boat & snowmobile agency xxBOAT000 = State boat agency xxSNOW000 = State snowmobile agency xxaaabbcS = Hazardous materials access xxaaabbcS = Assigned by NLETS xxdddeeee = File ORIs, NLETS Help & Orion Directories NL0000000 = ORI of NLETS generated messages (errors) 　　　　　　where xx = State or member code 　　　　　　aaa = County 　　　　　　bb = Agency 　　　　　　c = open 　　　　　　ddd = File record Type: 　　　　　　LIC (registration) 　　　　　　ADM (fedral agency) 　　　　　　OLN (driver license) 　　　　　　SIR (State criminal history) 　　　　　　BAS (State boat & snowmobile) 　　　　　　eeee = Action: 　　　　　　HELP 　　　　　　UPDT (update) 　　　　　　CNCL (cancel) 　　　　　　APNL (append)
GMSSEQ	MESSAGE SEQUENCE ID CLMF-DESC-NCB-MSG-SEQ-ID	X(4)	This field identifies the sequence of the message. It makes the messages unique to all other messages generated by the same originator in the same second.
GMSTIM	MESSAGE TIME CLMF-TIME-NCB-MSG	X(6)	This field states the time the message is sent.@The format is HHMMSS.
GMSTYP	MESSAGE TYPE CLMF-CODE-MSG-TYPE	X(2)	The Message Type identifies the type of the message within an application. EX: IO for CDLIS search/inquiry.
GNBTXT	NUMBER OF TEXT BLOCKS COUNT CLMF-CNT-NCB-NUM-TXT-BLKS	X(2)	This is a count of the number of text blocks contained in the text pool. It does NOT count the NCB block. For example if the message contains an NCB, a Message Exchange Control Block and a Vehicle Identification Block, this field will contain a value of '02'.
GNCBER	NCB ERROR CODE CLMF-CODE-NCB-ERROR	X(1)	The NCB Error Code is a flag to indicate whether an exception has occurred with a Network Message. VALUE MEANING/DESCRIPTION

Element Code	Business & Call List Names	Type /Len	Description & Values
			N No error Y Error U Undeliverable
GNETSI	NETWORK SESSION INDICATOR CLMF-INDC-NET-SESSION	X(1)	This indicator specifies whether the message is sent through NCS. VALUE MEANING/DESCRIPTION Y Yes N No
GNETST	NETWORK STATUS CLMF-CODE-NET-STATUS	X(2)	This element contains the status of the network. This value is entered by NCS or by UNI. VALUE MEANING/DESCRIPTION Outbound message default 00 Status Ok 01 Destination inactive 02 Destination not registered 03 Destination not defined 04 Origin error 05 Message length error 98 Network window closed 99 Local network down
GPROST	PROCESSING STATUS CLMF-CODE-MEC-PROCESS-STATUS	X(2)	This field indicates the status of the transaction. A value of zero indicates that there is no error in the message. A value other than zero will indicate an invalid process (e.g. record not found, syntax error or any other application error). The non zero values are defined within a given application. VALUE MEANING/DESCRIPTION *******ALL APPLICATIONS***************** '00' Processing successful *******CDLIS (02)********************* '01' Logic error (such as record not found) '02' System error (such as file off-line) '03' Syntax error (edit errors) '04' Security Exception '05' Confirmation of new SOR, but DHR not ready '06' Driver found, digital image date is available and will be faxed to the SOI '07' Driver found, but digital image data is not avail. *******SR22/SR26 (05) ****************** '01' Syntax error detected '02' Driver record not found by jurisdiction '03' Driver found; SR22/26 not pertinent; Record not updated

Element Code	Business & Call List Names	Type /Len	Description & Values
			'04' Driver found; SR22/26 not pertinent; Record updated
			'05' Driver record found; SR22/26 is duplicate
			'06' Security violation (not authorized to send)
			'07' Insufficient identifiers; cannot search driver record
			***** ELT, NMVTIS & BPEVR (10,11,13)********
			'01' Processing was unsuccessful
			***** PDPS (12)****************************
			'01' Logic error (such as record not found)
			'02' System error (such as file off-line)
			'06' Driver found, digital image date is available and will be faxed to the SOI
			'07' Driver found, but digital image data is not avail.
GSGSEQ	SEGMENT SEQUENCE NUMBER CLMF-NUMB-NCB-SEG	X(2)	If a message is too large for one segment it is split into multiple segments. This element specifies which segment, in a possible series of segments, is current.
GTPIND	TEST/PRODUCTION INDICATOR CLMF-INDC-TST-PROD	X(1)	This indicator specifies whether to route the message to Test, Training or Production at the site. VALUE MEANING/DESCRIPTION T Test E Training P Production
GTRORG	TRANSACTION ORIGINATOR CLMF-CODE-NCB-TRANS-ORIGINATOR	X(7)	This element contains the network id of the site that originated the transaction.
GTXNPR	TRANSACTION CODE CLMF-DESC-NCB-TXN-PROG	X(4)	This data element defines a transaction code for NCS
GTXUNF	UNFORMATTED TEXT CLMF-TEXT-FREE-FORMAT	X(61)	This field contains free-formatted text as may be included in a response from NDR.
GXMODC	TRANSMIT MODE CODE CLMF-CODE-NCB-XMIT-MODE	X(1)	The Transmit Mode Code indicates the type of network service used during the transmission. VALUE MEANING/DESCRIPTION 1 NCS 2 Information Exchange 3 Batch
MMCCIT	CARRIER CITY BUSINESS ADDRESS CLMF-CARRIER-BUSINESS-CITY-ADD	X(25)	The Carrier's principal place of doing business. This is the actual city address of the business not the mailing city address.

Element Code	Business & Call List Names	Type /Len	Description & Values
MMCCN1	CARRIER BUSINESS COUNTY ADDRESS CLMF-CARRIER-BUSINESS-CNTY-ADD	X(3)	The Carrier's principal place of doing business. This is the actual county address of the business not the mailing county address.
MMCDDT	CARRIER US DOT NUMBER ISSUE DATE CLMF-USDOT-NUMBER-ISSUE-DATE	X(8)	The date on which a carriers US DOT number was issued, and added to the OMC system.
MMCDN1	CARRIER DOING BUSINESS AS NAME CLMF-CARRIER-DBA-NAME	X(55)	The Carrier's 'Doing Business As' name. A name, other than the legal name, that the carrier uses in commerce.
MMCDO1	CARRIER US DOT NUMBER CLMF-USDOT-NUMBER	X(7)	Carrier's identification number assigned by the U.S. Department of Transportation. This field is left justified or zero filled.
MMCENT	ENTITY TYPE OF USDOT HOLDER CLMF-USDOT-TYPE	X(1)	This field indicates the type of entity the of the USDOT Holders. VALUE MEANING/DESCRIPTION 'B' Both Carrier and Shipper 'C' Motor Carrier 'R' Registrant 'S' Shipper
MMCEZI	CARRIER EXPANDED ZIP BUSINESS ADDR CLMF-CARRIER-BUSINESS-XZIP-ADD	X(05)	The Carrier's principal place of doing business. This is the actual expanded ZIP address of the business not the mailing expanded ZIP address.
MMCHMI	CARRIER INTRASTATE HAZMAT IND CLMF-INTRASTATE-HAZMAT-IND	X(01)	'B' Intrastate HazMat Carrier ' ' Not an Intrastate HazMat Carrier
MMCICC	MOTOR CARRIER ICC NUMBER CLMF-MTC-ICC-NUMBER	X(6)	ICC number of the Motor Carrier.
MMCIII	CARRIER INTERSTATE OPERATION IND CLMF-INTERSTATE-OPER-IND	X(01)	'A' Interstate Carrier ' ' Not an Interstate Carrier
MMCLN1	CARRIER LEGAL NAME CLMF-CARRIER-LEG-NAME	X(55)	The Carrier's legal name.
MMCMCN	CARRIER MAILING COUNTY CODE CLMF-MC-MAIL-ADDR-COUNTY	X(3)	This is the county code of the carriers mailing address.
MMCMCT	MOTOR CARRIER MAILING CITY CLMF-MC-MAIL-ADDR-CITY	X(025)	The city where all credentials are sent. Many jurisdictions require a street address since

Element Code	Business & Call List Names	Type /Len	Description & Values
			plates are mailed by UPS and bulky items cannot be placed within the box. A post office box number can also be included for mailing invoices and other credentials.
MMCMSA	MOTOR CARRIER MAILING STREET ADDRESS CLMF-MC-MAIL-ADDR-STREET	X(030)	The address line 1 where all credentials are sent. Many jurisdictions require a street address since plates are mailed by UPS and bulky items cannot be placed within the box. A post office box number can also be included for mailing invoices and other credentials.
MMCMST	MOTOR CARRIER MAILING STATE CLMF-MC-MAIL-ADDR-STATE	X(02)	The State where all credentials are sent. Many jurisdictions require a street address since plates are mailed by UPS and bulky items cannot be placed within the box. A post office box number can also be included for mailing invoices and other credentials. VALUE MEANING/DESCRIPTION See Jurisdiction Code BJUTCD for the list of values.
MMCMZ1	MOTOR CARRIER MAILING ZIP CLMF-MC-MAIL-ADDR-ZIP	X(05)	The zipcode where all credentials are sent. Many jurisdictions require a street address since plates are mailed by UPS and bulky items cannot be placed within the box. A post office box number can also be included for mailing invoices and other credentials.
MMCMZ2	CARRIER EXPANDED ZIP MAILING ADDRESS CLMF-MC-MAIL-ADDR-XZIP	X(05)	The Carrier's mailing address expanded ZIP.
MMCNHI	CARRIER INTRASTATE NON HAZMAT IND CLMF-INTRASTATE-NONHAZMAT-IND	X(01)	'C' Intrastate Non-HazMat Carrer ' ' Not an Intrastate Non-HazMat Carrier
MMCPHN	MOTOR CARRIER TELEPHONE NUMBER CLMF-MC-PHONE	X(10)	The phone number of a motor carrier. The number has three separate parts: - First three digits are the area code - Next three digits are the exchange code - Next four digits are the line identifier
MMCSTA	CARRIER STREET BUSINESS ADDRESS CLMF-CARRIER-BUSINESS-STRT-ADD	X(30)	The Carrier's principal place of doing business. This is the actual street address of the business not the mailing street address.
MMCSTC	CARRIER STATE CODE BUSINESS ADDRESS CLMF-CARRIER-BUSINESS-STAT-ADD	X(02)	The Carrier's principal place of doing business. This is the actual State code address of the business not the mailing State code address. VALUE MEANING/DESCRIPTION See Jurisdiction Code BJUTCD for the list of values.

Element Code	Business & Call List Names	Type /Len	Description & Values
MMCSTS	MOTOR CARRIER STATUS CLMF-MC-STATUS	X(01)	An indicator that shows if a carrier is in business and is an authorized carrier. VALUE MEANING/DESCRIPTION 'A' Active 'I' Inactive 'P' Pending
MMCTIN	TAX IDENTIFICATION NUMBER (TIN) CLMF-TAX-ID-NUMBER	X(9)	A Social Security number or an Employer Identification number. The number is used by the IRS to identify a person or organization who files a tax return. VALUE MEANING/DESCRIPTION NUMERIC VALUES WHEN PRESENT
MMCTTY	TAX IDENTIFICATION (TIN) TYPE CLMF-TIN-TYPE-CODE	X	The indicator shows if the Tax Id is for an Individual with a Social Security number or an organization with an Employer Id number. VALUE MEANING/DESCRIPTION 'E' Federal Employer Identification Number 'S' Social Security Number 'U' Unknown
MMCVLI	CARRIER VEHICLE LIST INDICATOR CLMF-CAR-VEH-LIST-IND	X	Requests a list of vehicles assigned to the carrier. VALUE MEANING/DESCRIPTION 'Y' Vehicle List Requested ' ' No Vehicle List Required
MMCZIP	CARRIER ZIP BUSINESS ADDRESS CLMF-CARRIER-BUSINESS-ZIP-ADD	X(05)	The Carrier's principal place of doing business. This is the actual ZIP address of the business not the mailing ZIP address.
MRFCCD	CVIS CARRIER FILE CREATE DATE CLMF-CAR-FILE-CREATE-DATE	X(8)	The date shows the date Carrier file was created. VALUE MEANING/DESCRIPTION Date in form CCYYMMDD.
MRFCHD	CVIS CARRIER TARGET/HISTORY DATE CLMF-CAR-TARGET-HISTORY-DATE	X(8)	The date of the current value of the Carrier Target/History Indicator. VALUE MEANING/DESCRIPTION Date in form CCYYMMDD.
MRFCTH	CVIS CARRIER TARGET/HIST. INDICATOR CLMF-CAR-TARGET-HISTORY-IND	X	The indicator reveals whether the carrier record is currently a Target record, a History record or neither.

Element Code	Business & Call List Names	Type /Len	Description & Values
			VALUE MEANING/DESCRIPTION 'T' Target 'H' History
MRFFTP	PRISM FILE TYPE NONE	X	The File Type indicates what kind of file is being processed. VALUE MEANING/DESCRIPTION 'T' Target 'C' Census or Carrier 'V' Vehicle
MRFMCD	MCMIS RECORD CREATE DATE CLMF-MCMIS-FILE-CREATE-DATE	X(8)	The date on which a record in the MCMIS file was created. Records are added when a file from OMC is transmitted, so to date also represents the OMC MCMIS file create date. The dates format is CCYYMMDD.
MRFMLU	CVIS MCMIS DATE OF LAST UPDATE CLMF-MCMIS-DATE-LAST-UPDATE	X(8)	The date shows the date of the last update for the MCMIS record. VALUE MEANING/DESCRIPTION Date in form CCYYMMDD.
MRFMUS	CVIS MCMIS USER ID OF LAST UPDATE CLMF-MCMIS-USER-ID	X(8)	The User Identification of the person who made the last update on the MCMIS file.
MRFNAZ	PRISM NAME ALPHABETIZER CLMF-PRISM-NAME-ALPHAZIER	X(17)	A name in coded form, used for search purposes.
MRFRTP	PRISM RECORD TYPE NONE	X	The Record Type indicates what kind of record is being processed. VALUE MEANING/DESCRIPTION 'C' Carrier 'V' Vehicle
MRFVCD	CVIS VEHICLE FILE CREATE DATE CLMF-VEH-FILE-CREATE-DATE	X(8)	The date shows the date Vehicle file was created. VALUE MEANING/DESCRIPTION Date in form CCYYMMDD.
MRFVHD	CVIS VEHICLE TARGET/HISTORY DATE CLMF-VEH-TARGET-HISTORY-DATE	X(8)	The date of the current value of the Vehicle Target/History Indicator. VALUE MEANING/DESCRIPTION Date in form CCYYMMDD.
MRFVTH	CVIS VEHICLE TARGET/HIST. INDICATOR CLMF-VEH-TARGET-HISTORY-IND	X	The indicator reveals whether the vehicle record is currently a Target record or History record. VALUE MEANING/DESCRIPTION

Element Code	Business & Call List Names	Type /Len	Description & Values
			'T' Target 'H' History
MSFSDA	CARRIER MCSIP STEP DATE CLMF-MCSIP-STEP-DATE	X(8)	The date of the MCSIP Step. VALUE MEANING/DESCRIPTION Date in form CCYYMMDD.
MSFSSD	SAFESTAT INDICATOR DATE CLMF-SAFESTAT-SCORE-DATE	X(8)	The date that a SafeStat Indicator is assigned by the SafeStat system.
MSFSSS	SAFESTAT INDICATOR CLMF-SAFESTAT-SCORE	9(3)	An indicator assigned by the SafeState System.
MSFSTP	MCSIP STEP CLMF-MCSIP-STEP	XX	The phase of the MCSIP that the carrier is assigned to. A Safety Performance Monitoring Check based on the SafeStat Indicator.
VRGDEF	REGISTRATION EFFECTIVE DATE CLMF-REG-EFFECTIVE-DATE	X(08)	The date the current registration became effective (this may not be the original registration date). Format is CCYYMMDD.
VRGDEX	REGISTRATION EXPIRATION DATE CLMF-REG-EXPIRE-DATE	X(08)	The date the current registration expires. Format is CCYYMMDD.
VRGJUR	REGISTRATION JURISDICTION CLMF-REG-JURIS	XX	The U.S. Postal code or the code for Canada or Mexico for the jurisdiction that registered the vehicle or vessel. VALUE MEANING/DESCRIPTION See Jurisdiction Code BJUCDE for the list of values.
VRGPLN	PLATE NUMBER CLMF-REG-PLATE-NUM	X(10)	The characters assigned to a registration plate or tag affixed to the vehicle, assigned by the jurisdiction. VALUE MEANING/DESCRIPTION Patterns defined by each jurisdiction
VRGPLT	REGISTRATION PLATE TYPE CLMF-REG-PLATE-TYPE	X(3)	The coded specification of vehicle use and registration classification. Codes are found in the NCIC Code Manual, 1994.
VRGREY	REGISTRATION RENEWED EFFECTIVE YEAR CLMF-REG-RENEW-EFFECTIVE-YEAR	9(02)	The year the registration was renewed, ie. 95, 96.
VVHMAK	VEHICLE/VESSEL MAKE CLMF-VEH-MAKE	X(4)	The distinctive (coded) name applied to a group of vehicles or vessels by a manufacturer. Codes are found in the NCIC Code Manual, 1994. VALUE MEANING/DESCRIPTION

Element Code	Business & Call List Names	Type /Len	Description & Values
			See NCIC code definition. This field will not be edited in PRISM processing.
VVHMYE	VEHICLE/VESSEL MODEL YEAR CLMF-VEH-MODEL-YR	X(4)	The year which is assigned to a vehicle or vessel by the manufacturer. Format is CCYY.
VVH VIN	VEHICLE IDENTIFICATION NUMBER CLMF-VEHICLE-VIN-NUMBER	X(17)	A unique combination of alphanumeric characters that identifies a specific vehicle or component. The VIN is affixed to the vehicle in specific locations and formulated by the manufacturer. State agencies under some controlled instances may assign a VIN to a vehicle. This field is left justified and represents the format for VINs created subject to the 1982 17-character format. There should be no dashes contained within the VIN number for any records submitted via PRISM Vehicle File. VALUE MEANING/DESCRIPTION reference VINA

Supplemental Data Dictionary

Note: 'Column' in the Description & Values Section denotes MCS-150 File layout column

PRISM Code	Data Element Name	Type /Len	Description & Values
MMCPHN	Office Telephone Number	AN 10	[COLUMN 466-475] Telephone number for the carrier
X150DT	The Year of the Mileage	N - 4	[COLUMN 649-652] The year that the mileage on the MCS-150 was accumulated
X150LU	MCS-150 Last Update Date	N - 8	Date of last update to the carrier record in the MCS-150 file.
XCLASS	Classification	A - 12	[COLUMN 653-664] Identifies the type of entity. MCMIS recognizes the following classifications for entity type (NOTE: An entity can have more than one type of classification. A letter will appear in all those fields representing classifications that apply): A = Authorized-For-Hire. A commercial entity whose primary business activity is the transportation of property/passengers by motor vehicle for compensation. B = Exempt-For-Hire. A for-hire entity transporting commodities or conducting operations not subject to economic regulation by the Interstate Commerce Commission. C = Private (property). An entity whose highway transportation activities are incidental to, and in furtherance of, its primary business activity. D = Private/Passenger Business. A private entity engaged in the interstate transportation of passengers which is provided in the furtherance of a commercial enterprise and is not available to the public at large. E = Private/Passenger Non-Business. A private entity involved in the interstate transportation of passengers that does not otherwise meet the definition of a private entity transporting passengers (business) (e.g., church buses). F = Migrant. An entity who transports in interstate or foreign commerce at any one time, three or more migrant workers to or from their employment (refers to "contract carrier by motor vehicle"). G = U.S. Mail. A entity which transports U.S. Mail. H = Federal Govt. Transportation of property or passengers by a U.S. Federal Government agency. I - State Govt. Transportation of property or passengers by a U.S. State Government agency. J = Local Govt. Transportation of property or passengers by a local municipality. K = Indian Tribe. Transportation of property or passengers by an Indian tribal government. L = Other Classification. An entity which does not fall into one of the classifications above.
XCLOTH	Classification Other Defined	A - 50	[COLUMN 665-714] Other Defined. Identifies other classification.
XCREP1	Company Representative 1	A/N 120	[COLUMN 1145-1264] Company Representative 1
XCREP2	Company Representative 2	A/N 120	[COLUMN 1265-1384] Company Representative 2
XDBNUM	Dun & Bradstreet Number	AN 9	[COLUMN 526-534 The Dun & Bradstreet Number of the

PRISM Code	Data Element Name	Type /Len	Description & Values
			carrier
XDGTOT	Drivers Grand Total /Interstate & Intrastate		[COLUMN 1112-1116] Total number of drivers hired to drive interstate and intrastate.
XDINTB	Drivers Interstate/beyond 100 miles		[COLUMN 1122-1126] Identifies the number of drivers hired by the entity to drive interstate beyond 100 mile radius.
XDINTI	Drivers Interstate/within 100 miles	N 5	[COLUMN 1102-1106] Identifies the number of drivers hired by the entity to drive interstate within 100 mile radius.
XDOTRE	USDOT Revoked Flag	A/N 1	[COLUMN 1132-1132] A flag indicating whether the USDOT Number is revoked. Valid values are "Y" or "N"
XDOTRN	USDOT Revoked Number	N 12	[COLUMN 1133-1134] The USDOT Number, if revoked
XDRCDL	Drivers/Total With Commercial Drivers License		[COLUMN 1117-1121] Total Number of drivers with a commercial drivers license
XDRTAB	Drivers Intrastate/beyond 100 miles		[COLUMN 1127-1131] Identifies the number of drivers hired by the entity to drive intrastate beyond 100 mile radius.
XDTRAI	Drivers Intrastate/within 100 miles		[COLUMN 1107-1111] Identifies the number of drivers hired by the entity to drive intrastate within 100 mile radius.
XEMAIL	Email Address	AN-80	[COLUMN 553-632] The email address of the carrier.
XFAXPH	Office Fax Phone Number	AN 10	[COLUMN 486-495] The entity's fax number at the principal place of business.
XGNDEF	Cargo Transported/Other Defined	AN-50	[COLUMN 745-794] Identifies the type of cargo when''Other'' is selected as cargo classification.
XGNFRT	Cargo Transported/General Freight	A - 30	[COLUMN 715-744] Identifies the type of cargo transported by the entity. MCMIS recognizes the following cargo types (NOTE: An entity can transport more than one type of cargo). The letter "X" will appear in all those fields representing cargo that apply: TYPE A. General Freight (XGNFRT) B. Household Goods (XGNHSG) C. Metal; Sheets, Coils, Rolls (XGNMET) D. Motor Vehicles (XGNMOV) E. Drive Away/Towaway (XGNDRV) F. Logs, Poles, Beams, Lumber (XGNPOL) G. Building Materials (XGNMAT) H. Mobile Homes (XGNMOB) I. Machinery, Large Objects (XGNMAC) J. Fresh Produce (XGNPRO) K. Liquids/Gases (XGNLIQ) L. Intermodal Containers (XGNINT) M. Passengers (XGNPAX) N. Oilfield Equipment (XGNOIL) O. Livestock (XGNLIV) P. Grain, Feed, Hay (XGNHAY) Q. Coal, Coke (XGNCOL) R. Meat (XGNMEA) S. Garbage, Refuse, Trash (XGNGAR) T. U.S. Mail (XGNUSM) U. Chemicals (XGNCHE) V. Commodities Dry Bulk (XGNDRY) W. Refrigerated Food (XGNREF) X. Beverages (XGNBEV) Y. Paper Products (XGNPAP)

PRISM Code	Data Element Name	Type /Len	Description & Values
			Z. Utility (XGNUTL) AA. Farm Supplies (XGNFAR) BB. Construction (XGNCON) CC. Water - Well (XGNWAT) DD. Other (XGNOTH)
XHCDVA	Hazardous Materials Carried	A – 41	[COLUMN 795-835] Identifies the type of hazardous materials carried by the entity. An entry in the field indicates the hazardous material is carried. Entries may be: "N" = Non Bulk; "B" = Bulk; "A" = All (both Bulk and Non Bulk). A: Division 1.1 (XHCDVA) B: Division 1.2 (XHCDVB) C: Division 1.3 (XHCDVC) D: Division 1.4 (XHCDVD) E: Division 1.5 (XHCDVE) F: Division 1.6 (XHCDVF) G: Division 2.1 (XHCDVG) H: Division 2.1LPG (XHCDVH) I: Division 2.1(METHANE) (XHCDVI) J: Division 2.2 (XHCDVJ) K: Division 2.2A (AMMONIA) (XHCDVK) Filler 4 L: Division 2.3A (XHCDVL) M: Division 2.3B (XHCDVM) N: Division 2.3C (XHCDVN) O: Division 2.3D (XHCDVO) P: Class 3 (XHCDVP) Q: Class 3A (XHCDVQ) R: Clas 3B (XHCDVR) S: Comb Liquid (XHCDVS) T: Division 4.1 (XHCDVT) U: Division 4.2 (XHCDVU) V: Division 4.3 (XHCDVV) W: Division 5.1 (XHCDVW) X: Division 5.2 (XHCDVX) Y: Division 6.2 (XHCDVY) Z: Division 6.1A (XHCDVZ) AA: Division 6.1B (XHCDAA) BB: Division 6.1 POISON (XHCDBB) CC: Division 6.1Solid (XHCDCC) DD: Class 7 (XHCDDD) EE: HWY Route CNTR QY (XHCDEE) FF: Class 8 (XHCDFF) GG: Class 8A (XHCDGG) HH: Class 8B (XHCDHH) II: Class 9 (XHCDII) JJ: Elevated Temp Mat (XHCDJJ) KK: Infectious Waste (XHCDKK) LL: Marine Pollutant (XHCDLL) MM: Hazardous Sub (RQ) (XHCDMM) NN: Hazardous Waste (XHCDNN) OO: ORM (XHCDOO)
XHSDVA	Hazardous Materials Shipped	A – 41	[COLUMN 836-876] Identifies the type of hazardous materials shipped by the entity. An entry in the field indicates the hazardous material is shipped. Entries may be: "N" = Non Bulk; "B" = Bulk; "A" = All (both Bulk and Non Bulk). A: Division 1.1 (XHSDVA) B: Division 1.2 (XHSDVB) C: Division 1.3 (XHSDVC) D: Division 1.4 (XHSDVD)

PRISM Code	Data Element Name	Type /Len	Description & Values
			E: Division 1.5 (XHSDVE)
			F: Division 1.6 (XHSDVF)
			G: Division 2.1 (XHSDVG)
			H: Division 2.1LPG (XHSDVH)
			I: Division 2.1(METHANE) (XHSDVI)
			J: Division 2.2 (XHSDVJ)
			K: Division 2.2A (AMMONIA) (XHSDVK)
			Filler 4
			L: Division 2.3A (XHSDVL)
			M: Division 2.3B (XHSDVM)
			N: Division 2.3C (XHSDVN)
			O: Division 2.3D (XHSDVO)
			P: Class 3 (XHSDVP)
			Q: Class 3A (XHSDVQ)
			R: Class 3B (XHSDVR)
			S: Comb Liquid (XHSDVS)
			T: Division 4.1 (XHSDVT)
			U: Division 4.2 (XHSDVU)
			V: Division 4.3 (XHSDVV)
			W: Division 5.1 (XHSDVW)
			X: Division 5.2 (XHSDVX)
			Y: Division 6.2 (XHSDVY)
			Z: Division 6.1A (XHSDVZ)
			AA: Division 6.1B (XHSDAA)
			BB: Division 6.1 POISON (XHSDBB)
			CC: Division 6.1Solid (XHSDCC)
			DD: Class 7 (XHSDDD)
			EE: HWY Route CNTR QY (XHSDEE)
			FF: Class 8 (XHSDFF)
			GG: Class 8A (XHSDGG)
			HH: Class 8B (XHSDHH)
			II: Class 9 (XHSDII)
			JJ: Elevated Temp Mat (XHSDJJ)
			KK: Infectious Waste (XHSDKK)
			LL: Marine Pollutant (XHSDLL)
			MM: Hazardous Sub (RQ) (XHSDMM
			NN: Hazardous Waste (XHSDNN)
			OO: ORM (XHSDOO)
XLEAHK	Equipment Units Term Leased /Hazardous Material Tank Trucks	A/N 5	[COLUMN 967-971] Identifies the number of Hazardous Material Tank Trucks Term Leased by the entity
XLEAHT	Equipment Units Term Leased /Hazardous Materials Tank Trailers	A/N 5	[COLUMN 972-976] Identifies the number of Hazardous Material Tank Trailers Term Leased by the entity
XLEAMB	Equipment Units Term Leased /Mini-bus	A/N 5	[COLUMN 997-1001] Identifies the number of Mini Buses Term Leased by the entity
XLEAMC	Equipment Units Term Leased /Motor Coaches	A/N 5	[COLUMN 977-981] Identifies the number of Motor Coaches Term Leased by the entity
XLEATK	Equipment Units Term Leased/Truck	A/N 5	[COLUMN 952-956] Identifies the number of Trucks Term Leased by the entity.
XLEATL	Equipment Units Term Leased /Trailers	A/N 5	[COLUMN 962-966] Identifies the number of Trailers Term Leased by the entity
XLEATS	Equipment Units Term Leased /Tractors	A/N 5	[COLUMN 957-961] Identifies the number of Tractors Term Leased by the entity
XLEAV1	Equipment Units Term Leased /Van 1-8	A/N 5	[COLUMN 1002-1006] Identifies the number of Vans with 1-9 capacity Term Leased by the entity
XLEAV9	Equipment Units Term Leased /Van 9-16	A/N 5	[COLUMN 1007-1011] Identifies the number of Vans with 9-16 capacity Term Leased by the entity

PRISM Code	Data Element Name	Type /Len	Description & Values
XLEB1	Equipment Units Term Leased /School Buses 1-8	A/N 5	[COLUMN 982-986] Identifies the number of School Buses with 1-8 capacity Term Leased by the entity
XLEB16	Equipment Units Term Leased /School Buses 16+	A/N 5	[COLUMN 992-996] Identifies the number of School Buses with 16+ capacity Term Leased by the entity
XLEB9	Equipment Units Term Leased /School Buses 9-15	A/N 5	[COLUMN 987-991] Identifies the number of School Buses with 9-15 capacity Term Leased by the entity
XLEL1	Equipment Units Term Leased /Limousines 1-8	A/N 5	[COLUMN 1012-1016] Identifies the number of Limousines with 1-8 capacity Term Leased by the entity
XLEL9	Equipment Units Term Leased /Limousines 9-15	A/N 5	[COLUMN 1017-1021] Identifies the number of Limousines with 9-15 capacity Term Leased by the entity
XLELI6	Equipment Units Term Leased /Limousines 16+	A/N 5	[COLUMN 1022-1026] Identifies the number of Limousines with 16+ capacity Term Leased by the entity
XMADDZ	Mailing Address/Zip Code	AN – 10	[COLUMN 397-406] See XPADDZ – Physical Address/Zip Code
XMCCPH	Cellular Telephone Number	AN 10	[COLUMN 476-485] Cellular telephone number for the carrier
XMCDN1	Carrier "Doing Business As" Name	AN/ 120	[COLUMN 122-241] The Carrier's 'Doing Business As' name. A name, other than the legal name, that the carrier uses in commerce.
XMCDO1	US DOT Number of the Carrier	N 12	[COLUMN 496-507] The USDOT Number of the carrier
XMCFEI	Federal Employer Identification Number	N 9	[COLUMN 544-522] Federal Employer Identification Number
XMCLN1	Carrier Legal Name	AN/ 120	[COLUMN 2-121] The Carrier's legal name.
XMCMSA	Carrier Street/ Mailing Address	AN (50)	[COLUMN 354-403 The address line 1 where all credentials are sent. Many jurisdictions require a street address since plates are mailed by UPS and bulky items cannot be placed within the box. A post office box number can also be included for mailing invoices and other credentials.
XMCPFG	MCSIP Flag	A/1	The MCSIP Flag shows whether the carrier is targeted. Value Meaning/Description "C" Targeted
XMCSSN	Social Security Number	N 9	[COLUMN 535-543] Social Security Number
XMCSTA	Carrier Street/ Business Address	AN 50	[COLUMN 242-291] The Carrier's principal place of doing business. This is the actual street address of the business not the mailing street address.
XMEXMA	Mexican Neighborhood/Mailing	AN 25	[COLUMN 441-465] The name or description of the Mexican Neighborhood.
XMEXPH	Mexican Neighborhood/Physical	AN 25	[COLUMN 329-353] The name or description of the Mexican Neighborhood.
XMILYR	Mileage/Calendar Year/MCS-150	N - 10	[COLUMN 639-648] The number of miles reported by the entity on the Form MCS-150.
XOWL9	Equipment Units Owned/Limousines 9-15	A/N 5	[COLUMN 942-946] Identifies the number of Limousines with 9-15 capacity owned by the entity
XOWLI	Equipment Units Owned/Limousines 1-8	A/N 5	[COLUMN 937-941] Identifies the number of Limousines with 1-8 capacity owned by the entity
XOWLI6	Equipment Units Owned/Limousines 16+	A/N 5	[COLUMN 947-951] Identifies the number of Limousines with 16+ capacity owned by the entity
XOWNHK	Equipment Units Owned/Hazardous Material Tank Trucks	A/N 5	[COLUMN 892-896] Identifies the number of Hazardous Material Tank Trucks owned by the entity

PRISM Code	Data Element Name	Type /Len	Description & Values
XOWNHT	Equipment Units Owned/Hazardous Materials Tank Trailers	A/N 5	[COLUMN 897-901] Identifies the number of Hazardous Material Tank Trailers owned by the entity
XOWNMB	Equipment Units Owned/Mini-bus	A/N 5	[COLUMN 922-926] Identifies the number of Mini Buses owned by the entity
XOWNMC	Equipment Units Owned/Motor Coaches	A/N 5	[COLUMN 902-906] Identifies the number of Motor Coaches owned by the entity
XOWNTK	Equipment Units Owned/Truck	A/N 5	[COLUMN 877-881] Identifies the number of Trucks owned by the entity.
XOWNTL	Equipment Units Owned/Trailers	A/N 5	[COLUMN 887-891] Identifies the number of Trailers owned by the entity
XOWNTS	Equipment Units Owned/Tractors	A/N 5	[COLUMN 882-886] Identifies the number of Tractors owned by the entity
XOWNV1	Equipment Units Owned/Van 1-8	A/N 5	[COLUMN 927-931] Identifies the number of Vans with 1-9 capacity owned by the entity
XOWNV9	Equipment Units Owned/Van 9-16	A/N 5	[COLUMN 932-936] Identifies the number of Vans with 9-16 capacity owned by the entity
XOWSB1	Equipment Units Owned/School Buses 1-8	A/N 5	[COLUMN 907-911] Identifies the number of School Buses with 1-8 capacity owned by the entity
XOWSB16+	Equipment Units Owned/School Buses 16+	A/N 5	[COLUMN 917-921] Identifies the number of School Buses with 16+ capacity owned by the entity
XOWSB9	Equipment Units Owned/School Buses 9-15	A/N 5	[COLUMN 912-916] Identifies the number of School Buses with 9-15 capacity owned by the entity
XPADDS	Physical Address/State Code	AN-2	[COLUMN 264-265] See Attachment 1
XPADDS	Mailing Address/State Code	A - 2	[COLUMN 395-396] See Attachment 1
XPADDZ	Physical Address/ Zip Code	AN-10	[COLUMN 266-275] Zip code that corresponds to the street address of the principal place of business (Any valid U.S. or Canadian zip code or CANADA; MEXICO or CENTRA). Example 37815-0310. If the expanded zip code is known, the field will contain the dash (-). Some Canadian and Mexican addresses contain the word CANADA or MEXICO as part of the zip code and Central American countries' zip codes contain CENTRA.
XSHPHM	Operation/Shipper/Intrastate	A - 1	[COLUMN 637] It identifies the shipper as being engaged in intrastate shipping activities. A letter will appear representing operations that apply.
XSHPIN	Operation/Shipper/Interstate	A - 1	[COLUMN 636] It identifies the shipper as being engaged in interstate shipping activities. A letter will appear representing operations that apply.
XTLL1	Equipment Units Trip Leased /Limousines 1-8	A/N 5	[COLUMN 1087-1091] Identifies the number of Limousines with 1-8 capacity Trip Leased by the entity
XTLL9	Equipment Units Trip Leased /Limousines 9-15	A/N 5	[COLUMN 1092-1096] Identifies the number of Limousines with 9-15 capacity Trip Leased by the entity
XTLLI6	Equipment Units Trip Leased /Limousines 16+	A/N 5	[COLUMN 1097-1101] Identifies the number of Limousines with 16+ capacity Trip Leased by the entity
XTLS 1	Equipment Units Trip Leased /School Buses 1-8	A/N 5	[COLUMN 1057-1061] Identifies the number of School Buses with 1-8 capacity Trip Leased by the entity
XTLS 16	Equipment Units Trip Leased /School Buses 16+	A/N 5	[COLUMN 1067-1071] Identifies the number of School Buses with 16+ capacity Trip Leased by the entity
XTLS 9	Equipment Units Trip Leased /School Buses 9-15	A/N 5	[COLUMN 1062-1066] Identifies the number of School Buses with 9-15 capacity Trip Leased by the entity
XTLV1	Equipment Units Trip Leased /Van 1-	A/N 5	[COLUMN 1077-1081] Identifies the number of Vans

PRISM Code	Data Element Name	Type /Len	Description & Values
	8		with 1-9 capacity Trip Leased by the entity
XTLV9	Equipment Units Trip Leased /Van 9-16	A/N 5	[COLUMN 1082-1086] Identifies the number of Vans with 9-16 capacity Trip Leased by the entity
XTRLHK	Equipment Units Trip Leased /Hazardous Material Tank Trucks	A/N 5	[COLUMN 1042-1046] Identifies the number of Hazardous Material Tank Trucks Trip Leased by the entity
XTRLHT	Equipment Units Trip Leased /Hazardous Materials Tank Trailers	A/N 5	[COLUMN 1047-1051] Identifies the number of Hazardous Material Tank Trailers Trip Leased by the entity
XTRLMB	Equipment Units Trip Leased /Mini-bus	A/N 5	[COLUMN 1072-1076] Identifies the number of Mini Buses Trip Leased by the entity
XTRLMC	Equipment Units Trip Leased /Motor Coaches	A/N 5	[COLUMN 1052-1056] Identifies the number of Motor Coaches Trip Leased by the entity
XTRLTK	Equipment Units Trip Leased/Truck	A/N 5	[COLUMN 1027-1031] Identifies the number of Trucks Trip Leased by the entity.
XTRLTL	Equipment Units Trip Leased /Trailers	A/N 5	[COLUMN 1037-1041] Identifies the number of Trailers Trip Leased by the entity
XTRLTS	Equipment Units Trip Leased /Tractors	A/N 5	[COLUMN 1032-1036] Identifies the number of Tractors Trip Leased by the entity
XVEHRG	Vehicle Registrant	A - 1	[COLUMN 638] Vehicle Registrant

ATTACHMENT 1 – State Code (XPADDS)

U.S.A.

State Code	State	State Code	State
AL	ALABAMA	NC	NORTH CAROLINA
AK	ALASKA	ND	NORTH DAKOTA
AR	ARKANSAS	NE	NEBRASKA
AZ	ARIZONA	NH	NEW HAMPSHIRE
CA	CALIFORNIA	NJ	NEW JERSEY
CO	COLORADO	NM	NEW MEXICO
CT	CONNECTICUT	NV	NEVADA
DC	DISTRICT OF COLUMBIA	NY	NEW YORK
DE	DELAWARE	OH	OHIO
FL	FLORIDA	OK	OKLAHOMA
GA	GEORGIA	OR	OREGON
HI	HAWAII	PA	PENNSYLVANIA
IA	IOWA	RI	RHODE ISLAND
ID	IDAHO	SC	SOUTH CAROLINA
IL	ILLINOIS	SD	SOUTH DAKOTA
IN	INDIANA	TN	TENNESSEE
KS	KANSAS	TX	TEXAS
KY	KENTUCKY	UT	UTAH
LA	LOUISIANA	VA	VIRGINIA
MA	MASSACHUSETTS	VT	VERMONT
MD	MARYLAND	WA	WASHINGTON
ME	MAINE	WI	WISCONSIN
MI	MICHIGAN	WV	WEST VIRGINIA
MN	MINNESOTA	WY	WYOMING
MO	MISSOURI	OT	OTHER
MS	MISSISSIPPI	UK	UNKNOWN
MT	MONTANA	ZZ	UNKNOWN

AMERICAN POSSESSIONS OR PROTECTORATES

State Code	State	State Code	State
AS	AMERICAN SAMOA	PR	PUERTO RICO
GU	GUAM	VI	VIRGIN ISLANDS

CENTRAL AMERICAN COUNTRIES

Country Code	Country	Country Code	Country
BZ	BELIZE	GT	GUATEMALA
CR	COSTA RICA	HO	HONDURAS
CZ	CANAL ZONE	NI	NICARAGUA
ES	EL SALVADOR	PN	PANAMA

CANADA

Province Code	Province	Province Code	Province
AB	ALBERTA	NT	NORTHWEST TERRITORY
BC	BRITISH COLUMBIA	ON	ONTARIO
MB	MANITOBA	PE	PRINCE EDWARD ISLAND
NB	NEW BRUNSWICK	PQ	PROVINCE OF QUEBEC
NF	NEWFOUNDLAND	SK	SASKATCHEWAN
NS	NOVA SCOTIA	YT	YUKON TERRITORY

MEXICO

State Code	State	State Code	State
AG	AGUASCALIENTES	MX	MEXICO
BN	BAJA CALIFORNIA NORTE	NA	NAYARIT
BS	BAJA CALIFORNIA SUR	NL	NUEVO LEON
CH	COAHUILA	OA	OAXACA
CI	CHIHUAHUA	PU	PUEBLA
CL	COLIMA	QE	QUERETARO
CP	CAMPECHE	QI	QUINTANA ROO
CS	CHIAPAS	SI	SINALOA
DF	DISTRICTO FEDERAL	SL	SAN LUIS POTOSI
DG	DURANGO	SO	SONORA
GE	GUERRERO	TA	TAMAULIPAS
GJ	GUANAJUATO	TB	TABASCO
HD	HIDALGO	TL	TLAXCALA
JA	JALISCO	VC	VERACRUZ
MC	MICHOACAN	YU	YUCATAN
MR	MORELOS	ZA	ZACATECAS

ATTACHMENT 2 – Reasons for Add/Change

Change Code	Description	Change Code	Description
137	Description of Motor Carrier Operation	M63	Federal Vehicle Inspection Report
150	Motor Carrier Identification Report	MAT	Matrix (SR/CR)
151	Carrier/Shipper Identification Report	MER	Merger
50B	Bus Accident Report Form	MIL	Mileage (SR/CR)
50T	Truck Accident Report Form	ML1	Commercial Drivers License Mail-out 1, 1990
ACC	Preventable Accident Data (SR/CR)	ML2	Commercial Drivers License Mail-out 2, 1991
ATA	American Trucking Association	ML3	On-Guard Mail-out 3,1991
BRO	Broker	ML4	Anti-Drug Information Center (ADIC) Mail-out 4, 1993
CDL	Commercial Driver License	ML5	ICC (NTSB Project - 5, 1992)
CLT	Category C - Safety Status Letter	ML6	Driver Waiver Poster Relating to Diabetic Drivers
CEN	Census Cleanup Project	ML7	On-Guard (Notice to Steel Transporters)
CNL	Carrier Notification Letter	ML8	On-Guard (Trucks & Tractors avoid the headlines)
COR	Error/Correction made to Record (TYPED ERROR)	ML9	On-Guard Notice-Stability Problems for Cargo Tanks
CR1	Compliance Review	NLA	National Limousine Association
CVI	Commercial Vehicle Information System - Project	OOB	Out of Business
DOD	Department of Defense	OP1	Motor Carrier Authority Form OTH - Other
DUP	Duplicate Entry	OTH	Other (use only if no other code is available)
DRP	Duplicate Record Processing	PAR	Parts Reviewed (SR/CR)
ETA	Emergency Temporary Authority Application	PCS	Passenger Carrier Study (NTSB/ICC)
ENF	Enforcement Upload	PCU	Post Card Update Project
FAC	Rating Factors Changed (CR)	RP1	Return to Pool Letter 1
FRC	FMCSA Field Office Requested Safety Rating Change (SR/CR)	RP2	Return to Pool Letter 2
HRC	Federal Programs Requested Safety Rating Change (SR/CR)	RPT	Continue Monitoring Letter
ICC	Interstate Commerce Commission	SAF	SAFETYNET Accident Report
ICP	Intrastate Carriers Project	SCR	State Citation Forms
IMX	ICC (Mexican Carriers)	SID	Safestat ID
INH	Intrastate Non-Hazardous Materials	SMO	Safestat Monitoring
LAP	Laptop Upload	SFN	SAFETYNET Inspection Report
LID	License & Insurance Division (Former ICC)	SFR	SAFER
LTR	Letter	SR1	Safety Review
M11	PRISM (Formerly CVIS) Mail-out, Carrier Notification Letter	SRL	Safety Rating Letter
M12	Drug Test Random Sampling Mail-out - 1994	SSC	Safety Specialist Code (SR/CR)
M13	Drug Test Random Sampling Mail-out - 1995	TAU	Transfer Authority (License & Insurance Division)
M14	PRISM (Formerly CVIS) Power Unit Mail-out	TEL	Telephone Contact
M15	MX Carriers Beyond Commercial Zone Mail-out	TER	Terminal Review
M16	Scannable MCS-150 (Synectics Contract Mail-out Project)	UND	Undeliverable Address and No Activity for past 5 Years
M17	Cargo Tank 2.1, 2.2, 2.3 (Mail-out Project)	VIO	Violations (SR/CR)
M18	Drug Test Random Sampling Mail-out - 1996	WNL	PRISM (Formerly CVIS) Warning Letter
M19	Inspections 390.21 (Carrier's cited for Marking Requirement)	XEC	Educational Contact Review
M20	Drug Test Random Sampling Mail-out - 1997	XTA	Temporary Authority Application
M33	Enforcement Report	XPA	Permanent Authority Application

D. Glossary

Term	Description
AAMVA	American Association of Motor Vehicle Administrators
AAMVAnet	A self-supporting, not-for-profit affiliate of the American Association of Motor Vehicle Administrators. Also, the National telecommunications network that links all Motor Vehicle Departments.
AAMVAnet/NLETS Gateway	Links the AAMVAnet WAN (wide area network) and the NLETS WAN. Performs translation functions for the formats used on each network. The AAMVAnet/NLETS Gateway is physically located at the NLETS Operations Center in Phoenix, Arizona and the software is maintained by AAMVAnet.
AMIE	American Message Interchange Envelope
ANSI	American National Standards Institute
CVIEW	Commercial Vehicle Information Exchange Window
CVISN	Commercial Vehicle Information Systems and Networks.
CVIS	Commercial Vehicle Information System. The former name for Performance and Registration Information Systems Management (PRISM).
FHWA	Federal Highway Administration
ID	Identification
MEC	Message Exchange Control
MCMIS	Motor Carrier Management Information System maintained by the U.S. Department of Transportation, Federal Highway Administration, Office of Motor Carriers.
MCSIP	Motor Carrier Safety Improvement Process. This process involves a series of events which a motor carrier must perform when its record of Vehicle Inspections, Accidents, Law Enforcement Actions, and Compliance Reviews indicate that its performance is deteriorating.
MCSIP Step	A two digit numeric code assigned to a specific event in MCSIP.
NCB	Network Control Block
NCS	Network Control Software, an AAMVAnet-supported utility which routes messages. NCS allows each State (and central site) to establish a session with NCS, rather than requiring a session with each other AAMVAnet user.
NLETS	National Law Enforcement Telecommunication System. A Wide Area Network that links Federal, State, and Local Law Enforcement officers.
OMC	Office of Motor Carriers, Federal Highway Administration
OMC HQ	Office of Motor Carriers - Headquarters
PRISM	Performance and Registration Information Systems Management
Registration, Active	A vehicle may be legally and actively registered in more that one State at one time.
SAFER	Safety And Fitness Electronic Records

SafeStat	A collection of programs developed by the Volpe National Transportation Center that reviews a motor carrier's accumulation of accidents, vehicle inspections, law enforcement actions, and compliance reviews and using factors such as the number of vehicles/drivers and approximate mileage and determines a SafeStat indicator. This indicator is the first phase of developing the MCSIP Step. There are two versions of SafeStat:

- Identification SafeStat which reviews all motor carriers and is currently scheduled to run every six months, and

- Monitoring SafeStat which reviews those motor carriers who are in MCSIP and is currently scheduled to run every week.

SAFETYNET	Software developed by the Office of Motor Carriers and made available to States to send in Vehicle Inspections, Accident Reports, Enforcement Actions, and Compliance Review Reports on commercial vehicles.
Solicited Message	This message contains information in response to some request. Usually, this message is received by the originator of a transaction in response to the initial message of the transaction, e.g., the transaction originator sends the initial message of a transaction to request information. The response that is returned to the transaction originator is the solicited message.
UNI	Unified Network Interface. Software that resides on the State's host system and bridges the gap between the State application and the AAMVAnet network.
Unsolicited Message	This message contains information not requested by the receiver. Usually it is the first message within a transaction.
USDOT	United States Department of Transportation
VIN	Vehicle Identification Number

E.   Error Message Text

"100 - File not available outside of normal hours"
"101 - File temporarily unavailable"

"200 - Required field missing <insert descriptive name from data dictionary, Appendix C>"
"201 - Invalid value for <insert descriptive name from data dictionary, Appendix C>"
"202 - Carrier must be active"
"203 - Inactive carrier must have MCSIP Step of '00' or '99'"
"204 - 'Out of Business' carrier cannot be active"
"206 - Carrier not on Carrier File, vehicle not added"
"207 - Date of Last Update on update record earlier than local record"
"210 - Carrier not in MCSIP"
"217 - Vehicle records must be targeted"
"218 - Carrier records must be targeted"
"219 - More than 1 Targeted Carrier"
"220 - PRISM State reporting another PRISM State vehicles"

"304 - A carrier identifier must be supplied"
"309 - Either VIN or (Plate Number and Registration Jurisdiction) must be present"

"400 - VIN contains leading space - record rejected "
"401 - Vehicle Registration Record has been submitted via IRP - Record rejected "
"402 - VIN contains a dash - record rejected "

"501-Dup - Arbitrarily selected one record"
"502-Dup except for USDOT Number, Rej both records"
"503-Dup except for USDOT Num and VIN-Rej both rec"

"601 - Dup except for rep.P Jur – investigate "
"602 - Dup except for rep.P Jur and Plate-investigate "
"603 - Dup except for rep.P Jur/USDOT Num-investigate "
"604 - Dup except for Reg Jurisdiction-investigate "
"605 - Dup except for Reg Jur/USDOT Num-investigate"
"606 - Dup except for Reg Jur/rep.P Jur-investigate"
"607 - Dup except for Reg Jur/rep.P Jur/USD N-inves"
"608 - Dup except for VIN/rep.P Jur-investigate "
"609 - Dup except for VIN/rep.P Jur/USD N-investigate "
"610 - Dup except for VIN and Reg Jur-investigate "
"611 - Dup except for VIN/Reg Jur/USD N-investigate "
"612 - Dup except for VIN/Reg Jur/rep.P Jur-investigate"
"613 - Dup Plate Number-investigate"

"702 - Incoming Vehicle File valid row count below acceptable threshold value"
"703 - Incoming Vehicle File skipped; previously processed file is more recent"
"704 - Incoming Vehicle File skipped; The State is not a PRISM State"

NLETs Messages:

       "CARRIER HAS BEEN BUT IS NOT CURRENTLY IN MCSIP"
       "CARRIER IS IN MCSIP"
       "FILE NOT AVAILABLE"
       "FILE TEMPORARILY UNAVAILABLE"
       "INVALID DESTINATION"
       "REQUIRED DATA WAS NOT SUBMITTED"

"VEHICLE HAS BEEN BUT IS NOT CURRENTLY TARGETED"
"VEHICLE HAS NEVER BEEN TARGETED"
"VEHICLE IS NOT TARGETED"
"VEHICLE IS TARGETED"

F.   IRP Vehicle Status Codes

	Code	Description
A C T I V E	0	**Not Available (Assumed Current)**
	100	**Original Carrier Fleet (Generic Active Vehicle Status)**
	101	All Credentials Issued
	111	Partial Payment Not Yet Due
	121	Vehicle Added On A Fleet To Fleet Transaction
	131	Outstanding Temporary Authority
	140	Vehicle Conversion Record
	161	Activate Suspended Vehicle
	201	Renewed Active Vehicle
	501	Active Vehicle (Converted)
I N A C T I V E	511	Inactive (Converted)
	900	**Not Current (Generic Inactive Vehicle Status)**
	901	Suspended Non Payment
	911	Suspended (Weight Violation)
	940	Vehicle Status Code Not Yet Assigned
	941	Sleeping Vehicle
	943	Prevents Credential Issuance
	951	Vehicle Withdrawn From Operation For No Reported Reason
	952	Vehicle Withdrawn From Operations Due To The Vehicle Needing Maintenance
	953	Vehicle Withdrawn From Operations Due To The Vehicle Being Sold
	954	Vehicle Withdrawn From Operations Due To The Vehicle Being Stolen
	955	Vehicle Withdrawn From Operations Due To The Vehicle Being Wrecked
	956	Vehicle Withdrawn From Operations Due To The Vehicle Being Salvaged
	959	Vehicle Deleted On A Fleet To Fleet Transaction
	961	Vehicle Suspension Code.
	998	Vehicle Soft Deleted But Treated As Hard
	999	Physically Deleted Vehicle

Note: Source of IRP Vehicle Status Codes is Safety and Fitness Electronic Records (SAFER), Version 4.2, Interface Control Document, Appendix D