Performance and Registration Information Systems Management (PRISM)

SYSTEM SPECIFICATION

Version ~~7~~8.0
~~October 2009~~December 2010

Changes applied to the PRISM System Specification ~~V6~~V7.0, dated ~~August 2008~~October 2009 to create ~~V7~~V8.0

Change Summary

Major Changes:

1. **PRISM** **OOS Target File - New daily files have been created which consist of only the OOS Carriers and Vehicles. Details on the new OOS files are in Section 4.** ~~**XML Targeted Vehicle and Carrier Output Transactions** – Previously details on the PRISM XML Targeted Vehicle and Carrier Output Transactions (T0041P and T0042P) were specified in a separate document from the PRISM System Specification. This document is now included as Appendix G to the PRISM System Specification. Section 4.8 now contains the data layout for the T0041P transaction and Section 4.9 contains the data layout for the T0042P transaction.~~

2. **PRISM** **Files in .ZIP Format – All of the PRISM daily files are now available in .ZIP format for better downloading efficiency. Details on the naming convention for the .ZIP files are in Section 4.** ~~**Web Services** – Appendix H has been added which describes in detail the PRISM Web Services. Section 6.4.4 – *Identify Targeted Vehicles using Web Services* was added. In Section 3.3 clarified differences between PRISM Web Services and SAFER Web Services for performing Carrier and vehicle status inquires.~~

3. **MCSIP Step Updates – SafeStat MCSIP Steps eliminated due to CSA2010. Two new OOS MCSIP Steps have been added to the MCSIP Step Chart. Step 56 is for New Entrant OOS Expedited Actions and Intrastate OOS. Step 58 is for New Entrant OOS Expedited Actions**~~**Nlets Carrier and Vehicle Status Inquiries** – The Nlets inquiries no longer use the Nlets/AAMVAnet Gateway to obtain the Carrier and Vehicle target status. These inquiries are now handled directly by Nlets. Section 6.4.2 – *Nlets Carrier Status Inquiry*, Section 6.4.3 *Nlets Vehicle Status Inquiry*, and Appendix A – *Nlets Message Formats* have been updated to reflect this. Additional clarifications on Nlets inquires were also made throughout document.~~

4. **PVF File Update – Vehicle Status Code and Vehicle Status Code Date fields are now included in the PVF file, in order to track State Suspensions. The updated file format can be found in section 4.5.**

~~3.~~5. **Registrant Only – Technical changes required by States for handling the elimination of the Registrant Only USDOT Numbers are described in Section 6.1.**

~~**Other Changes:**~~

~~1. **PRISM Data File Access** – Previous Section 3.5 *Batch Software* was renamed *PRISM Data File Access* and rewritten to provide detail on accessing the PRISM generated files. Section number was changed to 3.4.~~

~~2. **PRISM File Summary** – Added Table 4.1 – *PRISM File Summary* to Section 4.2. This table provides detail on file sizes and availability.~~

~~3. **Add Vehicle Suspension Indicator to State IRP System** – Section 6.4 was added describing this requirement. Previously this was included under Section 6.2.3 *Alert IRP Registration Office Management of Nightly OOSO Vehicle Changes*. This was made its own section to highlight it because States have been missing this requirement.~~

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4. **MCSIP Step Changes** – Appendix B was updated with the latest MCSIP Step Chart. The new chart includes updates to the OOSO MCSIP Steps.

5. **IRP Vehicle Status Codes** – Appendix F was updated with the latest IRP Vehicle Status Codes. Deleted prior table containing 28 status codes. Replaced it with the following four values: 100 – Active, 900 – Inactive, 950 – Suspended due to Federal Out-of-Service Order, 961 – Vehicle Suspension Code. Added note about prior codes under review for possible retention.

6. **Additional changes or clarifications** are covered in the table below.

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Section	Description of Change
Document	Minor spelling and grammatical corrections applied.
1.1	For Appendix A description: changed "NLETS" to "Nlets" and definition from "National Law Enforcement Telecommunications System" to "International Justice and Public Safety Sharing Network". Added "Appendix G PRISM XML Transaction Specifications" to list of appendices Added "Appendix H, PRISM Web Services" to list of appendices
2.4	Deleted last four sentences regarding prior usage of EDI for data exchange.
2.4.1	Table 2.1: For Registration Requirement 4 added "State will require carriers and registrants to obtain their USDOT Numbers on line directly from MCMIS" as alternative process. For Registration Requirement 9 added "States can use CVIEW files to satisfy this requirement" under CVISN Data Process. For Registration Requirement 10 added "Process 6.2.3 – Alert IRP Registration Office Management of Nightly OOSO Vehicle Changes" under PRISM and CVISN Data Processes.
2.3	Changed Law Enforcement requirement 8 to "Compliance Review Option"
3.1.2	2nd bullet changed "National Law Enforcement Telecommunications System" to "International Justice and Public Safety Sharing Network". 5th bullet on network interface deleted. 4th paragraph changed "The MCMIS Database contains records for more than one million entities" to "The MCMIS Database contains records for more than more than 1.7 million entities" to approximately two million entities. 7th paragraph added regarding SafeStat being replaced by the Comprehensive Safety Analysis (CSA) 2010 Measurement System mid-2010. Figure 3.1 modified to eliminate AAMVAnet NLETS Gateway. Added as last sentence to section "Nlets is maintaining the Local PRISM Target File to handle Targeted Carrier and Vehicle inquiries from law enforcement agencies." 7th paragraph – changed "would" to "will". Changed "Four states" to "Nine states" Changed "mid-2010" to "December 2010". Added ". The MCSIP Steps for the CSA BASICS are being used only as part of the Op-Model test, and will be removed once CSA 2010 is in production. At that time, PRISM will use two MCSIP Steps for "High Risk" carriers. The MCSIP Steps for the OOS Carriers will be retained. Removed CSA 2010 pilot information
3.2	Deleted 2nd sentence "The AAMVAnet and NLETS Networks are connected by a system called the AAMVAnet/NLETS Gateway." Added at end of 1st bullet "but this connection will be eliminated in the future." Modified 2nd bullet to read "The Nlets network provides connections to Law Enforcement, PRISM States, and PRISM targeted carrier and vehicle data. Added 4th bullet on the FMCSA COMPASS Portal.
3.2.3	Changed "NLETS" to "Nlets" throughout section and throughout rest of document.

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	~~Added as 3rd paragraph "Nlets developed the capability to store the PRISM Target File (Targeted Carriers and Vehicles) and instead of routing Carrier and Vehicle Inquiries (ACQ/AVQ) through the AAMVAnet Gateway to the PRISM Central Site, Nlets responds to those inquiries from their stored PRISM Target File."~~
~~3.2.4~~	~~Deleted Section "The AAMVAnet/NLETS Gateway"~~
3.3	Deleted In order to use the PRISM Web Services a VPN account and a PRISM user account and password are required. The VPN account can be obtained by contacting FMCTechSup@Dot.Gov. The PRISM user account can be obtained by contacting PRISMTechnicalSupport@Dot.Gov.~~Section "Unified Network Interface (UNI) Software". Sections above renumbered.~~
3.4	Updated the SFTP Server directory screenshot~~Section number changed to 3.3. Clarified use of PRISM Web Services and SAFER Web Services for performing Carrier and vehicle status inquires. Clarified using SAFER Web Services Carrier inquiry for validating USDOT numbers.~~
~~3.5~~	~~Section number changed to 3.4. Title changed from "Batch Software" to "PRISM Data File Access". Section rewritten.~~
~~3.6.1~~	~~Modified 1st bullet to read "The PRISM Central Site Target File and Web Services will be available for interactive processing 24 hours a day, 7 days a week"~~ ~~Deleted 2nd bullet "The Gateway operates on the same schedule as the PRISM Central Site Target File."~~
4	~~Added~~ Updated Table 4.1 – PRISM File Summary.~~ Other table numbers in section have been incremented by 1.~~
4.2	Added: OOS Target File – This is a file that PRISM States may request from the PRISM Central Site that contains only the vehicles and carriers that are under a Federal Out-of-Service Order. Added: Table 4.2 provides details on the file naming convention.
4.2.2	Added ~~"MCS-150 File" and "PRISM Targeted Carrier Output Transaction T0042P" to list of files~~T0042P
4.~~4~~3	Table 4.~~3~~2: ~~The TIN Type FEIN/SSN and TIN fields were eliminated from the Local PRISM Carrier File. These fields were replaced by a Filler field.~~Changed five fields in the Census File layout from Required to Optional
4.4	Added: The OOS Carrier File contains records for only the carriers that are under a Federal Out-of-Service Order. The OOS Carrier File has the same data layout as the PRISM Carrier File.
4.5	Added information about the Vehicle Status Code to the PVF File
4.6	Added; The OOS Target File contains records for only the carriers and vehicles that are under a Federal Out-of-Service Order. The OOS Target File has the same data layout as the PRISM Target File.
4.8	Added: The OOS T0041P File contains records for only the vehicles that are under a Federal Out-of-Service Order. The OOS T0041P File has the same data layout as the T0041P File.
4.9	Added: The OOS T0042P File contains records for only the carriers that are under a Federal Out-of-Service Order. The OOS T0042P File has the same data layout as the T0041P File.
~~4.6.1~~	~~Table 4.5: The TIN Type FEIN/SSN and TIN fields were eliminated from the PRISM Target File Carrier Record. These fields were replaced by a Filler field.~~
~~4.8~~	~~Added Table specifying data in T0041P Transaction. Changed website reference for document describing PRISM XML Transaction Specifications to Appendix G of this document.~~
~~4.9~~	~~Added Section 4.9 describing T0042P PRISM Targeted Carrier Output Transaction.~~
~~5.1, 6.1, & 6.2~~	~~All references in subsections for availability of Census and Carrier files changed from "9:00pm (ET)" to "6:00am (ET)".~~
~~5.1.3.6~~	~~1st bullet: Clarified process for creating Local PRISM Target File.~~
~~5.1.3.8~~	~~Subsection name changed from "**PRISM/XML Targeted Vehicle Subscriptions, Transaction T0041P**" to "**PRISM/XML Targeted Vehicle & Carrier Output~~

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	~~**Transactions**~~". ~~Subsection rewritten to include T0042P transaction. Previously it only described T0041P transaction.~~
~~5.1.3.9~~	~~Clarified 4th bullet on downloading Local PRISM Target File. Deleted obsolete 5th bullet on delaying processing.~~
~~5.1.3.13~~	~~3rd paragraph, added 3rd bullet "Process 6.3.3 Check Carrier Safety Status using Web Service"~~
~~5.1.3.15~~	~~Table 5.1: Deleted 4th row (was duplicate with 3rd row) for checking if TIN is present. Updated MCSIP step list in 1st field of original 6th row (now 5th row in table).~~
~~6.1~~	~~Figured 6.1: Added "or Need Operator Intervention" to return arrow from validating USDOT Number + TIN.~~
~~6.1.1.1.3.4~~	~~Deleted last two sentences (obsolete) regarding census file maintenance.~~
~~6.1.1.2.2.3~~	~~Deleted obsolete 3rd paragraph on validation.~~
~~6.1.1.2.6.3~~	~~Changed "Validation: None Required" to "Validation: Optional"~~
~~6.1.1.2.7.4~~	~~Deleted last three sentences (obsolete) regarding census file maintenance.~~
~~6.1.2.2~~	~~First two paragraphs combined into on paragraph and clarified maintaining CVIEW database.~~
~~6.1.3~~	~~Added use of COMPASS Portal for accessing MCMIS and eventual elimination of other access methods to 1st paragraph.~~
~~6.1.3.1.3~~	~~Added query Carrier by Name to MCMIS queries supported.~~
~~6.1.4~~	~~Changed title from "Web Services" to "SAFER Web Services".~~
~~6.2.1.1.3.4~~	~~Deleted last three sentences (obsolete) regarding census data maintenance.~~
6.1	Added information about eliminating the Registrant Only USDOT Numbers and New designation for registrant who is not a motor carrier
6.2	Added Table 6.2 – Compliance Review Vehicles Submission Form
~~6.2.3.2 & 6.3.1~~	~~Replaced "PRISM Targeted Vehicle Subscription (XML transaction T0041P)" with "PRISM XML Targeted Vehicle Transaction (T0041P)"~~
~~6.2.3~~	~~2nd paragraph removed and made section 6.2.4 – Add Vehicle Suspension Indicator to State IRP System.~~
~~6.3~~	~~1st sentence of 2nd paragraph modified from "It is possible that a motor carrier may be under a State registration suspension or revocation or a Federal Out of Service~~Out-of-Service ~~Order" to "It is possible that a motor carrier may be under a Federal Out of Service~~Out-of-Service ~~Order".~~ ~~3rd paragraph modified from "The MCSIP Step Table contained in Appendix B can be consulted to determine those values that represent State registration suspension or revocation or Federal Out of Service~~Out-of-Service ~~Orders." to "The MCSIP Step Table contained in Appendix B can be consulted to determine those values that represent Federal Out of Service~~Out-of-Service ~~Orders."~~
~~6.3.1~~	~~Added "Note: Since States need to download targeted vehicle data for doing the Safety Status check by VIN, they could optionally just use downloaded targeted data for doing all Safety Status checks." prior to last paragraph.~~
~~6.3.1.1.2~~	~~Replaced two instances of "PRISM Targeted Vehicle Subscription (T0041P)(XML)" with "PRISM XML Targeted Vehicle Transaction File (T0041P)"~~
~~6.3.1.2.2~~	~~Eliminated manual inquiry into MCMIS.~~
~~6.3.2.3.4~~	~~Deleted last three sentences (obsolete) regarding census file maintenance.~~
~~6.3.2.4.2~~	~~**Response from Local PRISM Target File** modified to read "The response should be formatted according to the State design; however it should include the USDOT number associated with the vehicle."~~
6.3	Added Option for displaying additional carrier census information when a VIN is found on the Target File associated to an OOS Carrier.
6.3.3	~~Under Business Process modified 3 instances of "SAFER / PRISM Web Services" to "PRISM Web Services".~~Deleted "In order to access this server a VPN account is required. Contact FMCTechSup@Dot.Gov for information on acquiring this account. Additionally a PRISM user account and password are required to perform queries to the PRISM Web Services. Contact PRISMTechnicalSupport@Dot.Gov for information on acquiring this account."

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~~6.4~~	~~Changed title from "Provide the Ability to Identify Targeted Vehicles" to "Provide the Ability to Identify Targeted Vehicles at the Roadside". In Figure 6.16 changed "NLETS/AAMVAnet Inquiry" to "Nlets Inquiry", deleted PRISM UNI Server box, and added "Web Service" option. In Notes below Figure added "5 Web Service is described in Section 6.4.4".~~
~~6.4.1~~	~~Replaced 2nd sentence "Query Central also requires the establishment of a Virtual Private Network (VPN) before access is granted to become an authorized user." With" Query Central is accessed through the FMCSA COMPASS portal."~~
~~6.4.2~~	~~Renamed from "NLETS/AAMVAnet Carrier Inquiry" to "Nlets Carrier Status Inquiry". Entire section modified to reflect Nlets responding to inquiries from their stored PRISM Target File rather than thru Nlets/AAMVAnet gateway.~~
~~6.4.3.~~	~~Renamed from "NLETS/AAMVAnet Vehicle Inquiry" to "Nlets Vehicle Status Inquiry". Entire section modified to reflect Nlets responding to inquiries from their stored PRISM Target File rather than thru Nlets/AAMVAnet gateway.~~
~~6.4.4~~	~~Added Section 6.4.4 Identify Targeted Vehicles using Web Services~~
6.4.4.	Deleted: In order to access this server a VPN account is required. Contact FMCTechSup@Dot.Gov for information on acquiring this account. Additionally a PRISM user account and password are required to perform queries to the PRISM Web Services. Contact PRISMTechnicalSupport@Dot.Gov for information on acquiring this account.
6.4.5	Added new section 6.4.5 - Check Carrier Safety Status using a LPR or USDOTR
~~6.5~~	~~Figures 6.20 & 6.21 renumbered to 6.21 & 6.22~~
~~6.5.1~~	~~Updated address of FMCSA PRISM Data Entry Contractor for sending the MCS150 forms to FMCSA HQ for entry.~~
Appendix A	~~Updated to reflect elimination of Nlets/AAMVAnet gateway.~~ Replaced existing MCSIP Step Chart with latest MCSIP Step Chart. Message layouts updated to reflect new OOSO MCSIP Steps 56 and 58.
Appendix B	Replaced existing MCSIP Step Chart with latest MCSIP Step Chart. The new chart includes updates to the OOSO MCSIP Steps 56 and 58~~.~~
Appendix C	~~For VVHMAK (Make) replaced "This field will not be edited in PRISM processing." with "If no value is supplied it will be filled with the value "UNKN" in PRISM files." Attachment 1: Changed province code for Quebec from PQ to QC~~Added VVHSTA and VVHSTD to the Data Dictionary for the fields "Vehicle Status Code" and "Vehicle Status Code Date". Deleted XX data fields that are no longer referenced in the body of the document.
Appendix D	~~MCMIS definition updated to include maintained by FMCSA.~~Nlets/AMMVAnet Gateway removed from Glossary
~~Appendix E~~	~~Deleted section titled NLETS Messages. Nlets messages are covered in Appendix A.~~
Appendix F	~~Deleted prior table containing 28 status codes. Replaced it with the following four values: 100 – Active, 900 – Inactive, 950 – Suspended due to Federal Out-of-Service Order, 961 – Vehicle Suspension Code. Added note about prior codes under review for possible retention.~~Updated title to Vehicle Status Codes, instead of IRP Status Codes, since the code could be applied to a non-IRP or intrastate vehicle.
Appendix G	~~Added Appendix G: PRISM XML Transaction Specifications~~ Updated the T0041P and T0042P examples. Updated with T0042PV2 information and examples. Updated the web address for downloading the XML schema files.
Appendix H	~~Added Appendix H: PRISM Web Services~~Deleted: "In order to access this server a VPN account is required. Contact FMCTechSup@Dot.Gov for information on acquiring this account. Additionally a PRISM user account and password are required to perform queries to the PRISM Web Services. Contact PRISMTechnicalSupport@Dot.Gov for information on acquiring this account." Added: The PRISM Web Services is accessible over the Internet. The IP address of the origination server will be stored in the Volpe Firewall

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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 International Justice and Public Safety Sharing Network.

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

Appendix G, PRISM XML Targeted Vehicle & Carrier Output Transactions – Provides full details on PRISM XML files.

Appendix H, PRISM Web Services – Provides detail descriptions of available PRISM Web Services

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 is 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 Registrant and Motor Carrier responsible for the safe operation of each vehicle being registered.**

2. Print and barcode the motor carrier information on the cab card if the person responsible for the safety of the vehicle is not 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. **Maintain/update the USDOT Number and TIN for the Motor Carrier responsible for the safe operation of each vehicle being registered and require an update to the MCS-150 information at both the registrant and vehicle levels 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 USDOT Number of the registrant and motor carrier responsible for safety 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. Ensure PRISM training is provided to all appropriate staff.

15. Ensure PRISM information and training ~~are~~is provided to Motor Carriers and other interested parties.

16. 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 picking up plates 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.~~ 6. Improve the quality and completeness of data. (Joint effort for registration and enforcement)

~~8.~~ Compliance Review Option: 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.

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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.**

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. Note: This needs to be done at registration renewal as well as when a USDOT number is added to the file.	Process 6.1.1 – Utilize Local PRISM Census File as Validation Database Process 6.1.4 – Web Services	Process 6.1.2 – Utilize CVIEW as Validation Database	Process 6.1.3 – 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 6.1.3 but will issue a USDOT Number and update MCMIS.	This process will use the same connection to MCMIS as that used in Section 6.1.3 but will issue a USDOT Number and update MCMIS.	State will require carriers and registrants to obtain their USDOT Numbers on line directly from MCMIS.

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 6.3.3 – Check Carrier Safety Status using Web Services	Process 6.3.1 – Check Carrier Safety Status using CVIEW Database	
9. Maintain/update the USDOT Number and TIN for the Motor Carrier responsible for the safe operation of each vehicle being registered and require an update to the MCS-150 information at both the registrant and vehicle levels if not updated within the past year, prior to issuing registration credentials. Note: USDOT Number validation needs to be done at registration renewal as well as when a USDOT number is added to the file.	Process 6.5.1 – Renewal MCS-150 Processing	States can use CVIEW files to satisfy this requirement.	N/A
10. Update the PRISM Target File nightly with registration information for vehicles assigned to motor carriers in MCSIP.	Process 6.2.1 – Use PRISM Vehicle File to update SAFER-PRISM Database Nightly Process 6.2.3.1 - Alert IRP Registration Office Management of Nightly OOSO Vehicle Changes	Process 6.2.2 – Use CVIEW to update SAFER-PRISM Database Nightly Process 6.2.3.2 - Alert IRP Registration Office Management of Nightly OOSO Vehicle Changes Note: States using CVIEW should perform a re-baseline of their vehicle records on an annual basis.	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 6.4.2 – Nlets Carrier Inquiry Process 6.4.3 – Nlets Vehicle Inquiry	Process 6.3.1 – Check Carrier Safety Status using CVIEW Database	Process 6.4.1 – Check Carrier Safety Status using Query Central Process 6.4.5. – Check Carrier Safety Status using a LPR and/or USDOTR

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 Telecommunications Networks Which Transport PRISM Messages

- AAMVAnet network for State users
- International Justice and Public Safety Sharing Network (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 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 CSMS, the Carrier Safety Measurement System, ~~SafeStat~~ as well as other sources.

The MCMIS Database contains records for ~~more than~~approximately ~~1.7~~two ~~-~~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 run monthly 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. A SafeStat Indicator and a MCSIP Step are calculated for each motor carrier who has sufficient information maintained on the system. The MCSIP Step identifies the carrier's status in the safety improvement process. Carriers meeting the threshold criteria are identified and placed in MCSIP.~~

As of December 12, 2010, SafeStat was replaced by the ~~SafeStat will be replaced by the Comprehensive~~ Compliance Safety ~~Analysis~~ Accountability (CSA) 2010 Measurement System named CSMS, the Carrier Safety Measurement System. ~~mid-2010~~. The CSMS ~~measurement system would~~ groups the safety

performance data of motor carriers and drivers into seven categories, called BASICs – Behavioral Analysis Safety Improvement Categories. The seven BASICs are:

(1) ~~(1)~~ Unsafe Driving
(2) ~~(2)~~ Fatigued Driving (Hours-of-Service)
(3) ~~(3)~~ Driver Fitness
(4) ~~(4)~~ Controlled Substances/Alcohol
(5) ~~(5)~~ Vehicle Maintenance,
(6) ~~(6)~~ Improper Loading/Cargo~~, and~~
(7) ~~(7)~~ Crash Indicator.

~~would~~ is~~be~~ scored and weighted based on its relationship to crash causation. Based on a carrier's score within each BASIC, the measurement system ~~would~~ trigger~~s~~ when the Agency should begin to intervene with a motor carrier, and when its performance has reached the proposed "unfit" threshold. ~~Four States are currently participating in an Op-Model test in which motor carriers are being rated under FMCSA's current rating process in conjunction with the new CSA 2010 Safety Measurement System. The associated MCSIP Steps for the CSA BASICS are included in Appendix B.~~PRISM retained the two MCSIP Steps 3 and 7 to use for CSA "High Risk" carriers. The MCSIP Steps for the OOS Carriers were also retained. The updated MCSIP Steps chart is included in Appendix B.

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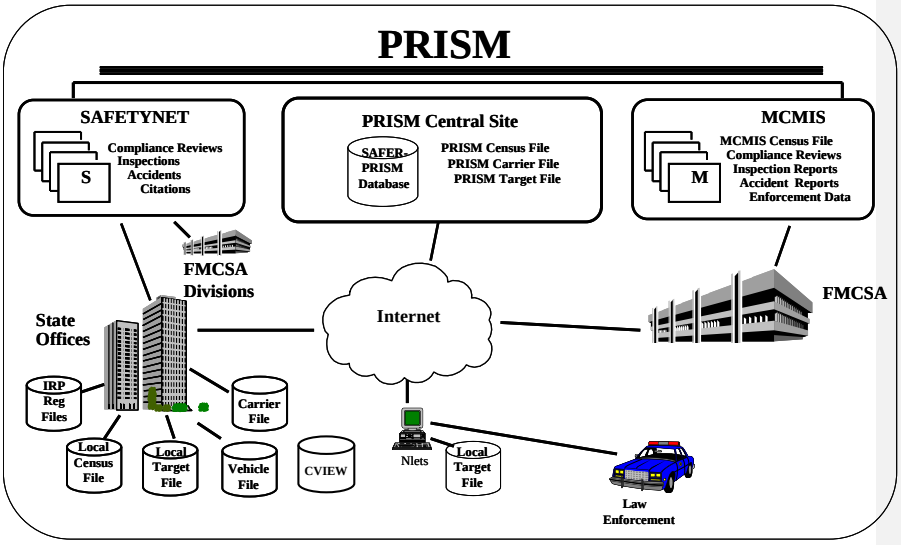

Figure 3.1 – PRISM System Architecture

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~~s~~ ~~an~~ XML transaction~~s~~, T0041P and T0042P, with the required vehicle

registration and carrier 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.
5. **State CVIEW** may store data from the T0041P and T0042P in ~~a~~ separate tables 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~~commercial 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~~ registration credentials or they may choose an alternative as shown in Section 6.3.

Nlets is maintaining the Local PRISM Target File to handle Targeted Carrier and Vehicle inquiries from law enforcement agencies.

3.2. Telecommunications Network

Several telecommunications networks are used in PRISM.

- ~~The AAMVAnet network provides connections to PRISM States and the PRISM Central Site. AAMVAnet can also be used to access MCMIS but this connection will be eliminated in the future.~~
- The Nlets network provides connections to Law ~~Enforcement, PRISM States, and~~Enforcement, and PRISM targeted carrier and vehicle data.
- The Internet is used for inquiries using Query Central, Web Services, and file transfers to/from the Volpe SFTP Site.
- The FMCSA COMPASS Portal is a gateway on the internet that provides single sign-on access to several FMCSA systems including MCMIS, EMIS, L&I, DataQs, Query Central, A&I, and SAFER, via a single password and user ID. Over time, the FMCSA Portal will provide access to all FMCSA existing systems.

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~~

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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.~~3.2.2. 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.

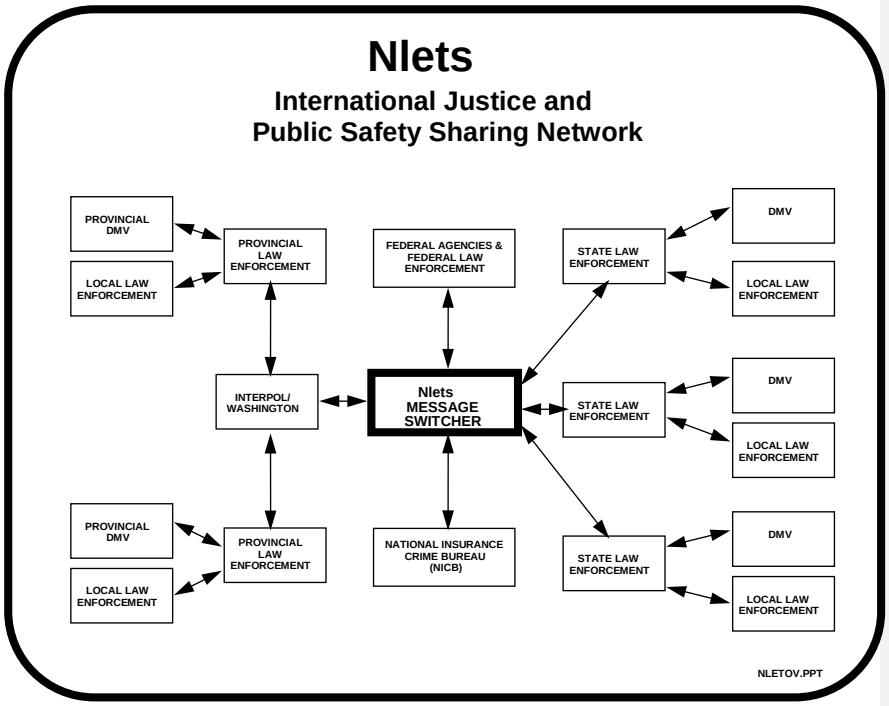


Figure 3.2 – Nlets Network

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

Nlets developed the capability to store the PRISM Target File (Targeted Carriers and Vehicles) and responds to the ACQ/AVQ queries from their stored PRISM Target File.

~~Nlets developed the capability to store the PRISM Target File (Targeted Carriers and Vehicles) and instead of routing Carrier and Vehicle Inquiries (ACQ/AVQ) through the AAMVAnet Gateway to the PRISM Central Site, Nlets responds to those inquiries from their stored PRISM Target File.~~

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 are also dedicated circuits 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. Appendix A describes in detail the Nlets message formats for messages used by PRISM.

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

3.3. Web Services

States may use either PRISM Web Services or SAFER Web Services for performing Carrier and/or Vehicle inquiries. PRISM Web Services are more geared toward enforcement at the roadside, for instance interfacing with automated License Plate and DOT Number readers. SAFER Web Services are more geared toward use within a registration office. PRISM Web Services provide real-time safety status for carrier and vehicle inquiries. As such the MCSIP Step of the Safety Carrier is obtained from MCMIS for the query, thus the latest OOS status is returned. The carrier inquiry has an option of returning all vehicles associated with the carrier. Vehicle inquires may be by USDOT number, VIN, or State and License Plate Number. Full details on the PRISM Web Services interface and the available inquires are in Appendix H of this document. For States that want to use PRISM web services, 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 PRISM Web Services and processing the resulting XML document which is returned by the PRISM Web Services server. The PRISM Web Services Startup Package can be obtained by contacting PRISMTechnicalSupport@Dot.Gov. ~~In order to use the PRISM Web Services a VPN account and a PRISM user account and password are required. The VPN account can be obtained by contacting FMCTechSup@Dot.Gov. The PRISM user account can be obtained by contacting PRISMTechnicalSupport@Dot.Gov.~~

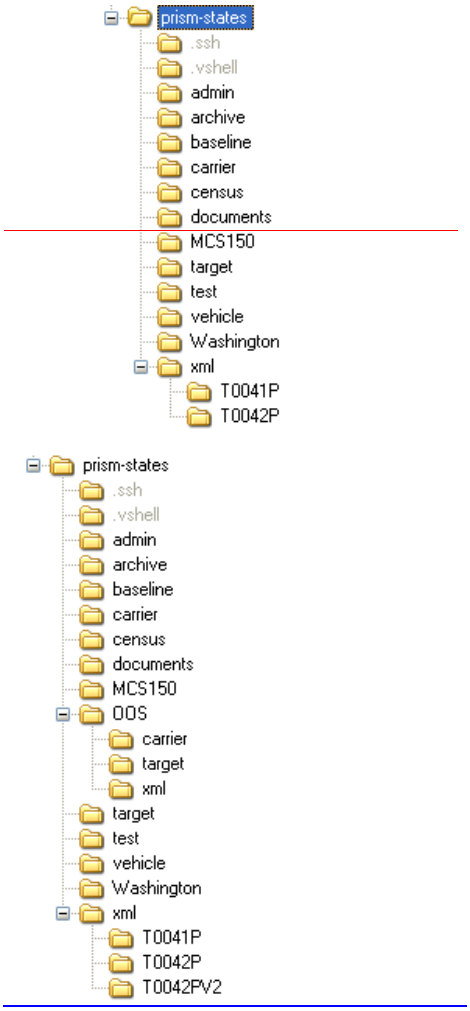
The SAFER Web Services provide the same information as that provided by the XML/FTP interface to SAFER, thus SAFER Web Services provide more complete information about carriers and vehicles than the PRISM web services including personally identifiable information (PII). Thus security requirements for PII information have to be followed when using SAFER Web Services. The SAFER Web Services do not obtain the MCSIP Step of the Safety Carrier from MCMIS for the query as PRISM web services does. The SAFER Web Services Carrier inquiry is available using the SAFER Web Services interface and the T0031 output transaction. The vehicle inquiry is available using the SAFER Web Services interface and the T0028V3 output transaction. Vehicle inquiries may be by VIN or by State and License Plate Number. Note, the SAFER Web Service vehicle inquiry using the T0028V3 output transaction will return ~~PRSIM~~ PRISM Vehicle File (PVF) records. This is different than the XML/FTP interface to SAFER using the T0028V3 output transaction which does not consider PVF records. The SAFER Web Services Carrier inquiry is available for validating USDOT numbers. The PRISM Web Services Carrier inquiry is not available for validating USDOT numbers as it does not return the Taxpayer Identification Number (i.e. TIN). Details on the SAFER Web Services interface and the T0031 and T0028V3 output transactions can be found in the SAFER Interface Control Document, Version 8.1 which can be obtained from the CVISN website at http://cvisn.fmcsa.dot.gov/default.aspx?PageID=safer . This Web Services application provides connectivity to the SAFER Web Services Server. In order to access this server a VPN and UAS account are required. Contact FMCTechSup@Dot.Gov for information on acquiring these accounts.

3.4. PRISM Data File Access

When transferring data files between a PRISM State and the PRISM Central Site, PRISM States will use the Volpe SFTP Site (Secure File Transfer Protocol). The Volpe SFTP Site is a secure server 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.

To obtain an account for accessing the Volpe SFTP Site, the State/Vendor first needs to complete the FMCSA IT System-to-System Account Request Form. To get a copy of the form and instructions for how to complete the form, please contact PRISMTechnicalSupport@dot.gov. The form is to be faxed to the FMCSA Technical Support group for approval and account creation. Once the account is created at Volpe, the PRISM SFTP Startup Package is sent to the user on a CD via Fed-Ex. The SFTP Startup Package contains a private key file associated to the account that is used to authenticate the connections to the SFTP Site. The startup package also includes two different methods for connecting to the site, batch files for automated connections, and the WinSCP client software for manual connections. The screenshot below displays the directory structure for the PRISM States accessing the Volpe SFTP Site.



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.

3.5. 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.

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@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.

3.6. System Requirements Specification

3.6.1. System Availability

The PRISM Central Site will operate on the following schedule:

- The PRISM Central Site Target File and Web Services will be available for interactive processing 24 hours a day, 7 days a week.
- 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.
- OOS Carrier File – This file contains only OOS Carrier records.
- 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.
- OOS Target File – This file contains only the vehicles and carriers that are under a Federal Out-of-Service Order.
- MCS-150 File – This is a file refreshed on a monthly basis from the MCMIS database that States may use for performing MCS-150 processing on the IRP renewal application.
- PRISM Targeted Vehicle Output Transaction T0041P - XML transaction for use by CVISN states utilizing a CVIEW.
- OOS T0041P – This file contains only OOS vehicle records.
- PRISM Targeted Carrier Output Transaction T0042P - XML transaction for use by CVISN states utilizing a CVIEW
- OOS T0042P – This file contains only OOS carrier records.

Table 4.1 provides detail on file sizes and availability.
Table 4.2 provides details on the file naming convention.

Table 4.1 –PRISM File Summary

File Name	Frequency	Total # of Records (as of ~~7-13-2009~~12-14-2010)	File Size (as of ~~7-13-2009~~12-14-2010)
Census Baseline (Full Refresh)	Ad-Hoc Request	~~1,792,889~~1,982,609	~~133~~ 148 MB Zipped ~~683~~ 746 MB Unzipped
Census (Daily Updates)	Daily Mon-Fri 6:00AM	~ 2,000 (First Monday of each month has a larger update due to the monthly ~~SafeStat~~ CSMS run: ~ ~~150~~200,000)	~200K Zipped ~ 1 MB Unzipped (First Monday of each month has a larger update due to the monthly SafeStat run: ~14 MB Zipped ~ 6070 MB Unzipped)
Carrier (Full Refresh)	Daily Mon-Fri 6:00AM	~~44,709~~40,423	~2 MB Zipped ~ ~~11~~ 9 MB Unzipped
OOS Carrier (Full Refresh)	Daily Mon-Fri 6:00AM	38,055	~ 2 MB Zipped ~9 MB Unzipped
Target (Flat File - Carrier and Vehicle records)	Daily Mon-Sat 6:00AM	~~169,250~~57,918	~3 MB Zipped ~ ~~22~~ 12 MB Unzipped
OOS Target (Flat File - Carrier and Vehicle records)	Daily Mon-Sat 6:00AM	42,351	~ 2 MB Zipped ~10 MB Unzipped
T0041P (XML Targeted Vehicle File)	Daily Mon-Sat 6:00AM	~~124,541~~17,495	~ ~~4~~ 1 MB Zipped ~ ~~55~~ 12 MB Unzipped
OOS T0041P (XML OOS Targeted Vehicle File)	Daily Mon-Sat 6:00AM	4,296	~ 150 KB Zipped ~2 MB Unzipped
T0042P (XML Targeted Carrier File)	Daily Mon-Fri 6:00AM	~~44,709~~40,423	~ 3 MB Zipped ~ ~~25~~ 23 MB Unzipped
OOS T0042P (XML OOS Targeted Carrier File)	Daily Mon-Fri 6:00AM	38,055	~2 MB Zipped ~22 MB Unzipped
MCS-150 (Full Refresh)	Monthly	~~1,792,889~~1,982,609	~~197~~ 207 MB Zipped ~~2.56~~ 2.91 GB Unzipped

Table 4.2 –PRISM File Naming Convention

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File Naming Convention – PRISM SFTP

Folder Name	Filename	.ZIP Filename	Inside .ZIP Filename
target	YYYYMMDD.TGT	YYYYMMDD_TGT.zip	YYYYMMDD.TGT
carrier	YYYYMMDD.CAR	YYYYMMDD_CAR.zip	YYYYMMDD.CAR
census	YYYYMMDD.CEN	YYYYMMDD_CEN.zip	YYYYMMDD.CEN
xml/T0041P		T0041P_YYYYMMDD.zip	T0041P_YYYYMMDD.xml
xml/T0042P		T0042P_YYYYMMDD.zip	T0042P_YYYYMMDD.xml
xml/T0042PV2		T0042PV2_YYYYMMDD.zip	T0042PV2_YYYYMMDD.xml
OOS/target	OOS_YYYYMMDD.TGT	OOS_YYYYMMDD_TGT.zip	OOS_YYYYMMDD.TGT
OOS/carrier	OOS_YYYYMMDD.CAR	OOS_YYYYMMDD_CAR.zip	OOS_YYYYMMDD.CAR
OOS/xml/T0041P		OOS_T0041P_YYYYMMDD.zip	OOS_T0041P_YYYYMMDD.xml
OOS/xml/T0042P		OOS_T0042P_YYYYMMDD.zip	OOS_T0042P_YYYYMMDD.xml
OOS/xml/T0042PV2		OOS_T0042PV2_YYYYMMDD.zip	OOS_T0042PV2_YYYYMMDD.xml
MCS150		MCS150_YYYYMMDD.ZIP	MCS150_YYYYMMDD.DAT

File Naming Convention – SAFER FTP

Folder Name	Filename	.ZIP Filename	Inside .ZIP Filename
target	Target_file_YYYYMMDD.lst	Target_file_YYYYMMDD.zip	Target_file_YYYYMMDD.lst
carrier	Carrier_file_YYYYMMDD.lst	Carrier_file_YYYYMMDD.zip	Carrier_file_YYYYMMDD 7.lst
census	Census_file_YYYYMMDD.lst	Census_file_YYYYMMDD.zip	Census_file_YYYYMMDD.lst
xml/T0041P		T0041P_YYYYMMDD.zip	T0041P_YYYYMMDD.xml
xml/T0042P		T0042P_YYYYMMDD.zip	T0042P_YYYYMMDD.xml
xml/T0042PV2		T0042PV2_YYYYMMDD.zip	T0042PV2_YYYYMMDD.xml
OOS/target	OOS_target_file_YYYYMMDD.lst	OOS_target_file_YYYYMMDD.zip	OOS_target_file_YYYYMMDD.lst
OOS/carrier	OOS_carrier_file_YYYYMMDD.lst	OOS_carrier_file_YYYYMMDD.zip	OOS_carrier_file_YYYYMMDD.lst
OOS/xml/T0041P		OOS_T0041P_YYYYMMDD.zip	OOS_T0041P_YYYYMMDD.xml
OOS/xml/T0042P		OOS_T0042P_YYYYMMDD.zip	OOS_T0042P_YYYYMMDD.xml
OOS/xml/T0042PV2		OOS_T0042PV2_YYYYMMDD.zip	OOS_T0042PV2_YYYYMMDD.xml
MCS150		MCS150_YYYYMMDD.ZIP	MCS150_YYYYMMDD.DAT

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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 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 or OOS Target File must refresh the file with the local PRISM Target File received daily 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 daily 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

- Apply daily carrier maintenance transactions from SAFER to their local carrier census data.
- Provide daily registration maintenance transactions updates to SAFER.

CVISN/PRISM States who maintain ~~a~~ local T0041P and T0042P XML ~~table~~ files must refresh the files with the T0041P and T0042P XML files retrieved daily 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)

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Table 4.~~2~~ 3 – Local PRISM Census File Data Layout

Field Name	Size	Columns		Type	Presence	Code
		From	To			
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~~O	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~~O	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~~O	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	MMCHMI
MCSIP Step	2	336	337	N	~~R~~O	MSFSTP
MCSIP Step Date	8	338	345	N	~~R~~O	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.

The OOS Carrier File contains records for only the carriers that are under a Federal Out-of-Service Order. The OOS Carrier File has the same data layout as the PRISM Carrier File.

A record in the file is uniquely identified by:

- USDOT Number (MMCDO1)

Table 4.~~3~~ 4 – Local PRISM Carrier File Data Layout

Field Name	Size	Columns		Type	Presence	Code
		From	To			
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
Filler	10	211	220			
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. As of October 2010, the new fields "Vehicle Status Code" and "Vehicle Status Code Date" have been added to the PVF file. This will provide the ability for PVF States to report State Suspensions to the PRISM Central Site. The Vehicle Status Codes submitted in the PVF file will be the same list of codes that the CVIEW States use for Vehicle Status Codes.

100 – Active
900 – Inactive
950 – State Suspension due to Federal Out-of-Service Order
961 – State Suspension for other reason (non-OOS)

A record in the PRISM Vehicle File is uniquely identified by:

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

Table 4.~~4~~ 5 –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
Vehicle Status Code	3	79	81	N	O	VVHSTA
Vehicle Status Code Date	8	82	89	N	O	VVHSTD

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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.

The OOS Target File contains records for only the carriers and vehicles that are under a Federal Out-of-Service Order. The OOS Target File has the same data layout as the PRISM Target File.

Each carrier and vehicle record contains a Target Indicator that indicates whether the record is targeted (i.e., the carrier/vehicle is currently 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 from a State 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 Date (MRFCHD)

Table 4.~~5~~ 6 –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
Filler	10	211	220			
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 Indicator	1	245	245	A	R	MRFCTH
Carrier Target 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.~~6~~ 7 –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 Indicator	1	79	79	A	R	MRFVTH
Vehicle Target 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@Dot.Gov for instructions and software to use for downloading the MCS-150 File.

Table 4.~~7~~ 8 – MCS-150 File Data Layout

MCS-150 Data Elements	MCS-150 Field	Columns Start	Columns 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	5	317	318	A/N	2	XPADDS
Physical Address/Zip Code	6	319	328	A/N	10	XPADDZ
Mexican Neighborhood/Physical	7	329	428	A/N	100	XMEXPH
Mailing Address/Street	8	429	478	A/N	50	MMCMSA
Mailing Address/City	9	479	503	A	25	XMADDS
Mailing Address/State Code	10	504	505	A/N	2	MMCMST
Mailing Address/Zip Code	11	506	515	A/N	10	XMADDZ
Mexican Neighborhood/Mailing	12	516	615	A/N	100	XMEXMA
Office Telephone Number	13	616	625	A/N	10	MMCPHN
Cellular Telephone Number	14	626	635	A/N	10	XMCCPH
Office Fax Number	15	636	645	A/N	10	XFAXPH
USDOT Number	16	646	657	N	12	XMCDO1
ICC Docket Number/First	17	658	663	A/N	6	MMCICC
ICC Docket Number/Second	17	664	669	A/N	6	MMCICC
ICC Docket Number/Third	17	670	675	A/N	6	MMCICC
Dun & Bradstreet Number	18	676	684	A/N	9	XDBNUM
Social Security Number	19	685	693	N	9	XMCSSN
Employer Federal ID Number	19	694	702	N	9	XMCFEI
Email Address	20	703	782	A/N	80	XEMAIL
Operation/Carrier/Interstate	22A	783	783	A/N	1	MMCIII
Operation/Carrier/Intrastate/HAZ-MAT	22B	784	784	A/N	1	MMCHMI
Operation/Carrier/Intrastate/Non HAZ-MAT	22C	785	785	A/N	1	MMCNHI
Operation/Shipper/Interstate	22D	786	786	A	1	XSHPIN
Operation/Shipper/Intrastate	22E	787	787	A	1	XSHPHM
Vehicle Registrant	22F	788	788	A/N	1	XVEHRG
Mileage/Calendar Year/MCS-150	21	789	798	N	10	XMILYR
Mileage/MCS-150/Year	21	799	802	N	4	X150DT
Classification	23A-L	803	814	A	12	XCLASS
Classification Other Defined	23OTH	815	864	A	50	XCLOTH

MCS-150 Data Elements	MCS-150 Field	Columns Start	End	Type	Length	PRISM CODE
	DEF					
Cargo Transported/A: General Freight	24A	865	865	A	1	XGNFRT
Cargo Transported/B: Household Goods	24B	866	866	A	1	XGNHSG
Cargo Transported/C: Metal, Sheets, Coils, Rolls	24C	867	867	A	1	XGNMET
Cargo Transported/D: Motor Vehicles	24D	868	868	A	1	XGNMOV
Cargo Transported/E: Driveaway/Towaway	24E	869	869	A	1	XGNDRV
Cargo Transported/F: Logs, Poles, Beams, Lumber	24F	870	870	A	1	XGNPOL
Cargo Transported/G: Building Materials	24G	871	871	A	1	XGNMAT
Cargo Transported/H: Mobile Homes	24H	872	872	A	1	XGNMOB
Cargo Transported/I: Machinery, Large Objects	24I	873	873	A	1	XGNMAC
Cargo Transported/J: Fresh Produce	24J	874	874	A	1	XGNPRO
Cargo Transported/K Liquids/Gases	24K	875	875	A	1	XGNLIQ
Cargo Transported/L: Intermodal Cont.	24L	876	876	A	1	XGNINT
Cargo Transported/M: Passengers	24M	877	877	A	1	XGNPAX
Cargo Transported/N: Oilfield Equipment	24N	878	878	A	1	XGNOIL
Cargo Transported/O: Livestock Containers	24O	879	879	A	1	XGNLIV
Cargo Transported/P: Grain, Feed, Hay	24P	880	880	A	1	XGNHAY
Cargo Transported/Q: Coal/Coke	24Q	881	881	A	1	XGNCOL
Cargo Transported/R: Meat	24R	882	882	A	1	XGNMEA
Cargo Transported/S: Garbage, Refuse, Trash	24S	883	883	A	1	XGNGAR
Cargo Transported/T: U.S. Mail	24T	884	884	A	1	XGNUSM
Cargo Transported/U: Chemicals	24U	885	885	A	1	XGNCHE
Cargo Transported/V: Commodities, Dry Bulk	24V	886	886	A	1	XGNDRY
Cargo Transported/W: 'Refrigerated Food	24W	887	887	A	1	XGNREF
Cargo Transported/X: Beverages	24X	888	888	A	1	XGNBEV
Cargo Transported/Y: Paper Products	24Y	889	889	A	1	XGNPAR
Cargo Transported/Z: Utility	24Z	890	890	A	1	XGNUTL
Cargo Transported/AA: Farm Supplies	24AA	891	891	A	1	XGNFAR
Cargo Transported/ BB: Construction	24BB	892	892	A	1	XGNCON
Cargo Transported/CC: Water - Well	24CC	893	893	A	1	XGNWAT
Cargo Transported/DD: Other	24DD	894	894	A	1	XGNOTH
Cargo Transported/ Other Defined	24OTH DEF	895	944	A/N	50	XGNDEF
Hazardous Materials Carried/ A: Division 1.1	25A	945	945	A	1	XHCDVA
Hazardous Materials Carried/ B: Division 1.2	25B	946	946	A	1	XHCDVB
Hazardous Materials Carried/ C: Division 1.3	25C	947	947	A	1	XHCDVC
Hazardous Materials Carried/ D: Division 1.4	25D	948	948	A	1	XHCDVD
Hazardous Materials Carried/ E: Division 1.5	25E	949	949	A	1	XHCDVE
Hazardous Materials Carried/F: Division 1.6	25F	950	950	A	1	XHCDVF
Hazardous Materials Carried/ G: Division 2.1	25G	951	951	A	1	XHCDVG
Hazardous Materials Carried/ H: Division 2.1LPG	25H	952	952	A	1	XHCDVH
Hazardous Materials Carried/ I: Division 2.1(METHANE)	25I	953	953	A	1	XHCDVI
Hazardous Materials Carried/ J: Division 2.2	25J	954	954	A	1	XHCDVJ
Hazardous Materials Carried/ K: Division 2.2A	25K	955	955	A	1	XHCDVK

MCS-150 Data Elements	MCS-150 Field	Columns Start	Columns End	Type	Length	PRISM CODE
(AMMONIA)						
Hazardous Materials Carried/ L: Division 2.3A	25L	956	956	A	1	XHCDVL
Hazardous Materials Carried/ M: Division 2.3B	25M	957	957	A	1	XHCDVM
Hazardous Materials Carried/ N: Division 2.3C	25N	958	958	A	1	XHCDVN
Hazardous Materials Carried/ O: Division 2.3D	25O	959	959	A	1	XHCDVO
Hazardous Materials Carried/ P: Class 3	25P	960	960	A	1	XHCDVP
Hazardous Materials Carried/ Q: Class 3A	25Q	961	961	A	1	XHCDVQ
Hazardous Materials Carried/ R: Class 3B	25R	962	962	A	1	XHCDVR
Hazardous Materials Carried/ S: Comb Liquid	25S	963	963	A	1	XHCDVS
Hazardous Materials Carried/ T: Division 4.1	25T	964	964	A	1	XHCDVT
Hazardous Materials Carried/ U: Division 4.2	25U	965	965	A	1	XHCDVU
Hazardous Materials Carried/ V: Division 4.3	25V	966	966	A	1	XHCDVV
Hazardous Materials Carried/ W: Division 5.1	25W	967	967	A	1	XHCDVW
Hazardous Materials Carried/ X: Division 5.2	25X	968	968	A	1	XHCDVX
Hazardous Materials Carried/ Y: Division 6.2	25Y	969	969	A	1	XHCDVY
Hazardous Materials Carried/ Z: Division 6.1A	25Z	970	970	A	1	XHCDVZ
Hazardous Materials Carried/ AA: Division 6.1B	25AA	971	971	A	1	XHCDAA
Hazardous Materials Carried/ BB: Division 6.1 POISON	25BB	972	972	A	1	XHCDBB
Hazardous Materials Carried/ CC: Division 6.1Solid	25CC	973	973	A	1	XHCDCC
Hazardous Materials Carried/ DD: Class 7	25DD	974	974	A	1	XHCDDD
Hazardous Materials Carried/ EE: HWY Route CNTR QY	25EE	975	975	A	1	XHCDEE
Hazardous Materials Carried/ FF: Class 8	25FF	976	976	A	1	XHCDFF
Hazardous Materials Carried// GG: Class 8A	25GG	977	977	A	1	XHCDGG
Hazardous Materials Carried/ HH: Class 8B	25HH	978	978	A	1	XHCDHH
Hazardous Materials Carried/ II: Class 9	25II	979	979	A	1	XHCDII
Hazardous Materials Carried/ JJ: Elevated Temp Mat	25JJ	980	980	A	1	XHCDJJ
Hazardous Materials Carried/ KK: Infectious Waste	25KK	981	981	A	1	XHCDKK
Hazardous Materials Carried/ LL: Marine Pollutant	25LL	982	982	A	1	XHCDLL
Hazardous Materials Carried/ MM: Hazardous Sub (RQ)	25MM	983	983	A	1	XHCDMM
Hazardous Materials Carried/ NN: Hazardous Waste	25NN	984	984	A	1	XHCDNN
Hazardous Materials Carried/ OO: ORM	25OO	985	985	A	1	XHCDOO
Hazardous Materials Shipped/ A: Division 1.1	25A	986	986	A	1	XHSDVA
Hazardous Materials Shipped/ B: Division 1.2	25B	987	987	A	1	XHSDVB
Hazardous Materials Shipped/ C: Division 1.3	25C	988	988	A	1	XHSDVC
Hazardous Materials Shipped/ D: Division 1.4	25D	989	989	A	1	XHSDVD
Hazardous Materials Shipped/ E: Division 1.5	25E	990	990	A	1	XHSDVE
Hazardous Materials Shipped/F: Division 1.6	25F	991	991	A	1	XHSDVF
Hazardous Materials Shipped/ G: Division 2.1	25G	992	992	A	1	XHSDVG
Hazardous Materials Shipped/ H: Division 2.1LPG	25H	993	993	A	1	XHSDVH
Hazardous Materials Shipped/ I: Division 2.1(METHANE)	25I	994	994	A	1	XHSDVI
Hazardous Materials Shipped/ J: Division 2.2	25J	995	995	A	1	XHSDVJ

MCS-150 Data Elements	MCS-150 Field	Columns Start	Columns End	Type	Length	PRISM CODE
Hazardous Materials Shipped/ K: Division 2.2A (AMMONIA)	25K	996	996	A	1	XHSDVK
Hazardous Materials Shipped/ L: Division 2.3A	25L	997	997	A	1	XHSDVL
Hazardous Materials Shipped/ M: Division 2.3B	25M	998	998	A	1	XHSDVM
Hazardous Materials Shipped/ N: Division 2.3C	25N	999	999	A	1	XHSDVN
Hazardous Materials Shipped/ O: Division 2.3D	25O	1000	1000	A	1	XHSDVO
Hazardous Materials Shipped/ P: Class 3	25P	1001	1001	A	1	XHSDVP
Hazardous Materials Shipped/ Q: Class 3A	25Q	1002	1002	A	1	XHSDVQ
Hazardous Materials Shipped/ R: Class 3B	25R	1003	1003	A	1	XHSDVR
Hazardous Materials Shipped/ S: Comb Liquid	25S	1004	1004	A	1	XHSDVS
Hazardous Materials Shipped/ T: Division 4.1	25T	1005	1005	A	1	XHSDVT
Hazardous Materials Shipped/ U: Division 4.2	25U	1006	1006	A	1	XHSDVU
Hazardous Materials Shipped/ V: Division 4.3	25V	1007	1007	A	1	XHSDVV
Hazardous Materials Shipped/ W: Division 5.1	25W	1008	1008	A	1	XHSDVW
Hazardous Materials Shipped/ X: Division 5.2	25X	1009	1009	A	1	XHSDVX
Hazardous Materials Shipped/ Y: Division 6.2	25Y	1010	1010	A	1	XHSDVY
Hazardous Materials Shipped/ Z: Division 6.1A	25Z	1011	1011	A	1	XHSDVZ
Hazardous Materials Shipped/ AA: Division 6.1B	25AA	1012	1012	A	1	XHSDAA
Hazardous Materials Shipped/ BB: Division 6.1 POISON	25BB	1013	1013	A	1	XHSDBB
Hazardous Materials Shipped/ CC: Division 6.1Solid	25CC	1014	1014	A	1	XHSDCC
Hazardous Materials Shipped/ DD: Class 7	25DD	1015	1015	A	1	XHSDDD
Hazardous Materials Shipped/ EE: HWY Route CNTR QY	25EE	1016	1016	A	1	XHSDEE
Hazardous Materials Shipped/ FF: Class 8	25FF	1017	1017	A	1	XHSDFF
Hazardous Materials Shipped/ GG: Class 8A	25GG	1018	1018	A	1	XHSDGG
Hazardous Materials Shipped/ HH: Class 8B	25HH	1019	1019	A	1	XHSDHH
Hazardous Materials Shipped/ II: Class 9	25II	1020	1020	A	1	XHSDII
Hazardous Materials Shipped/ JJ: Elevated Temp Mat	25JJ	1021	1021	A	1	XHSDJJ
Hazardous Materials Shipped/ KK: Infectious Waste	25KK	1022	1022	A	1	XHSDKK
Hazardous Materials Shipped/ LL: Marine Pollutant	25LL	1023	1023	A	1	XHSDLL
Hazardous Materials Shipped/ MM: Hazardous Sub (RQ)	25MM	1024	1024	A	1	XHSDMM
Hazardous Materials Shipped/ NN: Hazardous Waste	25NN	1025	1025	A	1	XHSDNN
Hazardous Materials Shipped/ OO: ORM	25OO	1026	1026	A	1	XHSDOO
# Equipment Units Owned/ Trucks	26	1027	1031	A/N	5	XOWNTK
# Equipment Units Owned/ Tractors	26	1032	1036	A/N	5	XOWNTS
# Equipment Units Owned/ Trailers	26	1037	1041	A/N	5	XOWNTL
# Equipment Units Owned/ HAZ-MAT Tank Truck	26	1042	1046	A/N	5	XOWNHK
# Equipment Units Owned/ HAZ-MAT Tank Trailer	26	1047	1051	A/N	5	XOWNHT
# Equipment Units Owned/ Motor Coach	26	1052	1056	A/N	5	XOWNMC
# Equipment Units Owned/ School Bus 1-8	26	1057	1061	A/N	5	XOSB1
# Equipment Units Owned/ School Bus 9-15	26	1062	1066	A/N	5	XOSB9
# Equipment Units Owned/ School Bus 16+	26	1067	1071	A/N	5	XOSB16
# Equipment Units Owned/ Mini Bus	26	1072	1076	A/N	5	XOWNMB

MCS-150 Data Elements	MCS-150 Field	Columns Start	Columns End	Type	Length	PRISM CODE
# Equipment Units Owned/ Van 1-8	26	1077	1081	A/N	5	XOWNV1
# Equipment Units Owned/ Van 9-15	26	1082	1086	A/N	5	XOWNV9
# Equipment Units Owned/ Limo 1-8	26	1087	1091	A/N	5	XOWLI
# Equipment Units Owned/ Limo 9-15	26	1092	1096	A/N	5	XOWL9
# Equipment Units Owned/ Limo 16+	26	1097	1101	A/N	5	XOWL16
# Equipment Units Term Leased/ Trucks	26	1102	1106	A/N	5	XLEATK
# Equipment Units Term Leased/ Tractors	26	1107	1111	A/N	5	XLEATS
# Equipment Units Term Leased/ Trailers	26	1112	1116	A/N	5	XLEATL
# Equipment Units Term Leased/ HAZ-MAT Tank Truck	26	1117	1121	A/N	5	XLEAHK
# Equipment Units Term Leased/ HAZ-MAT Tank Trailer	26	1122	1126	A/N	5	XLEAHT
# Equipment Units Term Leased/ Motor Coach	26	1127	1131	A/N	5	XLEAMC
# Equipment Units Term Leased/ School Bus 1-8	26	1132	1136	A/N	5	XLEB1
# Equipment Units Term Leased/ School Bus 9-15	26	1137	1141	A/N	5	XLEB9
# Equipment Units Term Leased/ School Bus 16+	26	1142	1146	A/N	5	XLEB16
# Equipment Units Term Leased/ Mini Bus	26	1147	1151	A/N	5	XLEAMB
# Equipment Units Term Leased/ Van 1-8	26	1152	1156	A/N	5	XLEAV1
# Equipment Units Term Leased/ Van 9-16	26	1157	1161	A/N	5	XLEAV9
# Equipment Units Term Leased/ Limo 1-8	26	1162	1166	A/N	5	XLEL1
# Equipment Units Term Leased/ Limo 9-15	26	1167	1171	A/N	5	XLEL9
# Equipment Units Term Leased/ Limo 16+	26	1172	1176	A/N	5	XLEL16
# Equipment Units Trip Leased/ Trucks	26	1177	1181	A/N	5	XTRLTK
# Equipment Units Trip Leased/ Tractors	26	1182	1186	A/N	5	XTRLTS
# Equipment Units Trip Leased/ Trailers	26	1187	1191	A/N	5	XTRLTL
# Equipment Units Trip Leased/ HAZ-MAT Tank Truck	26	1192	1196	A/N	5	XTRLHK
# Equipment Units Trip Leased/ HAZ-MAT Tank Trailer	26	1197	1201	A/N	5	XTRLHT
# Equipment Units Trip Leased/ Motor Coach	26	1202	1206	A/N	5	XTRLMC
# Equipment Units Trip Leased/ School Bus 1-8	26	1207	1211	A/N	5	XTLS1
# Equipment Units Trip Leased/ School Bus 9-15	26	1212	1216	A/N	5	XTLS9
# Equipment Units Trip Leased/ School Bus 16+	26	1217	1221	A/N	5	XTLS16
# Equipment Units Trip Leased/ Mini Bus	26	1222	1226	A/N	5	XTRLMB
# Equipment Units Trip Leased/ Van 1-8	26	1227	1231	A/N	5	XTLV1
# Equipment Units Trip Leased/ Van 9-15	26	1232	1236	A/N	5	XTLV9
# Equipment Units Trip Leased/ Limo 1-8	26	1237	1241	A/N	5	XTLL1
# Equipment Units Trip Leased/ Limo 9-15	26	1242	1246	A/N	5	XTLL9
# Equipment Units Trip Leased/ Limo 16+	26	1247	1251	A/N	5	XTLL16
# Drivers Interstate/ Within 100 Miles	27	1252	1256	N	5	XDINT1
# Drivers Intrastate/ Within 100 Miles	27	1257	1261	N	5	XDTRA1
# Drivers/Grand Total (Interstate and Intrastate)	27	1262	1266	N	5	XDGTOT
# Drivers/Total with Commercial Drivers License	27	1267	1271	N	5	XDRCDL
# Drivers Interstate/ Beyond 100 Miles	27	1272	1276	N	5	XDINTB
# Drivers Intrastate/ Beyond 100 Miles	27	1277	1281	N	5	XDTRAB

MCS-150 Data Elements	MCS-150 Field	Columns Start	Columns End	Type	Length	PRISM CODE
USDOT Revoked Flag	28	1282	1282	A/N	1	XDOTRF
USDOT Revoked Number	28	1283	1294	N	12	XDOTRN
Company Representative 1	29	1295	1414	A/N	120	XCREP1
Company Representative 2	29	1415	1534	A/N	120	XCREP2

Note: On the downloaded MCS-150 file, fields expected to contain a numeric value are padded with leading zeros to insure all bytes contain a numeric value. When there is no entry, then all bytes are padded with zeros. PRISM recommends that when printing the MCS-150 forms, numeric fields containing all zeros be left blank and that for fields containing a value, the leading zeros not be printed. This note applies to the following MCS-150 Fields in the above table: 16 (USDOT Number), 17 (ICC Docket Number), 18 (Dun & Bradstreet Number, 26 (# Equipment Units …), 27 (# Drivers …), and 28 (USDOT Revoked Number only). The MCS-150 Fields correspond to the numbered items on the MCS-150 form that is currently available on the FMCSA Website as of December 14, 2010 (revised 6/12/2007).

4.8. T0041P PRISM Targeted Vehicle Output Transaction

This transaction supplements the SAFER XML Interface outlined in the SAFER 8.1 Interface Control Document. It is provided so that State systems can obtain the vehicle portion of the PRISM Local Target file in XML format to help satisfy several PRISM program requirements. The Carrier records contained in the PRISM Local Target file are specified as a separate transaction (T0042P). However, the MCSIP Step of the carrier responsible for safety of the vehicle, at the time of file generation, has been added as an additional field in the targeted vehicle record format.

The OOS T0041P File contains records for only the vehicles that are under a Federal Out-of-Service Order. The OOS T0041P File has the same data layout as the T0041P File.

Details on this transaction can be found in Appendix G - PRISM XML Transaction Specifications. Table 4.~~8~~ 9 specifies the information provided.

Table 4.~~8~~ 9 – T0041P: PRISM Targeted Vehicle

Description		XML Tag
Vehicle Identification Number (VIN)	Mandatory	VIN
License Plate Number	Mandatory	LICENSE_PLATE_NUMBER
License Plate Base Jurisdiction (State/Province)	Mandatory	REGISTRATION_JURISDICTION
Vehicle Registration Start Date	Optional	REGISTRATION_START_DATE
Vehicle Registration Expiration Date	Mandatory	REGISTRATION_EXPIRE_DATE
Make	Mandatory	MAKE
Model Year	Mandatory	MODEL_YEAR
Date of last vehicle update – CVIEW IRP Vehicle **Or** Date of PRISM Vehicle File extract by the State	Mandatory	CVISN_LAST_UPDATE_DATE **Or** PVF_VEHICLE_FILE_CREATE_DATE
Safety USDOT Number	Mandatory	SAFETY_CARRIER
MCSIP Step of Safety Carrier	Mandatory	MCSIP_STEP
Date of Last MCMIS Update to SAFER – CVIEW IRP Vehicle	Optional	LAST_CENSUS_UPDATE_DATE

4.9. T0042P PRISM Targeted Carrier Output Transaction

This transaction supplements the SAFER XML Interface outlined in the SAFER 8.1 Interface Control Document. It is provided so that State systems can obtain the Carrier portion of the PRISM Local Target file in XML format to help satisfy several PRISM program requirements. The T0042PV2 is the second version of the T0042P file that includes dashes as part of Date field, to match with current W3C standards. The data fields listed below in Table 4.10 are the same for T0042P and T0042PV2. States that are currently using the T0042P are not required to change to T0042PV2.

The Vehicle records contained in the PRISM Local Target file are specified as a separate transaction (T0041P).

The OOS T0042P File contains records for only the carriers that are under a Federal Out-of-Service Order. The OOS T0042P File has the same data layout as the T0042P File.

Details on this transaction can be found in Appendix G - PRISM XML Transaction Specifications. Table 4.~~9~~ 10 specifies the information provided.

Table 4.~~9~~ 10 – T0042P: PRISM Targeted Carrier

Description		XML Tag
USDOT Number	Mandatory	CARRIER_ID_NUMBER
Carrier Legal Name	Mandatory	CARRIER_NAME
Carrier "Doing Business As" Name	Optional	DBA_NAME
Physical Address Street	Mandatory	STREET
Physical Address City	Mandatory	CITY
Physical Address State Code	Mandatory	STATE
Physical Address Zip Code	Mandatory	ZIP_CODE
MCSIP Step	Mandatory	MCSIP_LEVEL
MCSIP Step Date	Mandatory	MCSIP_LEVEL_DATE
SAFESTAT Indicator	Optional	SAFESTAT_INDICATOR
SAFESTAT Date	Optional	SAFESTAT_DATE
MCMIS Last Update Date	Mandatory	LAST_UPDATE_DATE
MCMIS Last Update User ID	Mandatory	LAST_UPDATE_USERID

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, and 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 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.*

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@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 6.00am (ET) each business day (Monday – Friday).
- If the PRISM Central Site cannot place the daily updates on the Volpe SFTP Site on a business day, it shall recycle to place the daily updates on the Volpe SFTP Site by the next business day at 6:00am (ET) and continue recycling until the file is sent. 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 6:00am (ET) each business day (Monday – Friday)..
- If no daily update file is available on the Volpe SFTP Site PRISM States should recycle to the next business day and continue checking each day until the 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 and OOS Carrier file.
- The PRISM Central Site shall place the Local PRISM Carrier Files on the Volpe SFTP Site not later than 6:00am (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 Files sent.
- If the PRISM Central Site cannot place the Local PRISM Carrier File on the Volpe SFTP Site by 6:00am (ET) on a business day it shall automatically recycle to send it by 6:00am (ET) on the next business day 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 or OOS Carrier file each Monday – Friday after 6:00am (ET) from the Volpe SFTP Site.
- If the Local PRISM Carrier Files ~~is~~ are not available, the retrieval should be recycled to the next business day and continue being recycled until the Local PRISM Carrier Files ~~is~~ are 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 vehicle registration*** record for each vehicle assigned to a motor carrier in MCSIP. **No vehicle with expired registration should be selected. Suspended vehicles should be included.**
- 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 to the Volpe SFTP Site by Midnight (ET).

5.1.3.4. IRP Registration Input, Transaction T0022V3

- 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~~ Vehicle 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 6:00am (ET). The Target File and OOS Target file contain~~contains~~ the vehicles from the PRISM Vehicle Files sent by States and the vehicles automatically targeted uploaded from CVISN/PRISM States.
- PRISM States pick up the Local PRISM Target Files from the Volpe SFTP Site after 6:00am (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 & Carrier Output Transactions

- These transactions are provided so that State systems can obtain the vehicle or carrier portion of the Local PRISM Target file in XML format. The T0041P transaction specifies all~~the~~ targeted vehicles. The OOS T0041P contains only the OOS vehicle records. The T0042P transaction specifies ~~the~~ all targeted carriers. The OOS T0042P contains only the OOS carrier records. These output transaction files are available in the same time frame as the Local PRISM Target file and are available on both the VOLPE SFTP Site and SAFER FTP Server by 6:00am (ET) each business day.

PRISM Central Site PRISM/XML Targeted Vehicle Transaction (T0041P) vs. T0028

- 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 registration 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 File

- The PRISM State shall retrieve the PRISM/XML Targeted Vehicle File (T0041P) from the appropriate Volpe Site and perform its processing. This information should be placed in a separate table from the CVISN IRP vehicle registration 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
- If the State has chosen to retain a local PRISM Target File it would download the file from the Volpe SFTP Site after the PRISM Central Site has incorporated targeted vehicle records from all participating PRISM States

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://cvisn.fmcsa.dot.gov/default.aspx?PageID=safer 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~~ D~~d~~aily updates of the MCMIS Database are retreived by ~~to~~ SAFER, and ~~SAFER updates~~ updated to 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 and OOS 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 and OOS 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 Files, or the T0041P, all changes will be included.

5.1.3.13. State Registration Inquiry Processes

States need to provide the ability to query registration files by USDOT Number of the registrant and motor carrier responsible for safety in order to obtain registration records details. FMCSA recommends the inquiry allow for access by USDOT to both the registrant information and the vehicle information in the same listing. The inquiry response should result in both registrant and vehicles associated with the USDOT Number being displayed and marked accordingly. This information is used for checks described below.

When doing status checks, 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 or OOS Target file
- Process 6.3.3 Check Carrier Safety Status using Web Service

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". 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.

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 6.4.2 Nlets Carrier Inquiry
- Section 6.4.3 Nlets 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/OOS 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 is present (MMCTIN) > 0, TIN Type (MMCTTY) 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**
Carrier Target Indicator (MRFCTH) must = "T". Error 210/218	**N**	**N**	**Y**	**Y**	**N**
Vehicle Target 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 File. This needs to be done for both the registrant and the motor carrier responsible for safety. This needs to be done at registration renewal as well as when a USDOT number is added to the file. 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 is performed automatically and the operator notified if the USDOT Number has not validated. In this case, the input TIN as well as the TIN from the validation file should be displayed to assist the operator to be able to fix the incorrect TIN. 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. Note: This process also applies when granting temporary registration.

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When the validation of the USDOT Number returns a match, a message "needing operator intervention" should be returned for the following conditions, the USDOT Number is found but it is inactive, the USDOT Number is found but it is an intrastate only, or the USDOT Number is found but the entity type is "registrant only, shipper, or intermodal" and the number is listed at the IRP vehicle level. If it is inactive, FMCSA should be contacted before making the number active again. If it is intrastate only, the application should be rejected until the carrier changes the number to be for interstate operations too. If it is "registrant only,~~"~~" shipper, or intermodal entity type, and the number is listed at the IRP vehicle level, the registrant should be informed that they either obtain their own authority or they acquire a lease to a motor carrier with authority.

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Eliminating the "Registrant Only" USDOT Numbers

The registrant only number is not being used for the purpose for which it was originally created. Instead, this number has created havoc with the assignment of safety events and with the overall oversight of motor carrier safety. **Therefore, FMCSA has made the decision to eliminate the requirement for a registrant who is not a motor carrier to obtain a USDOT Number. This change was published in the Federal Register on August 9, 2010.**

New designation for registrant who is not a motor carrier

Last year, IRP surveyed the PRISM states to determine how each state wanted to designate a registrant only when the USDOT number for these entities was eliminated. We received two ideas. Approximately half of the states choose each option. Since PRISM has always tried to be flexible and allow alternative methods to implement the requirements, PRISM will again offer multiple ways to implement this new requirement.

First, States can modify the USDOT field at the registrant level to allow for a specific alpha designation such as "regonly" as well as numeric entries.

Second, States can add an indicator field for a check off for the registrant only and then leave the USDOT field blank. Edits should be included that requires the indicator to be checked if the USDOT field is left blank. This should not be an automatic entry. The IRP clerk should be required to make the designation.

The USDOT Number at the registrant level will still be collected for registrants who are also motor carriers, e.g. those with company-operated vehicles and short-term lease owner/operators.

Some states also have, for efficiency reasons, an automatic drop down of the USDOT number from the registrant level to the vehicle level. This edit will also need to be revised so that the notation for a registrant who is not a motor carrier "regonly" or the blank) is not automatically dropped down.

The current validation and safety check edits will need to remain in place for the registrant USDOT number that is also a motor carrier number. The system edits will need to be modified for the registrant who is not also a motor carrier. They will need to recognize the notation that is determined by the states to be used in place of the "registrant only" USDOT number. The validation and safety checks will no longer be done when this notation is encountered.

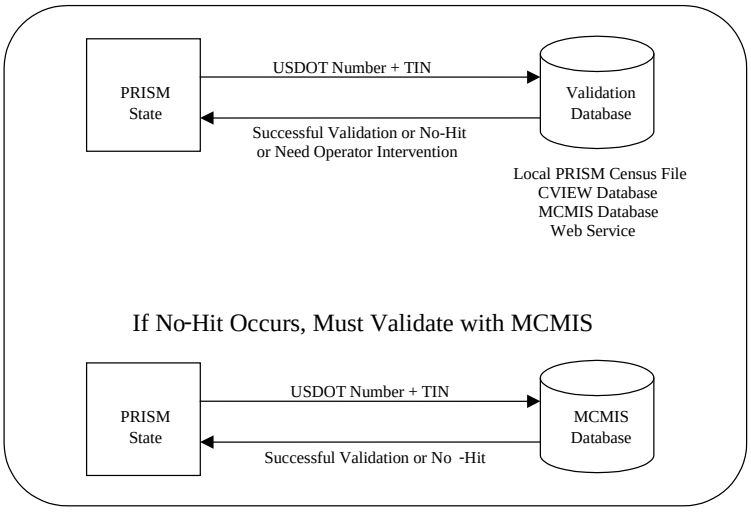

Figure 6.1 – USDOT Number Validation

6.1.1. Utilize Local PRISM Census File as Validation Database

6.1.1.1. Initialize or Refresh Local PRISM Census File

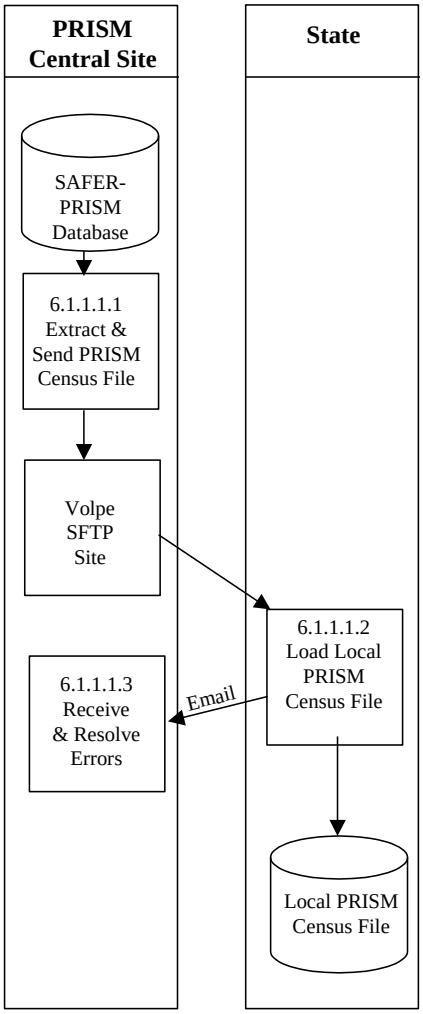

Figure 6.2 – Local PRISM Census File Generation

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@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: xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx
Message: xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx
Message: xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx
Message: xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

USDOT Number: nnnnnnn
Message: xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx
Message: xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx
Message: xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx
Message: xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

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.

6.1.1.2. Maintain Local PRISM Census File

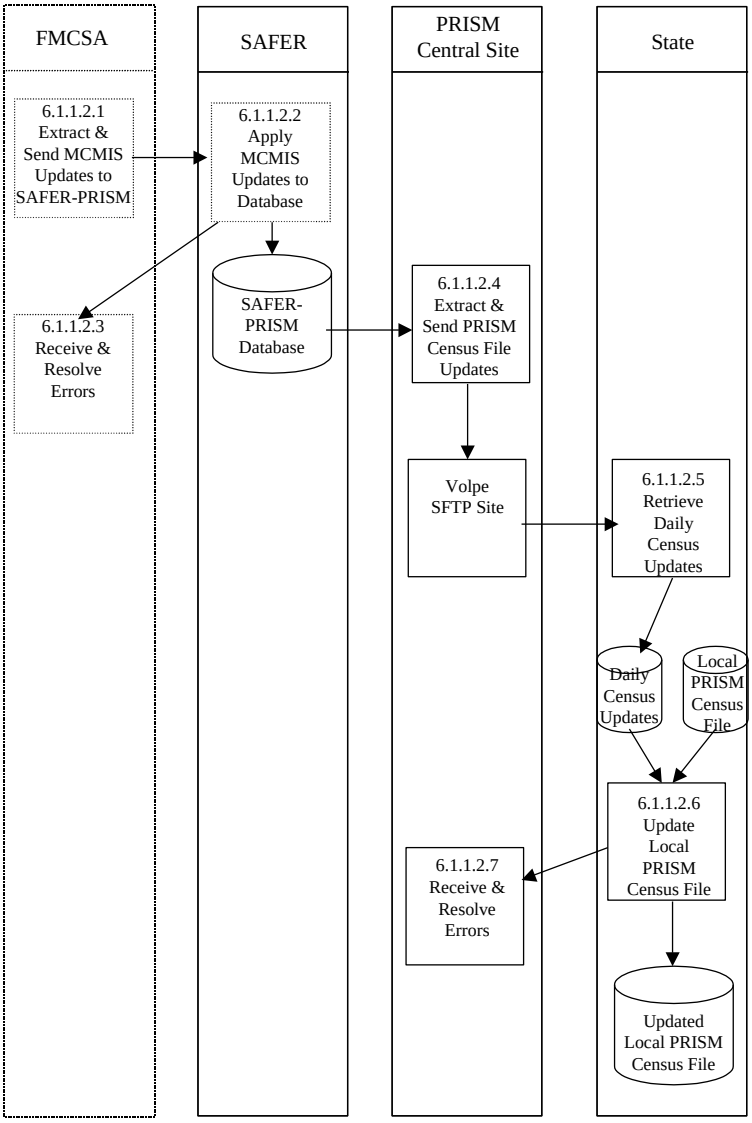

Figure 6.3 – Local PRISM Census File Maintenance

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.

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 6:00am (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: xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx
Message: xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx
Message: xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx
Message: xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

USDOT Number: **nnnnnnn**
Message: xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx
Message: xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx
Message: xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx
Message: xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

6.1.1.2.5. Retrieve Weekly Census Updates

6.1.1.2.5.1. Timing

This process is performed after 6:00am (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 6:00am (ET) each day (Monday – Friday).

6.1.1.2.6.2. Processor: PRISM State

6.1.1.2.6.3. Validation: Optional

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@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:	xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx
Message:	xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx
Message:	xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx
Message:	xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx
USDOT Number:	**nnnnnnn**
Message:	xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx
Message:	xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx
Message:	xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx
Message:	xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

6.1.1.2.6.5. Selection

Read each PRISM Census Updates File record. Access the Local PRISM Census File using the USDOT Number (MMCDO1). Table 6.2 specifies the processing action.

Table 6.2 – Local PRISM Census File 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.

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, MCMIS, and/or SAFER.

6.1.2. Utilize CVIEW as Validation Database

6.1.2.1. Initialize or Refresh CVIEW

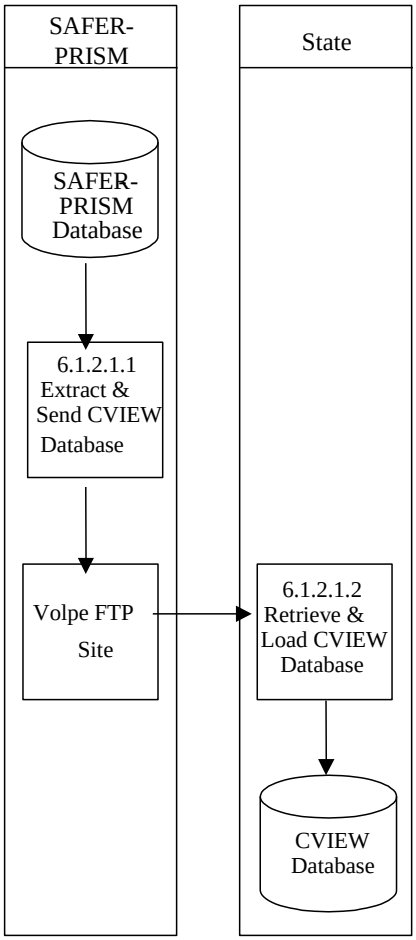

Figure 6.4 – CVIEW Database Creation

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. Validation should also consider cases where the USDOT number found is either inactive, intrastate only, or "registrant only" and the number is listed at the IRP vehicle level (see 6.1, 2nd paragraph).

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@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

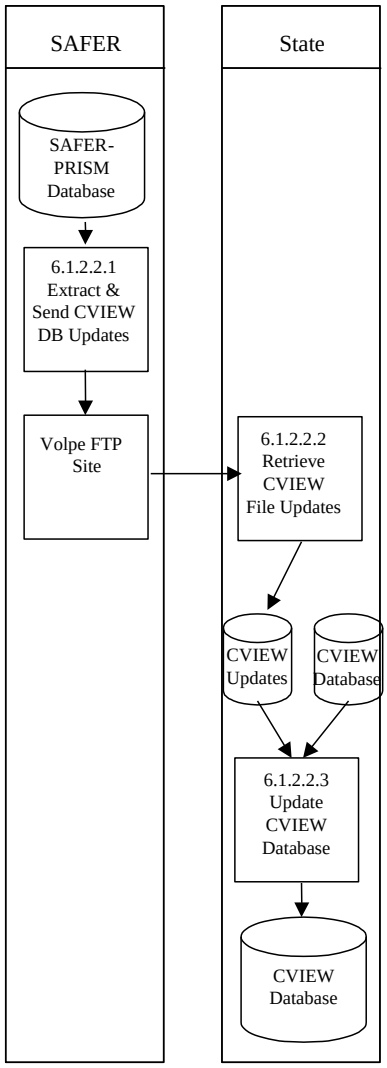

Figure 6.5 – CVIEW Database Maintenance

BUSINESS PROCESS

The PRISM State must receive Daily CVIEW Updates containing the most recent motor carrier data from SAFER and update their Local CVIEW in order to satisfy PRISM USDOT Number validation requirements. 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. These updates are made available to CVISN States for updating their Local CVIEW.

This document provides very limited information concerning CVIEW or other SAFER System capabilities. Interested persons should contact the SAFER Help Desk by emailing FMCTechSup@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. MCMIS Database Query

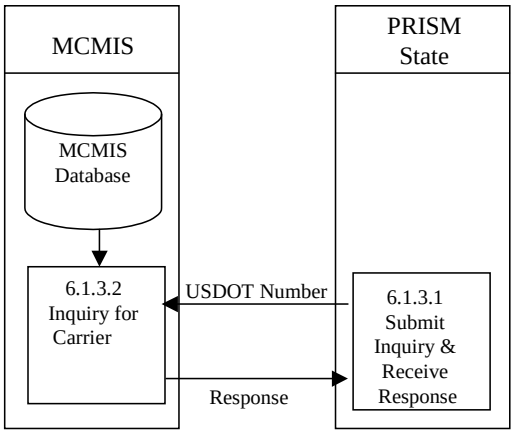

Figure 6.6 – MCMIS Database Inquiry

BUSINESS PROCESS

FMCSA has developed the MCMIS Query capability to provide authorized users with access to the MCMIS Database Carrier Census data. MCMIS Query is accessed through the FMCSA COMPASS Portal which is a gateway on the internet that provides single sign-on access to several FMCSA systems including MCMIS. ~~Access through a Virtual Private Network (VPN) or access through AAMVAnet for accessing the MCMIS Database is being eliminated.~~

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

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 State

6.1.3.1.3. Inquiries Supported

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

- Carrier by USDOT Number
- Carrier by Name

The Carrier by Name inquiry is used to find the carrier when an incorrect USDOT Number has been supplied.

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

Note: The MCMIS Query and review of the MCSIP Step is only used when the USDOT number is not found on the primary validation file.

6.1.3.2. Process Inquiry and Provide Response

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

6.1.3.2.2. Processor: FMCSA/Volpe

6.1.4. SAFER Web Services

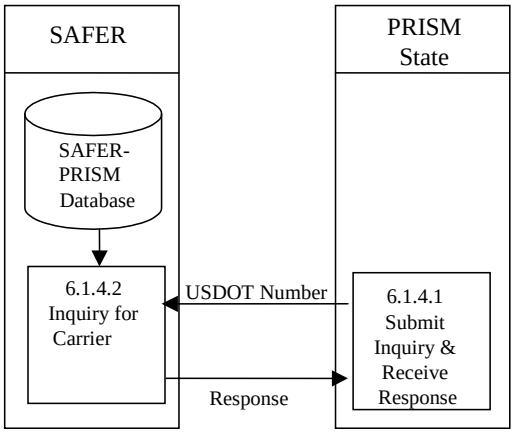

Figure 6.7 –Web Service Database Inquiry

BUSINESS PROCESS

PRISM States may develop Web Services capability to satisfy this requirement using the SAFER Web Services interface and the T0031 output transaction. Details on the SAFER Web Services interface and the T0031 output transaction can be found in the SAFER Interface Control Document, Version 8.1 which can be obtained from the CVISN website at http://cvisn.fmcsa.dot.gov/default.aspx?PageID=safer . 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@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.

6.1.4.1. 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

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.

6.1.4.2. Process Inquiry and Provide Response

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

6.1.4.2.2. 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 PRISM files all targeted vehicles are sent. 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.**

Note: States using CVIEW should perform a re-baseline of their vehicle records on an annual basis, to keep the data stored in SAFER up to date, and eliminate any outdated records where the registration has expired for more than one year.

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.

Note: When State Inspectors or FMCSA State Investigators conduct a Compliance Review which results in a proposed unfit/unsat rating, vehicles registered in a Non-PRISM State for which the Carrier is responsible for safety should be faxed to the PRISM Central Site. Updates for these vehicles are done by the PRISM Central Site. The compliance review vehicle submission form is included on the following page.

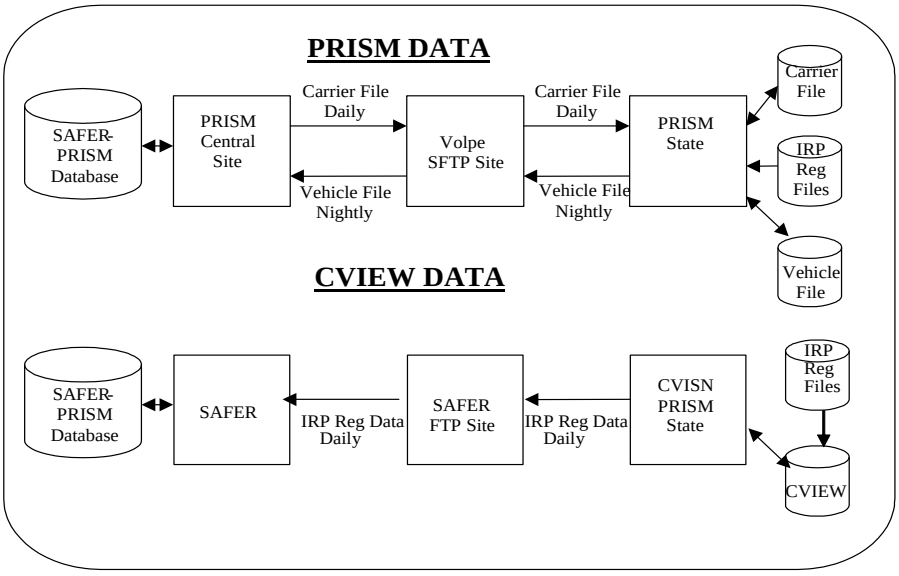

Figure 6.8 – SAFER-PRISM Database Targeted Vehicle Updates

Table 6.3 Compliance Review Vehicle Submission Form

Compliance Review Vehicle List
Fax to PRISM Central Site: (617) 494-3897
Revision Date: September 2010
Or Email to: PRISMTechnicalSupport@dot.gov

CR Date: _____ Reporting State: _____
Motor Carrier Name: _____ Contact: _____
USDOT Number: _____ Phone: _____

Vehicle Identification Number (VIN)	Plate Number	Reg Juris.	Reg Date Effective	Reg Date Expire	Make	Model Year

NOTE: Fax if registration is in D.C., Florida, Hawaii, Illinois, Indiana, Maryland, Massachusetts, Michigan, New Jersey, North Dakota, Nevada, Pennsylvania, Rhode Island, Virginia.

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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

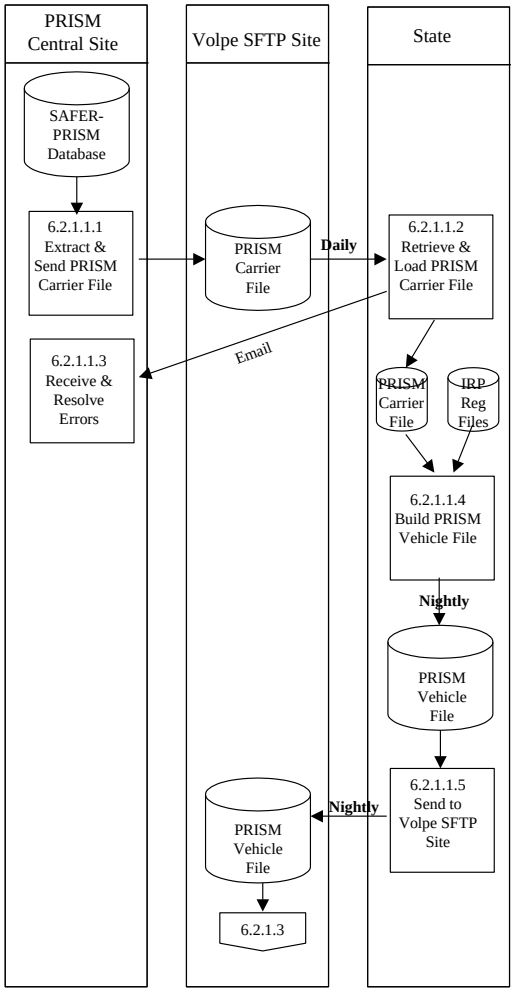

Figure 6.9 – PRISM State Vehicle File Creation

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 and on a daily basis thereafter.

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 6:00am (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 6:00am (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 6:00am (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@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 Date: CCYYMMDD
Message: xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx
Message: xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx
Message: xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx
Message: xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

USDOT Number: nnnnnnn Tgt Date: CCYYMMDD
Message: xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx
Message: xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx
Message: xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx
Message: xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

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), MCMIS, and/or SAFER.

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)). Suspended vehicles should be included.

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

Table 6.~~3~~ 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~~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

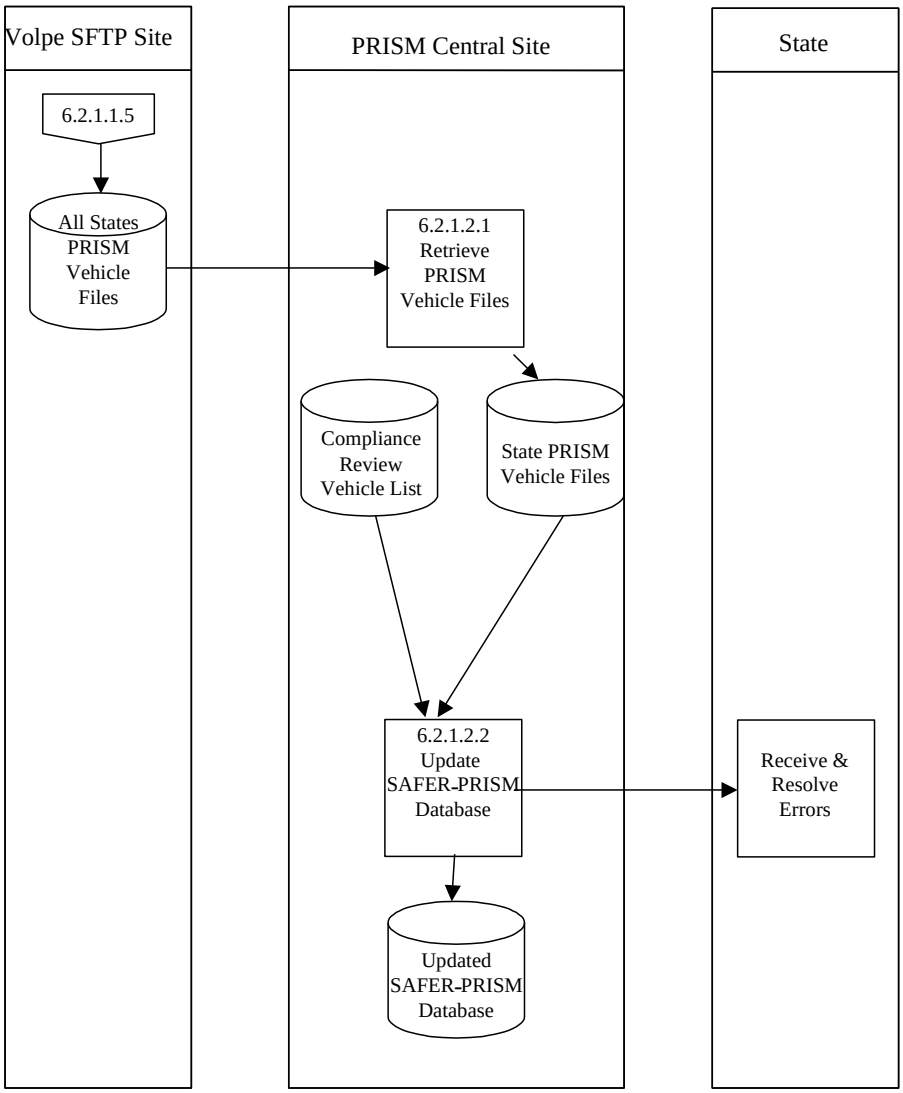

Figure 6.10 – SAFER-PRISM Database Vehicle File Updates

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 three 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.~~4~~ 5 – PRISM Central Site Vehicle File Error Checking

Condition	Error	Warning	Message
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: vvvvvvvvvvvvvvvvvvvvvvvvvvvvv
Message: xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx
Message: xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx
Message: xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx
Message: xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

USDOT Number: nnnnnnn VIN: vvvvvvvvvvvvvvvvvvvvvvvvvvvvv
Message: xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx
Message: xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx
Message: xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx
Message: xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

6.2.1.2.2. Update SAFER-PRISM Database

6.2.1.2.2.1. Timing

This process is performed between Midnight and 6:00am (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.~~5~~ 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	Remove Carrier Record and all Vehicle Records with the same USDOT Number

- 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. Remove the Carrier Record and all Vehicle Records with the same USDOT Number.

Table 6.~~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 Indicator = 'T'?	**Do the USDOT numbers (MMCDO1) match?**	**VIN (VVHVIN) NOT on Vehicle File, but on Target File with Target 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 Date.* Note that there may be no change in the Vehicle record.
YES	NO	N/A	Delete the existing Target record for this VIN and the old USDOT. Add a new vehicle record to the Target File reflecting the new USDOT #: *(set Target Indicator = T, set Target Date = current date).*
NO	YES OR NO	N/A	Add the vehicle record to the PRISM Target File: *(set Target Indicator = T, set Target Date = current date).*
N/A	N/A	YES	Delete the existing Target record for this VIN.

- 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

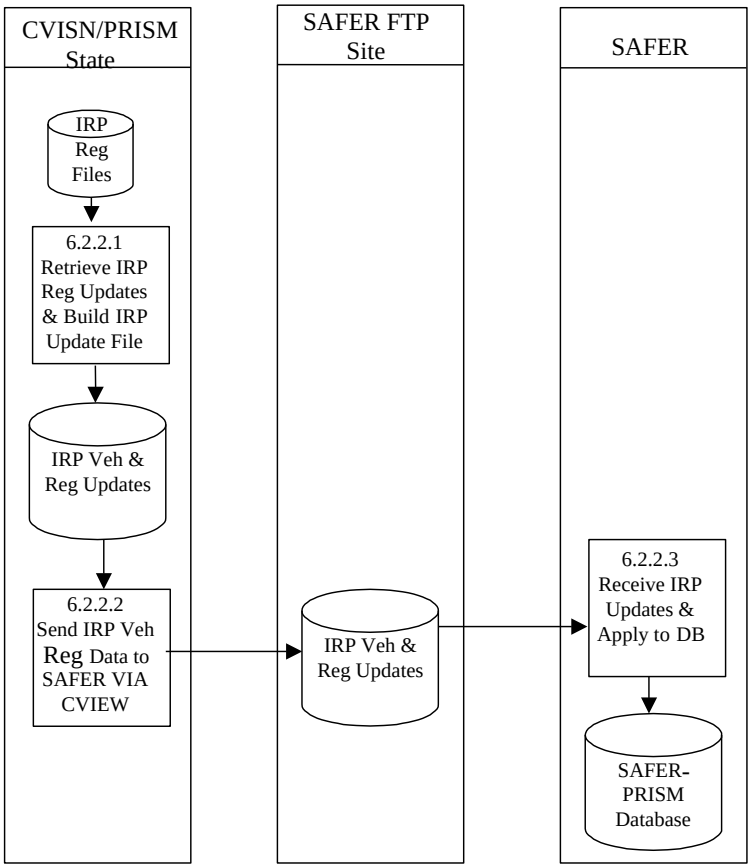

Figure 6.11 – SAFER-PRISM Database CVIEW Updates

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@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, States 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@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@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@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@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.

Alerting IRP registration office management 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~~an 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~~an 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 the PRISM Target File or PRISM OOS Target File

PRISM States using the PRISM Target File or OOS Target File will need to compare the prior day's file with the current day's file. Any new vehicles on the current file associated with OOSO Carriers or vehicles whose carrier changed from a non-OOSO MCSIP Step to an OOSO MCSIP Step will need to be reported as vehicles that are candidates for suspension. Any vehicles on the previous day's file associated with OOSO Carriers that are not retained on the current day's file or whose carrier changed from an 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.~~ 6.2.3.3. 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 XML Targeted Vehicle Transaction File (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. All 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~~an OOSO MCSIP Step to a non-OOSO MCSIP Step need to be reported as vehicles whose suspension needs to be rescinded.

6.2.4. Add Vehicle Suspension Indicator to State IRP System

If the State IRP system does not provide for an indicator on the system for a suspension, this indicator should be added when a vehicle record is suspended/revoked. In addition, the push to Nlets should include this indicator and be labeled as a suspension due to~~-~~ Federal out-of-service order. FMCSA recommends that a specific code be added to the suspension table so that law enforcement will be aware of the reason for the suspension. IRP suspension information should be transferred to Nlets if not already being done. The transfer can be directly from the IRP system, or by transferring to a State legacy system which already has the capability of transferring to Nlets. The State should work with the Nlets coordinator and their vendor or programming staff to determine how it should be done.

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

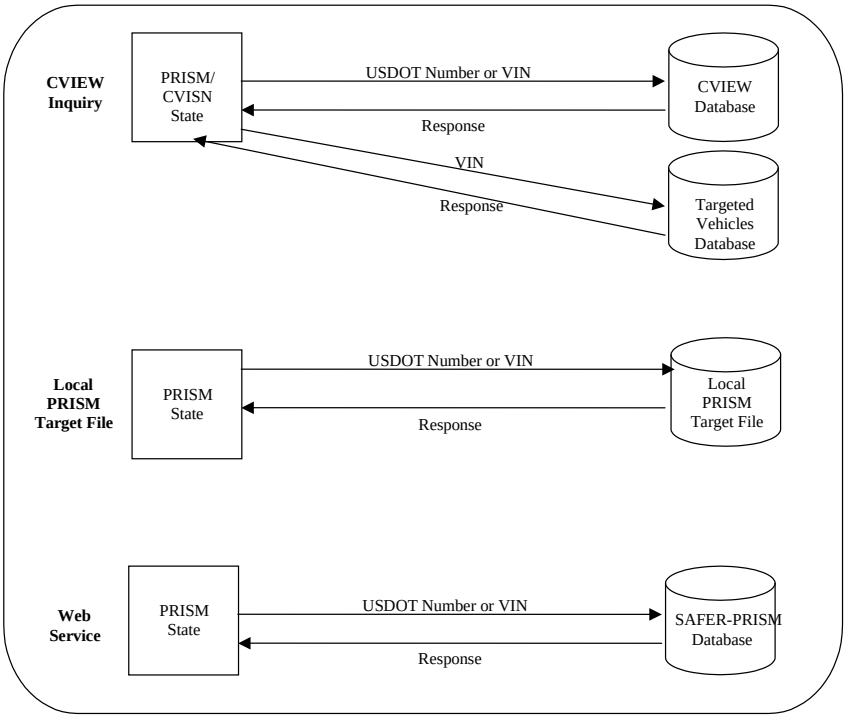

Figure 6.12 – Carrier Safety Status Checks

PRISM States are required to check a motor carrier's Safety Status before issuing any IRP Registration. This includes issuing temporary registrations. 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 Federal Out-of-Service Order. Checking the MCSIP Step of the Carrier will reveal this. 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~~Out-of-Service. PRISM requires that both the carrier Safety Status and the Safety Status of each vehicle be checked before the initial registration or renewal is issued. This type of thorough checking will reveal those motor carriers who have been put ~~Out Of Service~~Out-of-Service and started a new company under a different name.

The MCSIP Step Table contained in Appendix B can be consulted to determine those values that represent Federal Out-of-Service Orders.

The VIN should be used as the selection criteria for vehicle safety checks. All vehicle records matching the VIN will be returned and the USDOT Number(s) from the target file will be used to retrieve the associated Carrier Record(s).

Optional: When performing the VIN Safety Status Check, if the VIN entered is found on the PRISM Target File and is associated with a carrier that is under a Federal Out-of-Service Order, display additional carrier census information for the USDOT Number. Also display additional carrier census information for the USDOT Number provided by the carrier at the time of the attempted registration. Comparing the census data for the 2 carriers involved may reveal that the two carriers are the same entity trying to re-invent itself as a "Chameleon Carrier".

The additional carrier census information to be displayed is listed below. This data can be obtained from either the PRISM Census File, or the CVIEW T0031:

Carrier Name
Doing Business As (DBA) Name
Physical Addresses
Mailing Addresses
Telephone Number
Fax Number
Email

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6.3.1. Check Carrier Safety Status using CVIEW Database

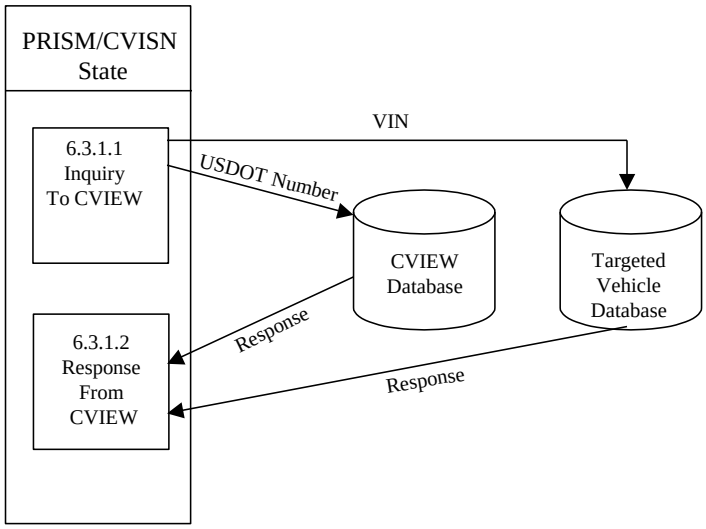

Figure 6.13 – CVIEW Carrier Safety Status Check

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 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 XML Targeted Vehicle Transaction File (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.

Note: Since States need to download targeted vehicle data for doing the Safety Status check by VIN, they could optionally just use downloaded targeted data for doing all Safety Status checks.

States should contact PRISMTechnicalSupport@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 Appendix G for 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 XMLTargeted Vehicle Transaction File (T0041P).

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 XML Targeted Vehicle Transaction File (T0041P) 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:

- Inform the user of the results (i.e., Federal OOSO, 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 or OOS Target File

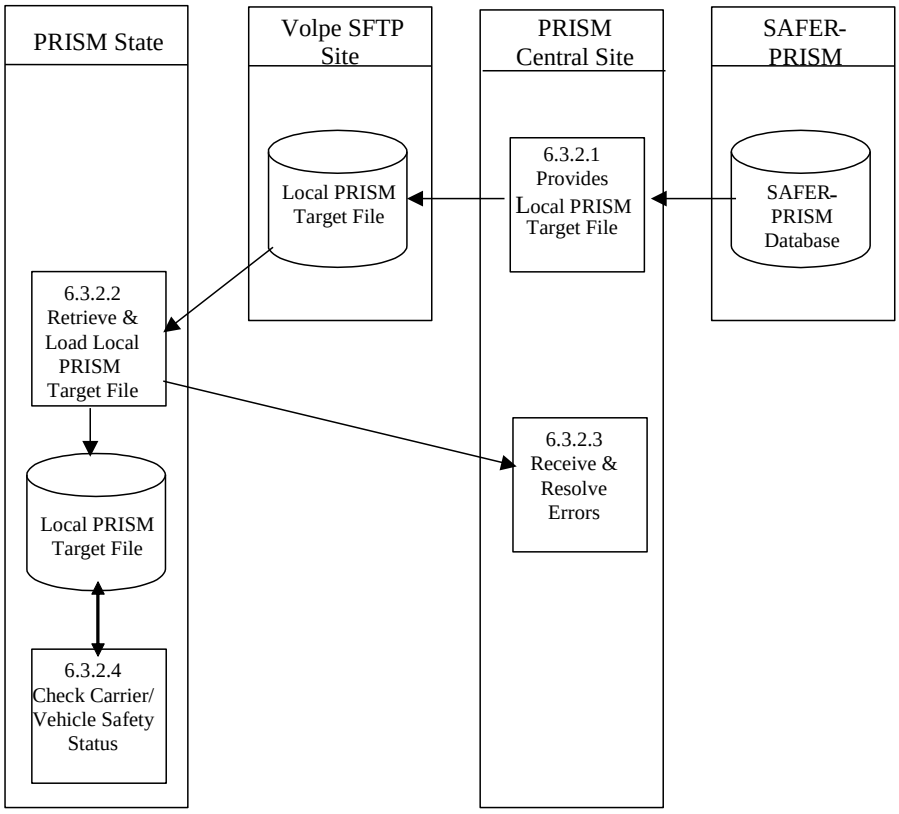

Figure 6.14 – Local PRISM Target File/OOS Target File Carrier Safety Status Check

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 or OOS Target File for Carrier Safety Status checks.

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

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.

The OOS Target File contains vehicle and carrier records that are under a Federal Out-of-Service Order. This file is a good candidate to use at the registration offices, since the only requirement for the registration office is to deny registration to carriers that are under a Federal OOS order.

If a PRISM State wants to maintain a Local PRISM Target File, the PRISM Central Site sends a complete Local 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 6:00am (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 6:00am (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 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 6:00am (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 or OOS Target File

6.3.2.2.1. Timing: This process is performed after 6:00am (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@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: aaaaaaaaaaaaaaaaaaaaaaaaaaaaa
Message: xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

Message: xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx
Message: xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx
Message: xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

USDOT Number: nnnnnnn Tgt Date: CCYYMMDD
Message: xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx
Message: xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx
Message: xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx
Message: xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

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.

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 or OOS Target File

The response should be formatted according to the State design; however it should include the USDOT number associated with the vehicle.

6.3.3. Check Carrier Safety Status using Web Services

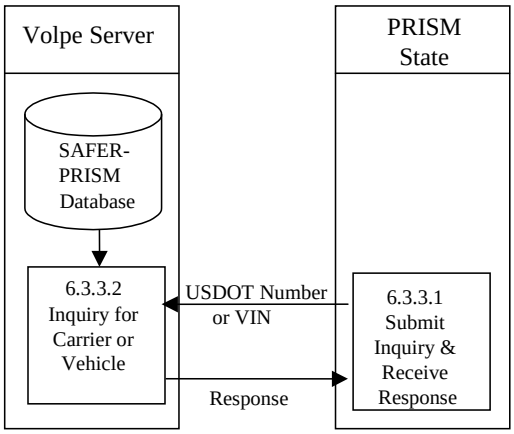

Figure 6.15 –Web Service Carrier Safety Check

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@Dot.Gov. The Web Services application provides connectivity to the PRISM Web Services Server. ~~In order to access this server a VPN account is required. Contact FMCTechSup@Dot.Gov for information on acquiring this account. Additionally a PRISM user account and password are required to perform queries to the PRISM Web Services. Contact PRISMTechnicalSupport@Dot.Gov for information on acquiring this account.~~

The Web Service Client will submit queries to the PRISM Web Services and process the resulting XML document which is returned by the PRISM Web Services Server. Note, the MCSIP Step of the Safety Carrier is obtained from MCMIS for PRISM Web Services queries, thus the latest OOS status is returned.

~~Note: SAFER Web Services may also be used for satisfying this requirement. For SAFER Web Services the MCSIP Step of the Safety Carrier is not obtained from MCMIS for the queries. The process for using SAFER Web Services would be similar to that described below for PRISM Web Services.~~

6.3.3.1. Submit Inquiry and Receive Response

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

Two web services queries are available.

The Carrier inquiry uses the USDOT number as the input parameter and returns all targeted vehicles for the carrier in the T0041P XML field format. If no targeted vehicles exist for the carrier, only the XML header is returned indicating not PRISM Targeted. When a response is received the MCSIP Step must be reviewed to determine the carrier's safety status.

The targeted vehicle inquiry uses the VIN as the input parameter and returns all vehicle records associated with the VIN in the T0041P XML field format where the carrier responsible for safety of the vehicle is in the Motor Carrier Safety Improvement Program (MCSIP – PRISM Targeted). If no vehicle records meet the criterion, only the XML header is returned indicating no targeted vehicle records exist for the VIN.

6.3.3.2. Process Inquiry and Provide Response

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

6.3.3.2.2. Processor: FMCSA/Volpe

6.4. Requirement: Provide the Ability to Identify Targeted Vehicles at the Roadside

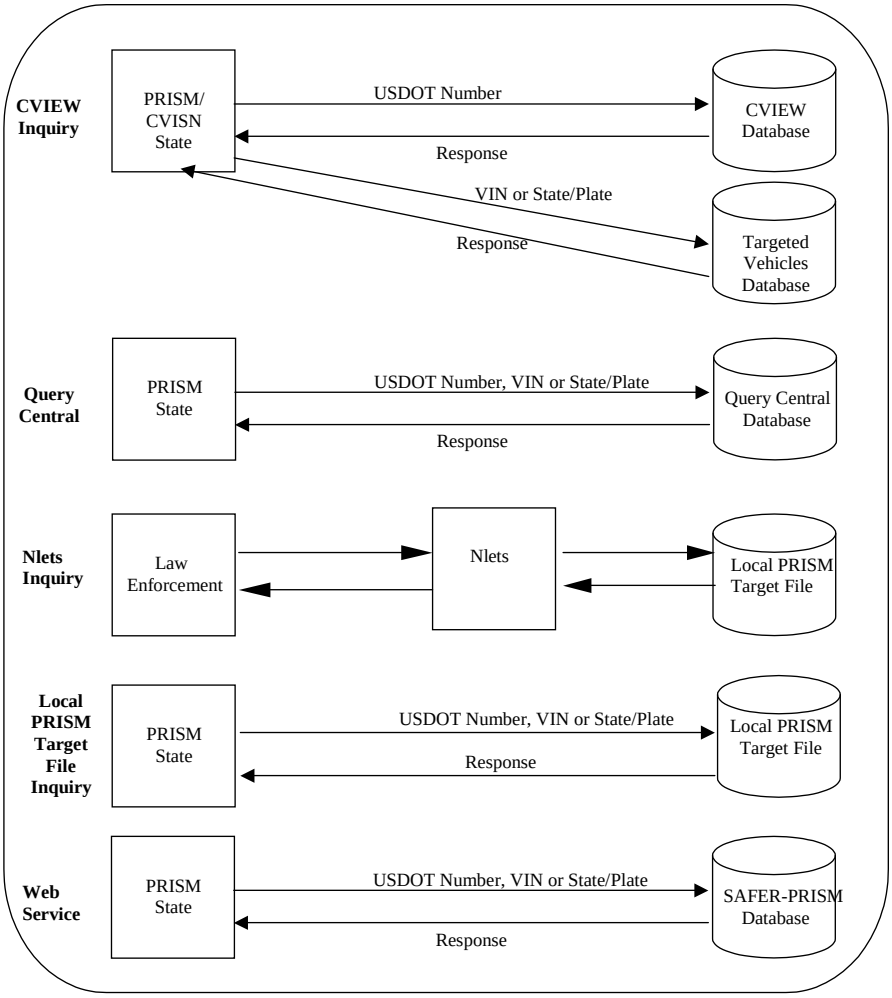

Figure 6.16 – Targeted Vehicle Identification

Notes:

1. CVIEW Inquiry is described in Section 6.3.1
2. Query Central is described in Section 6.4.1
3. The Nlets Inquiry is described in Section 6.4.2 & 6.4.3
4. The Local PRISM Target File Inquiry is described in Section 6.3.2
5. Web Service is described in Section 6.4.4

6.4.1. FMCSA Query Central

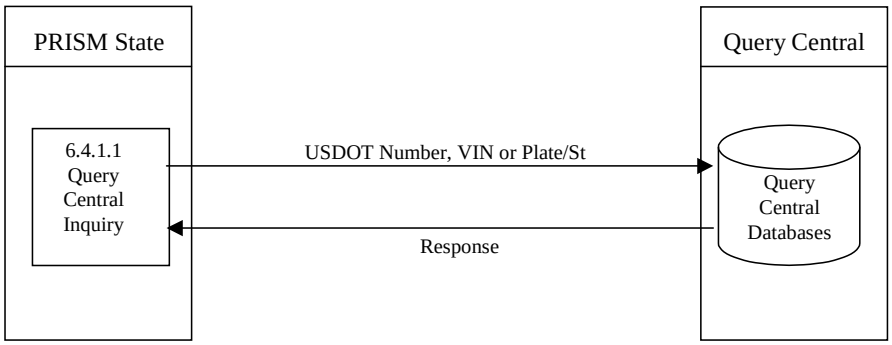

Figure 6.17 – FMCSA Query Central Inquiry

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 is accessed through the FMCSA COMPASS portal. Data on motor carriers comes from the SAFER-PRISM Database including the Past Inspection Query Database (PIQ) and the Carrier Snapshot. ~~Out of Service~~Out-of-Service information comes directly from MCMIS and is the up-to-the-minute information. 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. More information concerning Query Central can be found at the http://fmcsa-ts.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.

6.4.1.1. Query Central Inquiry

6.4.1.1.1. Timing: As required by the authorized user

6.4.1.1.2. Processor: All States

6.4.1.1.3. 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

6.4.1.2. Query Central Web Site

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

6.4.1.2.2. 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.

6.4.2. Nlets Carrier Status Inquiry

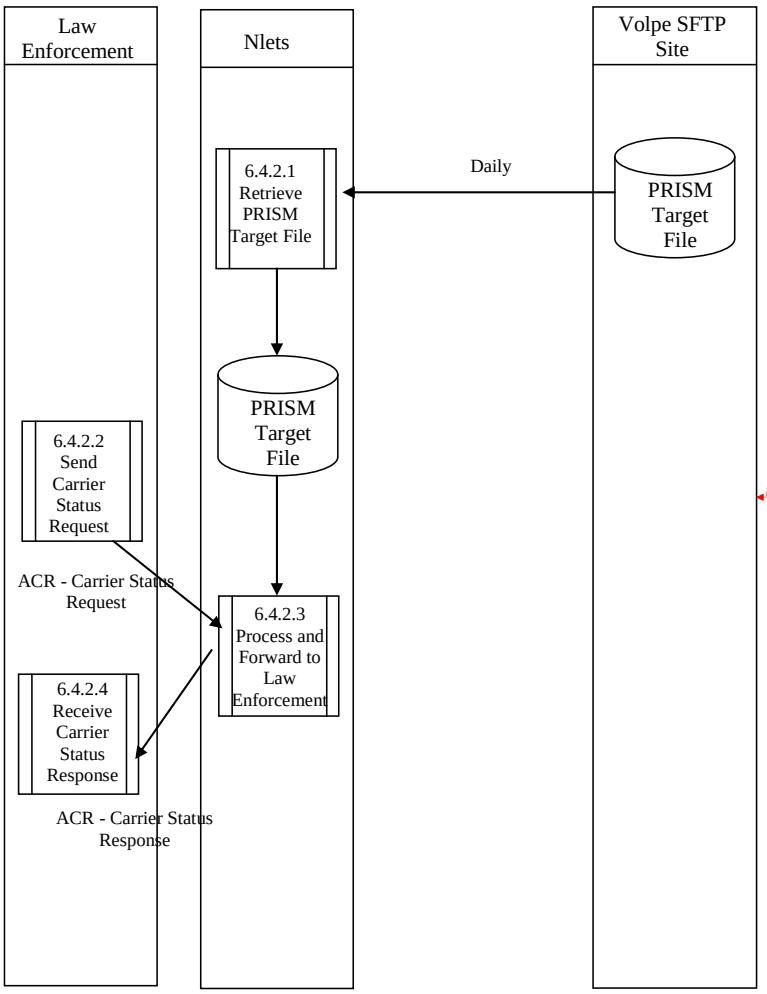

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Figure 6.18 – Nlets Carrier Status Inquiry

BUSINESS PROCESS

When Law Enforcement personnel are investigating a vehicle, they may check the responsible carrier's safety status using the Nlets Law Enforcement Carrier Status Request. The Nlets 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 in the Motor Carrier Safety Improvement Program (MCSIP).

Law enforcement personnel submit the Nlets Law Enforcement Carrier Status Request to the Nlets System, which makes an inquiry to its PRISM Target File and returns the response to the sender.

6.4.2.1. Retrieve the PRISM Target File

6.4.2.1.1. Processor: Nlets

6.4.2.1.2. Transmission:

Retrieve the PRISM Target File from the Volpe SFTP Site.

6.4.2.2. Send Carrier Status Request

6.4.2.2.1. Processor: Law Enforcement

6.4.2.2.2. Transmission

Submit the Carrier Status Request (ACQ) to Nlets. 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.

6.4.2.3. Process and Forward to Law Enforcement

6.4.2.3.1. Processor: Nlets Processor

6.4.2.3.2. Reception

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

6.4.2.3.3. Validation

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

Required Data Check

If the USDOT Number (MMCDO1) is not present, return an error
Message: "REQUIRED DATA WAS NOT SUBMITTED".

6.4.2.3.4. Carrier Data Look-up

6.4.2.3.5. Selection

Select all ***carrier*** records from the PRSIM Target File with the same USDOT Number (MMCDO1) as that provided on the request.

If no errors were detected, but the inquiry selected no records from the PRISM Target File, return one PRISM Carrier Status Response (ACR) with the notation CARRIER IS NOT TARGETED.

6.4.2.3.6. Transmission

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

6.4.2.4. Receive Carrier Status Response

6.4.2.4.1. Processor: Law Enforcement

6.4.2.4.2. Reception

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

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

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

6.4.3. Nlets Vehicle Status Inquiry

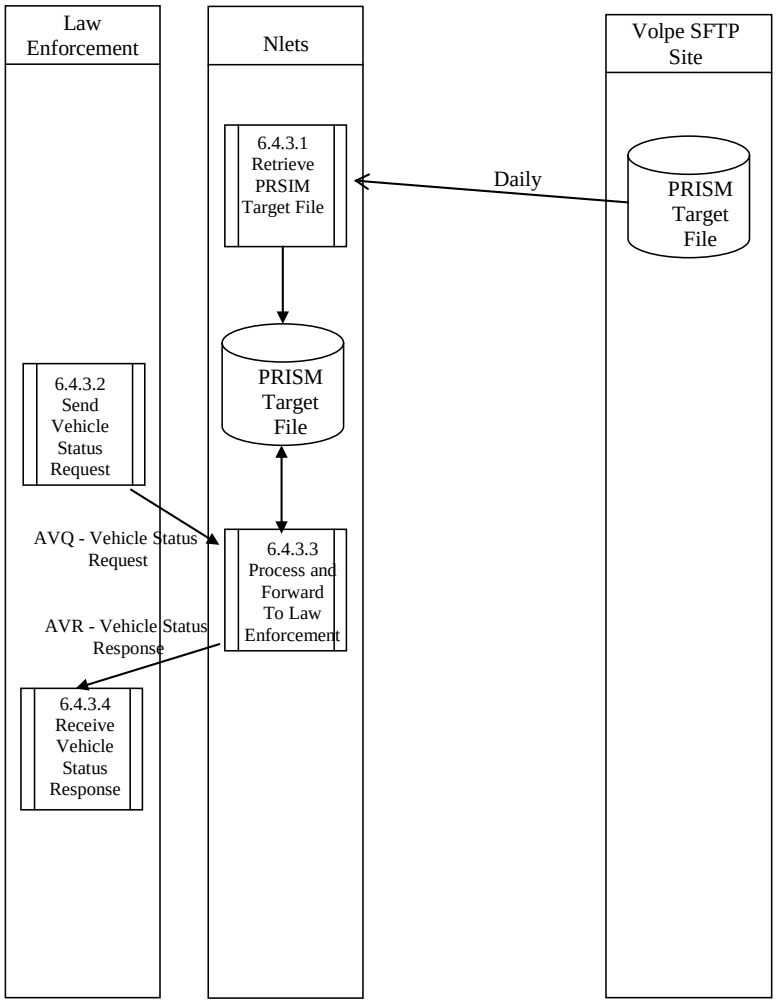

Figure 6.19 – Nlets Vehicle Status Inquiry

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)).

Law enforcement personnel can investigate a vehicle with the Nlets Vehicle Status Request (AVQ) to the Target File (maintained at Nlets Operations Center) using the Vehicle Identification Number or a combination of the Plate Number and Registration Jurisdiction.

The inquiry will return a vehicle and a carrier record from the 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.

Law enforcement personnel submit the Nlets Vehicle Status Request (AVQ) to the Nlets System, which queries the PRISM Target File 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 requestor. 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)
- A Status Message indicating an error identified by the Nlets.

6.4.3.1. Retrieve the PRISM Target File

6.4.3.1.1. Processor: Nlets

6.4.3.1.2. Transmission:

Retrieve the PRISM Target File from the Volpe SFTP Site.

6.4.3.2. Send Vehicle Status Request

6.4.3.2.1. Processor: Law Enforcement

6.4.3.2.2. Transmission

Submit the Vehicle Status Request (AVQ) to Nlets. 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).

6.4.3.3. Process and Forward to Law Enforcement

6.4.3.3.1. Processor: Nlets Processor

6.4.3.3.2. Reception

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

6.4.3.3.3. Validation

The Nlets Processor verifies that the Vehicle Status Request (AVQ) can be processed. The inquiry must contain a vehicle identifier. The identifier may be the VIN (VVHVIN) or both the Plate Number (VRGPLN) and Registration Jurisdiction (VRGJUR). If an error is detected, return a Status Message (SM).

6.4.3.3.4. Data Look Up

Inquire to the PRISM Target File and receive the response. If a record is found, format the AVR Message (see Appendix A for formatting requirements. If no record is found, format the AVR Message with the notation CARRIER IS NOT TARGETED.

6.4.3.3.5. Forward to Law Enforcement

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

6.4.3.4. Receive Vehicle Status Response

6.4.3.4.1. Processor: Law Enforcement

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

6.4.4. Identify Targeted Vehicles using Web Services

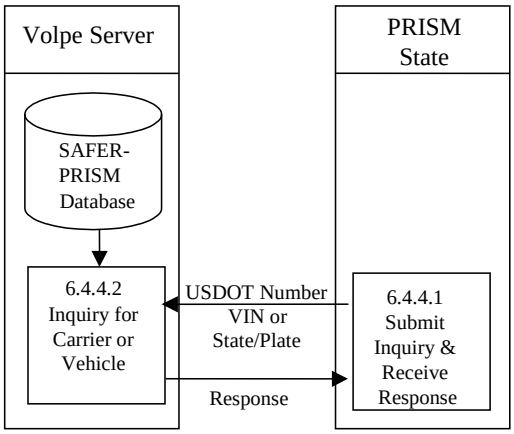

Figure 6.20 –Web Service Targeted Vehicle Identification

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@Dot.Gov. The Web Services application provides connectivity to the PRISM Web Services Server. ~~In order to access this server a VPN account is required. Contact FMCTechSup@Dot.Gov for information on acquiring this account. Additionally a PRISM user account and password are required to perform queries to the PRISM Web Services. Contact PRISMTechnicalSupport@Dot.Gov for information on acquiring this account.~~

The Web Service Client will submit queries to the PRISM Web Services and process the resulting XML document which is returned by the PRISM Web Services Server. Note, the MCSIP Step of the Safety Carrier is obtained from MCMIS for PRISM Web Services queries, thus the latest OOS status is returned.

~~Note: SAFER Web Services may also be used for satisfying this requirement. For SAFER Web Services the MCSIP Step of the Safety Carrier is not obtained from MCMIS for the queries. The process for using SAFER Web Services would be similar to that described below for PRISM Web Services.~~

6.4.4.1. Submit Inquiry and Receive Response

6.4.4.1.1. Timing: As required by the authorized user

6.4.4.1.2. Processor: PRISM or CVISN State

6.4.4.1.3. Inquiries Supported

Two web services queries are currently available.

The Carrier inquiry uses the USDOT number as the input parameter and returns all targeted vehicles for the carrier in the T0041P XML field format. If no targeted vehicles exist for the carrier, only the XML header is returned indicating not PRISM Targeted. When a response is received the MCSIP Step must be reviewed to determine the carrier's safety status.

The targeted vehicle inquiry uses the VIN as the input parameter and returns all vehicle records associated with the VIN in the T0041P XML field format where the carrier responsible for safety of the vehicle is in the Motor Carrier Safety Improvement Program (MCSIP – PRISM Targeted). If no vehicle records meet the criterion, only the XML header is returned indicating no targeted vehicle records exist for the VIN.

6.4.4.2. Process Inquiry and Provide Response

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

6.4.4.2.2. Processor: FMCSA/Volpe

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6.4.5. Check Carrier Safety Status using a LPR or USDOTR

Several PRISM States have acquired License Plate Readers and/or USDOT Number Readers and installed the systems at Ports of Entry or other weigh station locations in the State. The PRISM Target File (Figure 6.14), or PRISM Web Services (Figure 6.20), can be used in conjunction with the LPR or USDOTR to automatically trigger alerts to the inspection dispatcher if the vehicle is identified on the PRISM Target File.

States that currently have a LPR or USDOTR installed, and have not yet connected to the PRISM Target File data, please contact: PRISMTechnicalSupport@dot.gov.

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~~6.5.~~ Requirement: Perform MCS-150 Processing

When a State enters PRISM they may or may not have the USDOT Number on their IRP Registration files. States should send the Registrants 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 and the question "is the MCRS expected to change during the registration year?"..

For subsequent renewals the State may require the registrants and carriers to update the MCS-150 information directly on MCMIS using the web site, or the State will include MCS-150 information for the Registrant and for each USDOT Number contained on the registrant's vehicle schedules. The data for printing the MCS-150 information will require the State to download the MCS-150 file from the Volpe SFTP Site (contact PRISMTechnicalSupport@Dot.Gov for details on downloading). The printed MCS-150 forms, or streamed MCS-150 information, are then included with the renewal package.

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. For these cases it is not necessary to include the MCS-150 information.

States are strongly encouraged to inform all of their registrants at each renewal period that the registrant and 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 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 registrants and 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. Name and mailing address changes must be directly updated into MCMIS by the State and if printing a cab card immediately, name and mailing address changes must also be made to the local Census File or CVIEW database. This update to the local census file or CVIEW is necessary since the data on those files are used to print and bar code the motor carrier responsible for safety information on the cab card.

Note: When printing the information on the renewals for the MCS-150, a space should be provided for the TIN but it should have asterisks in place of the number. This is a privacy concern due to the number possibly being the SSN.

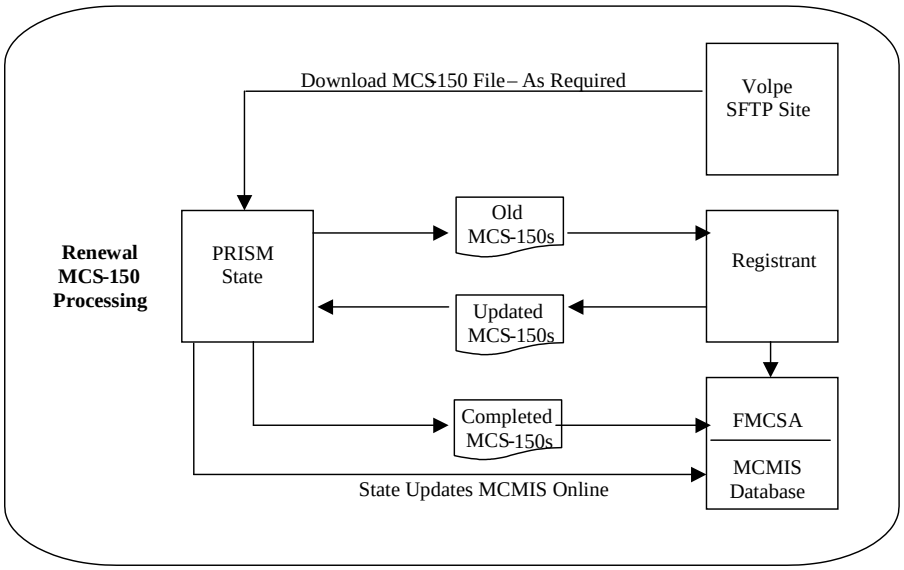

Figure 6.21 – MCS-150 Processing

~~6.5.1~~6.4.6. Renewal MCS-150 Processing

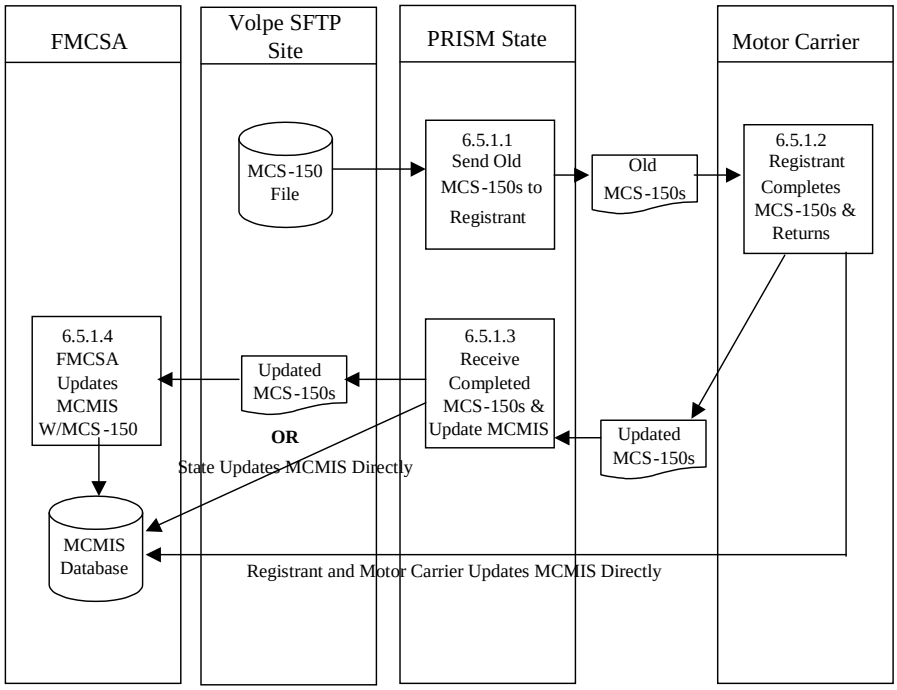

Figure 6.22 – Renewal MCS-150 Processing

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 IRP renewal time if they have not updated their MCS-150 data within the past year. 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.

Note: Information is considered current if the information requested on the MCS-150 form has been updated on MCMIS within one year prior to the beginning of the IRP registration year. (This is also less than two years earlier than the last day of the new registration period which satisfies the Federal requirement for carriers to update this information biennially)

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

The MCS-150 format, when included in the Registrant's Renewal Package will be a paper form. Carriers should also be encouraged to directly update their MCS-150 information on MCMIS through the following website http://www.fmcsa.dot.gov When the registrant and carrier directly update MCMIS through the FMCSA Web Site the State should receive the updated data in their next database daily Census Updates (either CVIEW or PRISM Local Census File).

Note: When the registrant and carrier directly update MCMIS through the FMCSA Web Site the MCS-150 date has to also be checked and the renewal process stopped if the date is not current.

When the IRP Section receives the completed MCS-150 information from the registrant, they must directly update MCMIS with the carrier name and mailing address, and may then forward the MCS-150 format to the FMCSA data entry contractor, 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:

Federal Motor Carrier Safety Administration
MC-RIO, W65-206
1200 New Jersey Avenue, SE
Washington, DC 20590

~~6.5.1.1.~~**6.4.6.1. Send Old MCS-150 Form(s) to Registrant**

~~6.5.1.1.1.~~**6.4.6.1.1. Timing:** When performing the IRP Renewal

~~6.5.1.1.2.~~**6.4.6.1.2. Processor:** PRISM State

~~6.5.1.1.3.~~**6.4.6.1.3. Selection:** For each Registrant/Carrier who has registrations being renewed and the update date is more than a year old:~~For each Registrant/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 Registrants/Carriers being renewed have had all of their vehicle records reviewed.

~~6.5.1.1.4.~~**6.4.6.1.4.** **Validation:** None

~~6.5.1.1.5.~~**6.4.6.1.5.** **Transmission**

Printed renewal packages.

~~6.5.1.2.~~**6.4.6.2.** **Carrier Completes MCS-150 & Returns**

It is expected that the registrant will complete the MCS-150 as received, and return the renewal package to the IRP Section along with the MCS – 150 from the MCRS if the registrant has a lease. If the carrier updates their MCS-150 directly with the MCMIS Database, the remaining processes are not required.

~~6.5.1.3.~~**6.4.6.3.** **Receive Completed MCS-150 & Update MCMIS**

~~6.5.1.3.1.~~**6.4.6.3.1.** **Timing: As soon as possible after the MCS-150 is received.**

~~6.5.1.3.2.~~**6.4.6.3.2.** **Processor:** PRISM State

~~6.5.1.3.3.~~**6.4.6.3.3.** **Validation:** IRP personnel should review the MCS-150 form for completeness.

~~6.5.1.3.4.~~**6.4.6.3.4.** **Update**

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

~~6.5.1.4.~~6.4.6.4. FMCSA Updates MCMIS

~~6.5.1.4.1.~~6.4.6.4.1. **Timing:** As soon as possible after the MCS-150 form is received.

~~6.5.1.4.2.~~6.4.6.4.2. **Processor:** FMCSA~~/State IRP personnel~~

The FMCSA Contractor ~~or State IRP~~ personal will perform the data entry. 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 by PRISM are:

Message Name	Nlets Code
Carrier Status Request	ACQ
Carrier Response	ACR
Vehicle Status Request	AVQ
Vehicle Response	AVR
Status Message	SM

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 processor contains a header with the following components:

Nlets Component	Nlets Description
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
xxxxxxxxx followed by a period	9 Character sending ORI
xxxxxxxxx followed by a period	Either a 2 or 9 digit destination ORI, only one per message
*	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
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.

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

Nlets Component	Nlets Description
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
xxxxxxxxx	9 Character sending ORI
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
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.
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 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
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
nnnnn	A 5-digit number identifying the total number of messages, other than Station Error Message, delivered to this station today
xxxxxxxxx	Either a 2 or 9 digit destination ORI, only one per message
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
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
ETX	The end of text control character

A.2 ACQ - Carrier Status Request

Nlets Component	Nlets 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.

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A.3 ACR - Carrier Response

A.3.1 Message Layout for an ACR ~~-~~Response with Match Data

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

CARRIER IS TARGETED
~~CARRIER IS NOT TARGETED~~
CARRIER IS UNDER FEDERAL OOSO – IMMINENT HAZARD
CARRIER IS UNDER FEDERAL OOSO – UNSAT/UNFIT
CARRIER IS UNDER FEDERAL OOSO – FAILURE TO PAY
CARRIER IS UNDER FEDERAL OOSO – NEW ENTRANT REVOKED FOR REFUSAL OF AUDIT/NO CONTACT
CARRIER IS UNDER FEDERAL OOSO – NEW ENTRANT REVOKED FOR FAILURE OF SAFETY AUDIT
CARRIER IS UNDER FEDERAL OOSO – NEW ENTRANT REVOKED FOR EXPEDITED ACTIONS
CARRIER IS UNDER FEDERAL OOSO - REVOCATION OR SUSPENSION OF OPERATING AUTHORITY
CARRIER IS UNDER FEDERAL OOSO – REVOCATION OR SUSPENSION OF ~~FOR-HIRE~~FOR-HIRE OPERATING AUTHORITY
In some cases (shown below) the following message will be appended to the OOSO message
INTRASTATE ~~OUT-OF-SERVICE~~OUT-OF-SERVICE
If the carrier is not on the PRISM Target File, this message will be displayed: NOT ON FILE

~~If the MCSIP Step = 00, 30, or 99 display "CARRIER IS NOT TARGETED"~~
If the MCSIP Step = ~~02,~~ 03, ~~06,~~ 07, ~~08, 10, 12, 13,~~22, 31, 32, 33, 34, 35, 36, 37, 38, 39, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, or 89 ~~-~~display "CARRIER IS TARGETED"
If the MCSIP Step = 52 display "CARRIER IS UNDER FEDERAL OOSO – REVOCATION OR SUSPENSION OF OPERATING AUTHORITY AND INTRASTATE ~~OUT-OF-SERVICE~~OUT-OF-SERVICE"
If the MCSIP Step = 53 display "CARRIER IS UNDER FEDERAL OOSO – REVOCATION OR SUSPENSION OF ~~FOR-HIRE~~FOR-HIRE OPERATING AUTHORITY AND INTRASTATE ~~OUT-OF-SERVICE~~OUT-OF-SERVICE"
If the MCSIP Step = 54 display "CARRIER IS UNDER FEDERAL OOSO – IMMINENT HAZARD"
If the MCSIP Step = 55 display "CARRIER IS UNDER FEDERAL OOSO – UNSAT/UNFIT"
If the MCSIP Step = 56 display "CARRIER IS UNDER FEDERAL OOSO – NEW ENTRANT REVOKED FOR EXPEDITED ACTIONS & INTRASTATE OUT-OF-SERVICE"
If the MCSIP Step = 57 display "CARRIER IS UNDER FEDERAL OOSO – ~~-~~FAILURE TO PAY"
If the MCSIP Step = 58 display "CARRIER IS UNDER FEDERAL OOSO – NEW ENTRANT REVOKED FOR EXPEDITED ACTIONS"
If the MCSIP Step = 59 display "INTRASTATE ~~OUT-OF-SERVICE~~OUT-OF-SERVICE"
If the MCSIP Step = 60 display "CARRIER IS UNDER FEDERAL OOSO – IMMINENT HAZARD" and "INTRASTATE ~~OUT-OF-SERVICE~~OUT-OF-SERVICE"
If the MCSIP Step = 61 display "CARRIER IS UNDER FEDERAL OOSO – UNSAT/UNFIT" and "INTRASTATE ~~OUT-OF-SERVICE~~OUT-OF-SERVICE"
If the MCSIP Step = 62 display "CARRIER IS UNDER FEDERAL OOSO – FAILURE TO PAY" and "INTRASTATE ~~OUT-OF-SERVICE~~OUT-OF-SERVICE"
If the MCSIP Step = 63 display "CARRIER IS UNDER FEDERAL OOSO - NEW ENTRANT REVOKED FOR REFUSAL OF AUDIT/NO CONTACT"
If the MCSIP Step = 64 display "CARRIER IS UNDER FEDERAL OOSO - NEW ENTRANT REVOKED FOR FAILURE OF SAFETY AUDIT"
If the MCSIP Step = 65 display "CARRIER IS UNDER FEDERAL OOSO - REVOCATION OR SUSPENSION OF OPERATING AUTHORITY"
If the MCSIP Step = 66 display "CARRIER IS UNDER FEDERAL OOSO – REVOCATION OR SUSPENSION OF ~~FOR-HIRE~~FOR-HIRE OPERATING AUTHORITY"
If the MCSIP Step = 67 display "CARRIER IS UNDER FEDERAL OOSO – NEW ENTRANT REVOKED FOR REFUSAL OF AUDIT/NO CONTACT AND INTRASTATE ~~OUT-OF-SERVICE~~OUT-OF-SERVICE"
If the MCSIP Step = 68 display "CARRIER IS UNDER FEDERAL OOSO – NEW ENTRANT REVOKED FOR FAILURE OF SAFETY AUDIT AND INTRASTATE ~~OUT-OF-SERVICE~~OUT-OF-SERVICE"

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

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Nlets Component	Nlets Description
None	Carrier Status Message
USDOT NBR/(7) followed by a period	USDOT Number
NAM/(55) followed by a period	Legal Name - Maximum of 55 (A/N) characters
DBA/(55) followed by a period	DBA Name - Maximum of 55 (A/N) characters
ADR/(30) followed by a period	Carrier Street Business Address
CITY/(25) followed by a period	Carrier City Business Address
ST/(2) followed by a period	Carrier State Code Business Address
ZIP/(5) followed by the expanded zip business address	Carrier Zip Business Address
(5) placed immediately behind Zip Business Address followed by a period	Carrier Expanded Zip Business Address
CAR TARG-IND/(1) Followed by a period	Carrier Target Indicator
CAR TARG-DATE/(8) (MMDDCCYY) Followed by a period	Carrier Target Date
MCSIP STEP/(2) Followed by a period	MCSIP Step
MCSIP DATE/(8) (MMDDCCYY) Followed by a period	MCSIP Step Date

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

Carrier Status Request (ACQ) - As received by the Nlets Processor

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 Law Enforcement requestor by the Nlets Processor.

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 – IMMINENT HAZARD
CARRIER IS UNDER FEDERAL OOSO – UNSAT/UNFIT
CARRIER IS UNDER FEDERAL OOSO – FAILURE TO PAY
CARRIER IS UNDER FEDERAL OOSO – NEW ENTRANT REVOKED FOR REFUSAL OF AUDIT/NO CONTACT
CARRIER IS UNDER FEDERAL OOSO – NEW ENTRANT REVOKED FOR FAILURE OF SAFETY AUDIT
CARRIER IS UNDER FEDERAL OOSO – NEW ENTRANT REVOKED FOR EXPEDITED ACTIONS
CARRIER IS UNDER FEDERAL OOSO - REVOCATION OR SUSPENSION OF OPERATING AUTHORITY
CARRIER IS UNDER FEDERAL OOSO – REVOCATION OR SUSPENSION OF ~~FOR HIRE~~FOR-HIRE OPERATING AUTHORITY
In some cases (shown below) the following message will be appended to the OOSO message
INTRASTATE ~~OUT OF SERVICE~~OUT-OF-SERVICE
If the carrier is not on the PRISM Target File, this message will be displayed: NOT ON FILE

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```
  (One or more of the above fields will be provided depending on the value of
                              the MCSIP Step)
DOT/xxxxxxx(.)*
NAM/xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx(.)*
DBA/xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx(.)*
ADR/xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx(.)*
CITY/xxxxxxxxxxxxxxxxxxxxxxxx(.) ST/xx(.) ZIP/xxxxx-xxxx(.)*
CAR TARG-IND/x(.) MCSIP STEP/xx(.)MCSIP DATE/MMDDCCYY(.)*
ETX
```

(1) ~~Out of Service~~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.

~~If an inquiry to the Nlets PRISM Target File returns a "NOT FOUND" condition. The ACR will be returned with the USDOT Number and the notation "CARRIER IS NOT TARGETED".~~

A.5 AVQ - Vehicle Inquiry

Nlets Component	Nlets 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
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
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

A.6 AVR - Vehicle Response

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

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

CARRIER IS TARGETED
~~CARRIER IS NOT TARGETED~~
CARRIER IS UNDER FEDERAL OOSO – IMMINENT HAZARD
CARRIER IS UNDER FEDERAL OOSO – UNSAT/UNFIT
CARRIER IS UNDER FEDERAL OOSO – FAILURE TO PAY
CARRIER IS UNDER FEDERAL OOSO – NEW ENTRANT REVOKED FOR REFUSAL OF AUDIT/NO CONTACT
CARRIER IS UNDER FEDERAL OOSO – NEW ENTRANT REVOKED FOR FAILURE OF SAFETY AUDIT
CARRIER IS UNDER FEDERAL OOSO – NEW ENTRANT REVOKED FOR EXPEDITED ACTIONS
CARRIER IS UNDER FEDERAL OOSO - REVOCATION OR SUSPENSION OF OPERATING AUTHORITY
CARRIER IS UNDER FEDERAL OOSO – REVOCATION OR SUSPENSION OF ~~FOR-HIRE~~FOR-HIRE OPERATING AUTHORITY
In some cases (shown below) the following message will be appended to the OOSO message
INTRASTATE ~~OUT OF SERVICE~~OUT-OF-SERVICE
If the carrier is not on the PRISM Target File, this message will be displayed: NOT ON FILE

~~If the MCSIP Step = 00, 30, or 99 display "CARRIER IS NOT TARGETED"~~
If the MCSIP Step = ~~02,~~ 03, ~~06,~~ 07, ~~08, 10, 12, 13,22, 31, 32, 33, 34, 35, 36, 37, 38, 39, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, or 89~~ display "CARRIER IS TARGETED"
If the MCSIP Step = 52 display "CARRIER IS UNDER FEDERAL OOSO – REVOCATION OR SUSPENSION OF OPERATING AUTHORITY AND INTRASTATE ~~OUT OF SERVICE~~OUT-OF-SERVICE"
If the MCSIP Step = 53 display "CARRIER IS UNDER FEDERAL OOSO – REVOCATION OR SUSPENSION OF ~~FOR-HIRE~~FOR-HIRE OPERATING AUTHORITY AND INTRASTATE ~~OUT OF SERVICE~~OUT-OF-SERVICE"
If the MCSIP Step = 54 display "CARRIER IS UNDER FEDERAL OOSO – IMMINENT HAZARD"
If the MCSIP Step = 55 display "CARRIER IS UNDER FEDERAL OOSO – UNSAT/UNFIT"
If the MCSIP Step = 56 display "CARRIER IS UNDER FEDERAL OOSO – NEW ENTRANT REVOKED FOR EXPEDITED ACTIONS & INTRASTATE OUT-OF-SERVICE"
If the MCSIP Step = 57 display "CARRIER IS UNDER FEDERAL OOSO – FAILURE TO PAY"
If the MCSIP Step = 58 display "CARRIER IS UNDER FEDERAL OOSO – NEW ENTRANT REVOKED FOR EXPEDITED ACTIONS"
If the MCSIP Step = 59 display "INTRASTATE ~~OUT OF SERVICE~~OUT-OF-SERVICE"
If the MCSIP Step = 60 display "CARRIER IS UNDER FEDERAL OOSO – IMMINENT HAZARD" and "INTRASTATE ~~OUT OF SERVICE~~OUT-OF-SERVICE"
If the MCSIP Step = 61 display "CARRIER IS UNDER FEDERAL OOSO – UNSAT/UNFIT" and "INTRASTATE ~~OUT OF SERVICE~~OUT-OF-SERVICE"
If the MCSIP Step = 62 display "CARRIER IS UNDER FEDERAL OOSO – FAILURE TO PAY" and "INTRASTATE ~~OUT OF SERVICE~~OUT-OF-SERVICE"
If the MCSIP Step = 63 display "CARRIER IS UNDER FEDERAL OOSO - NEW ENTRANT REVOKED FOR REFUSAL OF AUDIT/NO CONTACT"
If the MCSIP Step = 64 display "CARRIER IS UNDER FEDERAL OOSO - NEW ENTRANT REVOKED FOR FAILURE OF SAFETY AUDIT"
If the MCSIP Step = 65 display "CARRIER IS UNDER FEDERAL OOSO - REVOCATION OR SUSPENSION OF OPERATING AUTHORITY"
If the MCSIP Step = 66 display "CARRIER IS UNDER FEDERAL OOSO – REVOCATION OR SUSPENSION OF ~~FOR-HIRE~~FOR-HIRE OPERATING AUTHORITY"
If the MCSIP Step = 67 display "CARRIER IS UNDER FEDERAL OOSO – NEW ENTRANT REVOKED FOR REFUSAL OF AUDIT/NO CONTACT AND INTRASTATE ~~OUT OF SERVICE~~OUT-OF-SERVICE"
If the MCSIP Step = 68 display "CARRIER IS UNDER FEDERAL OOSO – NEW ENTRANT REVOKED FOR FAILURE OF SAFETY AUDIT AND INTRASTATE ~~OUT OF SERVICE~~OUT-OF-SERVICE"

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

Nlets Component	Nlets Description
Vehicle Information	
VMA/(4) followed by a period	Vehicle Make
VYR/(4) followed by a period	Vehicle Year
VIN/(17) followed by a period	Vehicle Identification Number
LIC/(10) followed by a period	License Plate Number
LIS/(2) followed by a period	Registration Jurisdiction
REG EFF DATE/(8) (MMDDCCYY) followed by a period	Registration Effective Date
REG EXP DATE/(8) (MMDDCCYY) followed by a period	Registration Expiration Date
VEH TARG-IND/(1) followed by a period	Vehicle Target Indicator
Carrier Information	
None	Carrier Status Message
DOT(7) followed by a period	USDOT Number
NAM/(55) followed by a period	Legal Name - Maximum of 55 (A/N) characters
DBA/(55) followed by a period	DBA Name - Maximum of 55 (A/N) characters
ADR/(30) followed by a period	Carrier Street Business Address
CITY/(25) followed by a period	Carrier City Business Address
ST/(2) followed by a period	Carrier State Code Business Address
ZIP/(5) followed by the zip business address	Carrier Zip Business Address
(5) placed immediately behind Zip Business Address followed by a period	Carrier Expanded Zip Business Address
CAR TARG-IND/(1) followed by a period	Carrier Target Indicator
MCSIP STEP/(2) followed by a period	MCSIP Step
MCSIP DATE/(8) (MMDDCCYY) followed by a period	MCSIP Step Date

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

Vehicle Status Request (AVQ) - As received by the Nlets Processor.

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/xxxxxxxxxx(.) 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 Law Enforcement requestor by the Nlets Processor.

Example of a normal response (with data)

```
STX
CR/LF/DEL
AVR(.)
AV00000VS(.)
xxxxxxxxx(.)
*xxxxxxxxxx(.)
TXT
```

CARRIER IS TARGETED
~~CARRIER IS NOT TARGETED~~
CARRIER IS UNDER FEDERAL OOSO – IMMINENT HAZARD
CARRIER IS UNDER FEDERAL OOSO – UNSAT/UNFIT
CARRIER IS UNDER FEDERAL OOSO – FAILURE TO PAY
CARRIER IS UNDER FEDERAL OOSO – NEW ENTRANT REVOKED FOR REFUSAL OF AUDIT/NO CONTACT
CARRIER IS UNDER FEDERAL OOSO – NEW ENTRANT REVOKED FOR FAILURE OF SAFETY AUDIT
CARRIER IS UNDER FEDERAL OOSO – NEW ENTRANT REVOKED FOR EXPEDITED ACTIONS
CARRIER IS UNDER FEDERAL OOSO - REVOCATION OR SUSPENSION OF OPERATING AUTHORITY
CARRIER IS UNDER FEDERAL OOSO – REVOCATION OR SUSPENSION OF ~~FOR HIRE~~FOR-HIRE OPERATING AUTHORITY
In some cases (shown below) the following message will be appended to the OOSO message
INTRASTATE ~~OUT OF SERVICE~~OUT-OF-SERVICE
If the carrier is not on the PRISM Target File, this message will be displayed: NOT ON FILE

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```
(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/xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx(.)*
CITY/xxxxxxxxxxxxxxxxxxxxxxxx(.) ST/xx(.) ZIP/xxxxx-xxxx(.)*
CAR TARG-IND/x(.) MCSIP STEP/xx(.)MCSIP DATE/MMDDCCYY(.)*
```

(1) ~~Out of Service~~Out-of-Service Order

```
VMA/xxxx(.) VYR/xxxx(.) VIN/xxxxxxxxxxxxxxxxx (.)*
```

```
LIC/xxxxxxxxxx(.) LIS/xx(.) REG EFF DATE/MMDDCCYY(.) *
REG EXP DATE/MMDDCCYY(.) VEH-TARG-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

* 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 Status Message (SM)

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Nlets Component	Nlets Description
Message received	Three types of messages can be received in the SM 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~~OUT-OF-SERVICE UNTIL xxxx aaa" or "Nlets IN SERVICE".
	2. Validation message automatically generated by Nlets switcher. ORI is NL0000000
	3. Generated by State or other user. ORI does not start with NL00000 or AZNlets

B. MCSIP Steps

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~~Comprehensive~~ MCSIP Step Chart ~~(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
~~2~~	~~Y~~	~~N~~	~~SafeStat Warning Group~~	~~Warning Letter~~	~~Targeted~~
3	Y	N	Past Due CR	Past Due CR	Targeted
~~6~~	~~Y~~	~~N~~	~~Warning Letter Sent~~	~~N/A~~	~~Targeted~~
7	Y	N	Mandatory CR	Mandatory CR	Targeted
~~8~~	~~Y~~	~~N~~	~~Recommended CR~~	~~Recommended CR~~	~~Targeted~~
~~10~~	~~Y~~	~~N~~	~~Informational Monitoring~~	~~Informational Monitoring~~	~~Targeted~~
~~12~~	~~Y~~	~~N~~	~~SafeStat Category A or B~~	~~N/A~~	~~Targeted~~
~~13~~	~~Y~~	~~N~~	~~SafeStat Category C but no warning letter~~	~~N/A~~	~~Targeted~~
22	N	N	Compliance Review Complete	N/A	Not Targeted
~~22~~	~~Y~~	~~N~~	~~Compliance Review Complete~~	~~N/A~~	~~Targeted~~
~~30~~	~~N~~	~~N~~	~~DEFICIENT BASICS: NONE~~	~~N/A – New CSA Step~~	~~Not Targeted~~
~~31~~	~~Y~~	~~N~~	~~DEFICIENT BASICS: FATIGUED DRIVING~~	~~N/A – New CSA Step~~	~~Targeted~~
~~32~~	~~Y~~	~~N~~	~~DEFICIENT BASICS: FATIGUED DRIVING & VEH MAINT~~	~~N/A – New CSA Step~~	~~Targeted~~
~~33~~	~~Y~~	~~N~~	~~DEFICIENT BASICS: FATIGUED & UNSAFE DRIVING~~	~~N/A – New CSA Step~~	~~Targeted~~
~~34~~	~~Y~~	~~N~~	~~DEFICIENT BASICS: FATIGUED DRIVING, DRUG/ALCOHOL~~	~~N/A – New CSA Step~~	~~Targeted~~
~~35~~	~~Y~~	~~N~~	~~DEFICIENT BASICS: FATIGUED DRIVING, CARGO SECURING~~	~~N/A – New CSA Step~~	~~Targeted~~
~~36~~	~~Y~~	~~N~~	~~DEFICIENT BASICS: FATIGUED DRIVING, DRIVER FITNESS~~	~~N/A – New CSA Step~~	~~Targeted~~
~~37~~	~~Y~~	~~N~~	~~DEFICIENT BASICS: FATIGUED DRIVING, CRASH EXP~~	~~N/A – New CSA Step~~	~~Targeted~~
~~38~~	~~Y~~	~~N~~	~~DEFICIENT BASICS: VEH MAINT~~	~~N/A – New CSA Step~~	~~Targeted~~
~~39~~	~~Y~~	~~N~~	~~DEFICIENT BASICS: VEH MAINT, UNSAFE DRIVING~~	~~N/A – New CSA Step~~	~~Targeted~~
52	Y	Y	**OOSO – Revocation or Suspension of Operating Authority and Intrastate ~~Out of Service~~Out-of-Service**	OOS (if interstate activity in last 6 months)	OOS: Revocation or Suspension of Operating Authority and Intrastate ~~Out of Service~~Out-of-Service
53	Y	Y	**OOSO – Revocation or Suspension of ~~For Hire~~For-Hire Operating Authority and Intrastate ~~Out of Service~~Out-of-Service**	OOS (if interstate activity in last 6 months)	OOS: Revocation or Suspension of ~~For Hire~~For-Hire Operating Authority and Intrastate ~~Out of Service~~Out-of-Service
54	Y	Y	**OOSO – Imminent Hazard**	OOS (if interstate activity in last 6 months)	OOS: Imminent Hazard
55	Y	Y	**OOSO – Unsat/Unfit**	OOS (if interstate activity in last 6 months)	OOS: Unfit Motor Carrier

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
56	Y	Y	**OOSO – New Entrant Revoked for Expedited Actions and Intrastate Out-of-Service**	OOS (if interstate activity in last 6 months)	New Entrant – OOSO Revoked for Expedited Actions and Intrastate Out-of-Service
57	Y	Y	**OOSO – Failure to Pay Fine for Safety Violation**	OOS (if interstate activity in last 6 months)	OOS: Failure to Pay
58	Y	Y	**OOSO – New Entrant Revoked for Expedited Actions**	OOS (if interstate activity in last 6 months)	New Entrant – OOSO Revoked for Expedited Actions
59	Y	N	**Intrastate ~~Out of Service~~Out-of-Service**	N/A – Intrastate Only	Intrastate ~~Out of Service~~Out-of-Service
60	Y	Y	**OOSO – Imminent Hazard and Intrastate ~~Out of Service~~Out-of-Service**	OOS (if interstate activity in last 6 months)	OOS: Imminent Hazard and Intrastate ~~Out of Service~~Out-of-Service
61	Y	Y	**OOSO – Unsat/Unfit and Intrastate ~~Out of Service~~Out-of-Service**	OOS (if interstate activity in last 6 months)	OOS: Unfit Motor Carrier and Intrastate ~~Out of Service~~Out-of-Service
62	Y	Y	**OOSO – Failure to Pay and Intrastate ~~Out of Service~~Out-of-Service**	OOS (if interstate activity in last 6 months)	OOS: Failure to Pay and Intrastate ~~Out of Service~~Out-of-Service
63	Y	Y	**OOSO – New Entrant Revoked for Refusal of Audit/No Contact**	OOS (if interstate activity in last 6 months)	New Entrant – OOSO Revoked for Refusal of Audit/No Contact
64	Y	Y	**OOSO – New Entrant Revoked for Failure of Safety Audit**	OOS (if interstate activity in last 6 months)	New Entrant – OOSO Revoked for Failure of Safety Audit
65	Y	Y	**OOSO – Revocation or Suspension of Operating Authority**	OOS (if interstate activity in last 6 months)	OOS: Revocation or Suspension of Operation Authority
66	Y	Y	**OOSO – Revocation or Suspension of ~~For Hire~~For-Hire Operating Authority**	OOS (if interstate activity in last 6 months)	OOS: Revocation or Suspension of ~~For Hire~~For-Hire Operating Authority
67	Y	Y	**OOSO – New Entrant Revoked for Refusal of Audit/No Contact and Intrastate ~~Out of Service~~Out-of-Service**	OOS (if interstate activity in last 6 months)	New Entrant – OOSO Revoked for Refusal of Audit/No Contact and Intrastate ~~Out of Service~~Out-of-Service
68	Y	Y	**OOSO – New Entrant Revoked for Failure of Safety Audit and Intrastate ~~Out of Service~~Out-of-Service**	OOS (if interstate activity in last 6 months)	New Entrant – OOSO Revoked for Failure of Safety Audit and Intrastate ~~Out of Service~~Out-of-Service
~~70~~	~~Y~~	~~N~~	~~DEFICIENT BASICS: VEH MAINT, DRUG/ALCOHOL~~	~~N/A – New CSA Step~~	~~Targeted~~
~~71~~	~~Y~~	~~N~~	~~DEFICIENT BASICS: VEH MAINT, CARGO SECURING~~	~~N/A – New CSA Step~~	~~Targeted~~
~~72~~	~~Y~~	~~N~~	~~DEFICIENT BASICS: VEH MAINT, DRIVER FITNESS~~	~~N/A – New CSA Step~~	~~Targeted~~

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
~~73~~	~~Y~~	~~N~~	~~DEFICIENT BASICS: VEH MAINT, CRASH EXP~~	~~N/A – New CSA Step~~	~~Targeted~~
~~74~~	~~Y~~	~~N~~	~~DEFICIENT BASICS: UNSAFE DRIVING~~	~~N/A – New CSA Step~~	~~Targeted~~
~~75~~	~~Y~~	~~N~~	~~DEFICIENT BASICS: UNSAFE DRIVING, DRUG/ALCOHOL~~	~~N/A – New CSA Step~~	~~Targeted~~
~~76~~	~~Y~~	~~N~~	~~DEFICIENT BASICS: UNSAFE DRIVING, CARGO SECURING~~	~~N/A – New CSA Step~~	~~Targeted~~
~~77~~	~~Y~~	~~N~~	~~DEFICIENT BASICS: UNSAFE DRIVING, DRIVER FITNESS~~	~~N/A – New CSA Step~~	~~Targeted~~
~~78~~	~~Y~~	~~N~~	~~DEFICIENT BASICS: UNSAFE DRIVING, CRASH EXP~~	~~N/A – New CSA Step~~	~~Targeted~~
~~79~~	~~Y~~	~~N~~	~~DEFICIENT BASICS: DRUG/ALCOHOL~~	~~N/A – New CSA Step~~	~~Targeted~~
~~80~~	~~Y~~	~~N~~	~~DEFICIENT BASICS: DRUG/ALCOHOL, CARGO SECURING~~	~~N/A – New CSA Step~~	~~Targeted~~
~~81~~	~~Y~~	~~N~~	~~DEFICIENT BASICS: DRUG/ALCOHOL, DRIVER FITNESS~~	~~N/A – New CSA Step~~	~~Targeted~~
~~82~~	~~Y~~	~~N~~	~~DEFICIENT BASICS: DRUG/ALCOHOL, CRASH EXP~~	~~N/A – New CSA Step~~	~~Targeted~~
~~83~~	~~Y~~	~~N~~	~~DEFICIENT BASICS: CARGO SECURING~~	~~N/A – New CSA Step~~	~~Targeted~~
~~84~~	~~Y~~	~~N~~	~~DEFICIENT BASICS: CARGO SECURING, DRIVER FITNESS~~	~~N/A – New CSA Step~~	~~Targeted~~
~~85~~	~~Y~~	~~N~~	~~DEFICIENT BASICS: CARGO SECURING, CRASH EXP~~	~~N/A – New CSA Step~~	~~Targeted~~
~~86~~	~~Y~~	~~N~~	~~DEFICIENT BASICS: DRIVER FITNESS~~	~~N/A – New CSA Step~~	~~Targeted~~
~~87~~	~~Y~~	~~N~~	~~DEFICIENT BASICS: DRIVER FITNESS, CRASH EXP~~	~~N/A – New CSA Step~~	~~Targeted~~
~~88~~	~~Y~~	~~N~~	~~DEFICIENT BASICS: CRASH EXP~~	~~N/A – New CSA Step~~	~~Targeted~~
~~89~~	~~Y~~	~~N~~	~~DEFICIENT BASICS: MORE THAN TWO~~	~~N/A – New CSA Step~~	~~Targeted~~
99	N	N	Carrier Out of Business	N/A	Not Targeted

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C. Data Dictionary

Element Code	Business & Call List Names	Description & Values
BJUCDE	JURISDICTION CODE NONE	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	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~~	~~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	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	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	The Error Element Code is the AAMVAnet code of the element in error in the message.
GERAET	AAMVAnet ERROR TYPE CLMF-DESC-ERROR-TYPE	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	When an element has multiple occurrences and some contain invalid values, this field points to the invalid occurrence.
GERMTX	ERROR MESSAGE TEXT CLMF-DESC-ERROR-TEXT	The text that describes an error.
GLSEGI	LAST SEGMENT INDICATOR CLMF-INDC-NCB-LAST-SEG	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	Description & Values
		N No this is not the last segment
GMSCNT	MSG MATCH COUNT CLMF-CNT-MEC-MATCH	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	This field represents the date that the message is sent. The format is YYMMDD.
GMSDST	MESSAGE DESTINATION CLMF-CODE-MSG-DEST	This field contains the network ID of the destination. VALUE MEANING/DESCRIPTION N/A
GMSIND	MSG MATCH INDICATOR CLMF-INDC-MEC-MATCH	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	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	The Message Length specifies the length of the Network Message.
GMSLOC	MESSAGE LOCATOR/HEADER CLMF-DESC-MEC-MSG-LOCATOR	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	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 messages for a particular match.
GMSORG	MESSAGE ORIGIN CLMF-CODE-ORIGIN	This element contains the network id of the site from which the message was originally sent.
GMSORI	Nlets ORI Address CLMF-ORI-DESTINATION-ADDRESS	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	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	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	This field states the time the message is sent. The format is HHMMSS.
GMSTYP	MESSAGE TYPE CLMF-CODE-MSG-TYPE	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	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	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	Description & Values
		N No error Y Error U Undeliverable
GNETSI	NETWORK SESSION INDICATOR CLMF_INDC_NET_SESSION	This indicator specifies whether the message is sent through NCS. VALUE MEANING/DESCRIPTION Y Yes N No
GNETST	NETWORK STATUS CLMF_CODE_NET_STATUS	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	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	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	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	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	This element contains the network id of the site that originated the transaction.
GTXNPR	TRANSACTION CODE CLMF-DESC-NCB-TXN-PROG	This data element defines a transaction code for NCS
GTXUNF	UNFORMATTED TEXT CLMF-TEXT-FREE-FORMAT	This field contains free-formatted text as may be included in a response from NDR.
GXMODC	TRANSMIT MODE CODE CLMF-CODE-NCB-XMIT-MODE	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	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	Description & Values
MMCCN1	CARRIER BUSINESS COUNTY ADDRESS CLMF-CARRIER-BUSINESS-CNTY-ADD	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	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	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	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	This field indicates the type of entity the of the USDOT Holders. VALUE MEANING/DESCRIPTION 'B' Both Carrier and Shipper 'C' Motor Carrier 'I' Intermodal Equipment Provider 'R' Registrant 'S' Shipper
MMCEZI	CARRIER EXPANDED ZIP BUSINESS ADDR CLMF-CARRIER-BUSINESS-XZIP-ADD	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	'B' Intrastate HazMat Carrier ' ' Not an Intrastate HazMat Carrier
MMCICC	MOTOR CARRIER ICC NUMBER CLMF-MTC-ICC-NUMBER	ICC number of the Motor Carrier.
MMCIII	CARRIER INTERSTATE OPERATION IND CLMF-INTERSTATE-OPER-IND	'A' Interstate Carrier ' ' Not an Interstate Carrier
MMCLN1	CARRIER LEGAL NAME CLMF-CARRIER-LEG-NAME	The Carrier's legal name.
MMCMCN	CARRIER MAILING COUNTY CODE CLMF-MC-MAIL-ADDR-COUNTY	This is the county code of the carriers mailing address.
MMCMCT	MOTOR CARRIER MAILING CITY	The city where all credentials are sent.

Element Code	Business & Call List Names	Description & Values
	CLMF-MC-MAIL-ADDR-CITY	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.
MMCMSA	MOTOR CARRIER MAILING STREET ADDRESS CLMF-MC-MAIL-ADDR-STREET	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	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	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	The Carrier's mailing address expanded ZIP.
MMCNHI	CARRIER INTRASTATE NON HAZMAT IND CLMF-INTRASTATE-NONHAZMAT-IND	'C' Intrastate Non-HazMat Carrer ' ' Not an Intrastate Non-HazMat Carrier
MMCPHN	MOTOR CARRIER TELEPHONE NUMBER CLMF-MC-PHONE	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	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	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

Element Code	Business & Call List Names	Description & Values
		See Jurisdiction Code BJUTCD for the list of values.
MMCSTS	MOTOR CARRIER STATUS CLMF-MC-STATUS	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	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	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	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	The Carrier's principal place of doing business. This is the actual ZIP address of the business not the mailing ZIP address.
MRFCCD	~~CVIS~~ PRISM CARRIER FILE CREATE DATE CLMF-CAR-FILE-CREATE-DATE	The date shows the date Carrier file was created. VALUE MEANING/DESCRIPTION Date in form CCYYMMDD.
MRFCHD	~~CVIS~~ PRISM CARRIER TARGET DATE CLMF-CAR-TARGET-DATE	The date of the current value of the Carrier Target Indicator. VALUE MEANING/DESCRIPTION Date in form CCYYMMDD.
MRFCTH	~~CVIS~~PRISM CARRIER TARGET INDICATOR CLMF-CAR-TARGET-IND	The indicator reveals whether the carrier record is currently a Target record. VALUE MEANING/DESCRIPTION

Element Code	Business & Call List Names	Description & Values
		'T' Target
MRFFTP	PRISM FILE TYPE NONE	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	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	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	The User Identification of the person who made the last update on the MCMIS file.
MRFNAZ	PRISM NAME ALPHABETIZER CLMF-PRISM-NAME-ALPHAZIER	A name in coded form, used for search purposes.
MRFRTP	PRISM RECORD TYPE NONE	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	The date shows the date Vehicle file was created. VALUE MEANING/DESCRIPTION Date in form CCYYMMDD.
MRFVHD	~~CVIS~~ VEHICLE TARGET DATE CLMF-VEH-TARGET-DATE	The date of the current value of the Vehicle Target Indicator. VALUE MEANING/DESCRIPTION Date in form CCYYMMDD.
MRFVTH	~~CVIS~~ VEHICLE TARGET INDICATOR CLMF-VEH-TARGET-IND	The indicator reveals whether the vehicle record is currently a Target record. VALUE MEANING/DESCRIPTION 'T' Target
MSFSDA	CARRIER MCSIP STEP DATE	The date of the MCSIP Step.

Element Code	Business & Call List Names	Description & Values
	CLMF-MCSIP-STEP-DATE	VALUE MEANING/DESCRIPTION Date in form CCYYMMDD.
MSFSSD	SAFESTAT INDICATOR DATE CLMF-SAFESTAT-SCORE-DATE	The date that a SafeStat Indicator is assigned by the SafeStat system.
MSFSSS	SAFESTAT INDICATOR CLMF-SAFESTAT-SCORE	An indicator assigned by the SafeStat~~e~~ System.
MSFSTP	MCSIP STEP CLMF-MCSIP-STEP	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	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	The date the current registration expires. Format is CCYYMMDD.
VRGJUR	REGISTRATION JURISDICTION CLMF-REG-JURIS	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	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	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	The year the registration was renewed, ie. 95, 96.
VVHMAK	VEHICLE/VESSEL MAKE CLMF-VEH-MAKE	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 See NCIC code definition. If no value is supplied it will be filled with the value "UNKN" in PRISM files.
VVHMYE	VEHICLE/VESSEL MODEL YEAR	The year which is assigned to a vehicle or vessel by

Element Code	Business & Call List Names	Description & Values
	CLMF-VEH-MODEL-YR	the manufacturer. Format is CCYY.
VVHSTA	VEHICLE STATUS CODE	This field is used to provide the ability for PVF States to report State Suspensions to the PRISM Central Site 100 – Active 900 – Inactive 950 – State Suspension due to Federal Out-of-Service Order 961 – State Suspension for other reason (non-OOS)
VVHSTD	VEHICLE STATUS CODE DATE	This field is used to track the date that the Vehicle Status Code was updated.
VVHVIN	VEHICLE IDENTIFICATION NUMBER CLMF-VEHICLE-VIN-NUMBER	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

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Supplemental Data Dictionary

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

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PRISM Code	Data Element Name	Description & Values
MMCPHN	Office Telephone Number	[COLUMN 466-475] Telephone number for the carrier
X150DT	The Year of the Mileage	[COLUMN 649-652] The year that the mileage on the MCS-150 was accumulated
X150LU	MCS-150 Last Update Date	Date of last update to the carrier record in the MCS-150 file.
XCLASS	Classification	[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	[COLUMN 665-714] Other Defined. Identifies other classification.
XCREP1	Company Representative 1	[COLUMN 1145-1264] Company Representative 1
XCREP2	Company Representative 2	[COLUMN 1265-1384] Company Representative 2
XDBNUM	Dun & Bradstreet Number	[COLUMN 526-534 The Dun & Bradstreet Number of the carrier
XDGTOT	Drivers Grand Total /Interstate &	[COLUMN 1112-1116] Total number of drivers hired to

PRISM Code	Data Element Name	Description & Values
	Intrastate	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	[COLUMN 1102-1106] Identifies the number of drivers hired by the entity to drive interstate within 100 mile radius.
XDOTRE	USDOT Revoked Flag	[COLUMN 1132-1132] A flag indicating whether the USDOT Number is revoked. Valid values are "Y" or "N"
XDOTRN	USDOT Revoked Number	[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	[COLUMN 553-632] The email address of the carrier.
XFAXPH	Office Fax Phone Number	[COLUMN 486-495] The entity's fax number at the principal place of business.
XGNDEF	Cargo Transported/Other Defined	[COLUMN 745-794] Identifies the type of cargo when"Other" is selected as cargo classification.
XGNFRT	Cargo Transported/General Freight	[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) Z. Utility (XGNUTL) AA. Farm Supplies (XGNFAR)

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PRISM Code	Data Element Name	Description & Values
		BB. Construction (XGNCON) CC. Water - Well (XGNWAT) DD. Other (XGNOTH)
XHCDVA	Hazardous Materials Carried	[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: Class 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	[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) E: Division 1.5 (XHSDVE) F: Division 1.6 (XHSDVF)

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PRISM Code	Data Element Name	Description & Values
		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	[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	[COLUMN 972-976] Identifies the number of Hazardous Material Tank Trailers Term Leased by the entity
XLEAMB	Equipment Units Term Leased /Mini-bus	[COLUMN 997-1001] Identifies the number of Mini Buses Term Leased by the entity
XLEAMC	Equipment Units Term Leased /Motor Coaches	[COLUMN 977-981] Identifies the number of Motor Coaches Term Leased by the entity
XLEATK	Equipment Units Term Leased/Truck	[COLUMN 952-956] Identifies the number of Trucks Term Leased by the entity.
XLEATL	Equipment Units Term Leased /Trailers	[COLUMN 962-966] Identifies the number of Trailers Term Leased by the entity
XLEATS	Equipment Units Term Leased /Tractors	[COLUMN 957-961] Identifies the number of Tractors Term Leased by the entity
XLEAV1	Equipment Units Term Leased /Van 1-8	[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	[COLUMN 1007-1011] Identifies the number of Vans with 9-16 capacity Term Leased by the entity
XLEB1	Equipment Units Term Leased /School Buses 1-8	[COLUMN 982-986] Identifies the number of School Buses with 1-8 capacity Term Leased by the entity

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PRISM Code	Data Element Name	Description & Values
XLEB16	Equipment Units Term Leased /School Buses 16+	[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	[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	[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	[COLUMN 1017-1021] Identifies the number of Limousines with 9-15 capacity Term Leased by the entity
XLELI6	Equipment Units Term Leased /Limousines 16+	[COLUMN 1022-1026] Identifies the number of Limousines with 16+ capacity Term Leased by the entity
XMADDZ	Mailing Address/Zip Code	[COLUMN 397-406] See XPADDZ – Physical Address/Zip Code
XMCCPH	Cellular Telephone Number	[COLUMN 476-485] Cellular telephone number for the carrier
XMCDN1	Carrier “Doing Business As” Name	[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	[COLUMN 496-507] The USDOT Number of the carrier
XMCFEI	Federal Employer Identification Number	[COLUMN 544-522] Federal Employer Identification Number
XMCLN1	Carrier Legal Name	[COLUMN 2-121] The Carrier's legal name.
XMCMSA	Carrier Street/ Mailing Address	[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	The MCSIP Flag shows whether the carrier is targeted. Value Meaning/Description “C” Targeted
XMCSSN	Social Security Number	[COLUMN 535-543] Social Security Number
XMCSTA	Carrier Street/ Business Address	[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	[COLUMN 441-465] The name or description of the Mexican Neighborhood.
XMEXPH	Mexican Neighborhood/Physical	[COLUMN 329-353] The name or description of the Mexican Neighborhood.
XMILYR	Mileage/Calendar Year/MCS-150	[COLUMN 639-648] The number of miles reported by the entity on the Form MCS-150.
XOWL9	Equipment Units Owned/Limousines 9-15	[COLUMN 942-946] Identifies the number of Limousines with 9-15 capacity owned by the entity
XOWLI	Equipment Units Owned/Limousines 1-8	[COLUMN 937-941] Identifies the number of Limousines with 1-8 capacity owned by the entity
XOWLI6	Equipment Units Owned/Limousines 16+	[COLUMN 947-951] Identifies the number of Limousines with 16+ capacity owned by the entity
XOWNHK	Equipment Units Owned/Hazardous Material Tank Trucks	[COLUMN 892-896] Identifies the number of Hazardous Material Tank Trucks owned by the entity
XOWNHT	Equipment Units Owned/Hazardous Materials Tank Trailers	[COLUMN 897-901] Identifies the number of Hazardous Material Tank Trailers owned by the entity

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PRISM Code	Data Element Name	Description & Values
XOWNMB	Equipment Units Owned/Mini-bus	[COLUMN 922-926] Identifies the number of Mini Buses owned by the entity
XOWNMC	Equipment Units Owned/Motor Coaches	[COLUMN 902-906] Identifies the number of Motor Coaches owned by the entity
XOWNTK	Equipment Units Owned/Truck	[COLUMN 877-881] Identifies the number of Trucks owned by the entity.
XOWNTL	Equipment Units Owned/Trailers	[COLUMN 887-891] Identifies the number of Trailers owned by the entity
XOWNTS	Equipment Units Owned/Tractors	[COLUMN 882-886] Identifies the number of Tractors owned by the entity
XOWNV1	Equipment Units Owned/Van 1-8	[COLUMN 927-931] Identifies the number of Vans with 1-9 capacity owned by the entity
XOWNV9	Equipment Units Owned/Van 9-16	[COLUMN 932-936] Identifies the number of Vans with 9-16 capacity owned by the entity
XOWSB1	Equipment Units Owned/School Buses 1-8	[COLUMN 907-911] Identifies the number of School Buses with 1-8 capacity owned by the entity
XOWSB16+	Equipment Units Owned/School Buses 16+	[COLUMN 917-921] Identifies the number of School Buses with 16+ capacity owned by the entity
XOWSB9	Equipment Units Owned/School Buses 9-15	[COLUMN 912-916] Identifies the number of School Buses with 9-15 capacity owned by the entity
XPADDS	Physical Address/State Code	[COLUMN 264-265] See Attachment 1
XPADDS	Mailing Address/State Code	[COLUMN 395-396] See Attachment 1
XPADDZ	Physical Address/ Zip Code	[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	[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	[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	[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	[COLUMN 1092-1096] Identifies the number of Limousines with 9-15 capacity Trip Leased by the entity
XTLLI6	Equipment Units Trip Leased /Limousines 16+	[COLUMN 1097-1101] Identifies the number of Limousines with 16+ capacity Trip Leased by the entity
XTLS1	Equipment Units Trip Leased /School Buses 1-8	[COLUMN 1057-1061] Identifies the number of School Buses with 1-8 capacity Trip Leased by the entity
XTLS16	Equipment Units Trip Leased /School Buses 16+	[COLUMN 1067-1071] Identifies the number of School Buses with 16+ capacity Trip Leased by the entity
XTLS9	Equipment Units Trip Leased /School Buses 9-15	[COLUMN 1062-1066] Identifies the number of School Buses with 9-15 capacity Trip Leased by the entity
XTLV1	Equipment Units Trip Leased /Van 1-8	[COLUMN 1077-1081] Identifies the number of Vans with 1-9 capacity Trip Leased by the entity
XTLV9	Equipment Units Trip Leased /Van 9-	[COLUMN 1082-1086] Identifies the number of Vans

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PRISM Code	Data Element Name	Description & Values
	16	with 9-16 capacity Trip Leased by the entity
XTRLHK	Equipment Units Trip Leased /Hazardous Material Tank Trucks	[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	[COLUMN 1047-1051] Identifies the number of Hazardous Material Tank Trailers Trip Leased by the entity
XTRLMB	Equipment Units Trip Leased /Mini-bus	[COLUMN 1072-1076] Identifies the number of Mini Buses Trip Leased by the entity
XTRLMC	Equipment Units Trip Leased /Motor Coaches	[COLUMN 1052-1056] Identifies the number of Motor Coaches Trip Leased by the entity
XTRLTK	Equipment Units Trip Leased/Truck	[COLUMN 1027-1031] Identifies the number of Trucks Trip Leased by the entity.
XTRLTL	Equipment Units Trip Leased /Trailers	[COLUMN 1037-1041] Identifies the number of Trailers Trip Leased by the entity
XTRLTS	Equipment Units Trip Leased /Tractors	[COLUMN 1032-1036] Identifies the number of Tractors Trip Leased by the entity
XVEHRG	Vehicle Registrant	[COLUMN 638] Vehicle Registrant

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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		QC	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

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
CSA	Compliance Safety Accountability
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~~
FMCSA	Federal Motor Carrier Safety Administration
ID	Identification
MEC	Message Exchange Control
MCMIS	Motor Carrier Management Information System maintained by the U.S. Department of Transportation, Federal Motor Carrier Safety Administration.
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	The MCSIP Step identifies the carrier's status in the safety improvement process. Carriers meeting the threshold criteria are identified and placed 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	A National Law Enforcement Telecommunication System operated by the International Justice and Public Safety Sharing Network. A Wide Area Network that links Federal, State, and Local Law Enforcement officers.
PRISM	Performance and Registration Information Systems Management
Registration, Active	A vehicle may be legally and actively registered in more ~~that~~ than one State at one time.
SAFER	Safety And Fitness Electronic Records

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~~SafeStat~~	~~SafeStat is a program run monthly 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. A SafeStat Indicator and a 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 placed in MCSIP~~
SAFETYNET	Software developed by the FMCSA 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"

F. ~~IRP~~ Vehicle Status Codes

~~IRP~~ Vehicle Status Codes should conform to one of the four allowable values:

100 – Active
900 – Inactive
950 – Suspended due to Federal Out-of-Service Order
961 – Vehicle Suspension Code (for other reason than Fed OOS)

Note: States in the Expanded PRISM program should also use these codes for the Intrastate vehicles that are uploaded to the SAFER-PRISM database.~~Other IRP Status Codes that have been used are under review by the CVISN Architecture Configuration Control Board (ACCB) for retention, thus additional codes might be added to the above list.~~

G. PRISM XML Targeted Vehicle & Carrier Output Transactions

G.1 Introduction

This appendix specifies the PRISM XML transactions that supplement the SAFER XML interface outlined in the SAFER 8.1 Interface Control Document. These transactions are provided so that State systems can obtain the vehicle or carrier portion of the PRISM Local Target file in XML format to help satisfy several PRISM program requirements. The T0041P transaction specifies the targeted vehicles. The MCSIP Step of the carrier responsible for safety of the vehicle, at the time of file generation, has been added as an additional field in the targeted vehicle record format. The T0042P transaction specifies the targeted carriers. The T0042PV2 is the second version of the T0042P file that includes dashes as part of Date field, to match with current W3C standards. States that are currently using the T0042P are not required to change to T0042PV2.

These Output Transactions are available as a full baseline set of targeted vehicles or carriers extracted from the SAFER-PRISM database.

G.2 PRISM Transaction Descriptions

G.2.1 Transaction ID

A PRISM Transaction shall have a Transaction ID that ends with the letter 'P'. In the case of the PRISM Targeted Vehicle Transaction, the Transaction ID is 'T0041P'. In the case of the PRISM Targeted Carrier Transaction, the Transaction ID is 'T0042P'.

G.2.2 Transaction Operation Tag

The value of the Transaction Operation Tag in the Transaction header must be the string "BASELINE".

G.2.3 Data Elements

The data contained in the T0041P transaction comes from two sources, CVIEW or equivalent IRP Cab Card Input transactions and PRISM Vehicle Files submitted by States using the PRISM Pilot Architecture method of providing SAFER with only target vehicle data. In both cases, data should exist for all fields, with the exception of the PVF_VEHICLE_FILE_CREATE_DATE and the CVISN_LAST_UPDATE_DATE. These two fields are mutually exclusive depending on which system submitted the record update in SAFER. Refer to table 2-1 for a definition of the value contained in these fields.

The data contained in the T0042P transaction comes from SAFER based on an extract from MCMIS. Data should exist for all fields. Refer to table 2-2 for a definition of the value contained in these fields.

G.2.4 T0041P, PRISM Targeted Vehicle Transaction

- Root Transaction Tag: T0041P
- Interface Name: PRISM
- Interface Version: 4.1
- Transaction Version: 01.01
- Transaction Data Tag: PRISM_TARGETED_VEHICLE

G.2.4.1 Information Transmitted

The following PRISM Targeted Vehicle information shall be provided:

Table G1. T0041P - PRISM Targeted Vehicle (Output)

Description		XML Tag
Vehicle Identification Number (VIN)	Mandatory	VIN
License Plate Number	Mandatory	LICENSE_PLATE_NUMBER
License Plate Base Jurisdiction (State/Province)	Mandatory	REGISTRATION_JURISDICTION
Vehicle Registration Start Date	Optional	REGISTRATION_START_DATE
Vehicle Registration Expiration Date	Mandatory	REGISTRATION_EXPIRE_DATE
Make	Mandatory	MAKE
Model Year	Mandatory	MODEL_YEAR
Date of last vehicle update – CVIEW IRP Vehicle **Or** Date of PRISM Vehicle File extract by the State	Mandatory	CVISN_LAST_UPDATE_DATE **Or** PVF_VEHICLE_FILE_CREATE_DATE
Safety USDOT Number	Mandatory	SAFETY_CARRIER
MCSIP Step of Safety Carrier	Mandatory	MCSIP_STEP
Date of Last MCMIS Update to SAFER – CVIEW IRP Vehicle	Optional	LAST_CENSUS_UPDATE_DATE

G.2.4.2 Format/Record Layout

Refer to the schema for this transaction in the associated zip file, PRISM XML Schemas.zip, for the complete XML specification. This file is posted ~~to~~ on the ~~CVISN~~ PRISM Website in the Document Library section:

http://www.fmcsa.dot.gov/safety-security/prism/prism-resources.aspx~~Documents > PRISM section: http://cvisn.fmcsa.dot.gov/default.aspx?PageID=prism~~

G.2.5 T0042P, PRISM Targeted Carrier Transaction

- Root Transaction Tag: T0042P
- Interface Name: PRISM
- Interface Version: 4.1
- Transaction Version: 01.01
- Transaction Data Tag: PRISM_TARGETED_CARRIER

G.2.5.1 Information Transmitted

The following PRISM Targeted Carrier information shall be provided:

Table G2. T0042P - PRISM Targeted Carrier (Output)

Description		XML Tag
USDOT Number	Mandatory	CARRIER_ID_NUMBER
Carrier Legal Name	Mandatory	CARRIER_NAME
Carrier "Doing Business As" Name	Optional	DBA_NAME
Physical Address Street	Mandatory	STREET
Physical Address City	Mandatory	CITY
Physical Address State Code	Mandatory	STATE
Physical Address Zip Code	Mandatory	ZIP_CODE
MCSIP Step	Mandatory	MCSIP_LEVEL
MCSIP Step Date	Mandatory	MCSIP_LEVEL_DATE
SAFESTAT Indicator	Optional	SAFESTAT_INDICATOR
SAFESTAT Date	Optional	SAFESTAT_DATE
MCMIS Last Update Date	Mandatory	LAST_UPDATE_DATE
MCMIS Last Update User ID	Mandatory	LAST_UPDATE_USERID

G.2.5.2 Format/Record Layout

Refer to the schema for this transaction in the associated zip file, PRISM XML Schemas.zip, for the complete XML specification. This file is posted on the PRISM Website in the Document Library section:

http://www.fmcsa.dot.gov/safety-security/prism/prism-resources.aspx

~~Refer to the schema for this transaction in the associated zip file, PRISM XML Schemas.zip, for the complete XML specification. This file is posted to the CVISN Website in the Documents > PRISM section: http://cvisn.fmcsa.dot.gov/default.aspx?PageID=prism~~

G.2.6 T0042PV2, PRISM Targeted Carrier Transaction

- Root Transaction Tag: T0042PV2
- Interface Name: PRISM
- Interface Version: 4.1
- Transaction Version: 01.01
- Transaction Data Tag: PRISM_TARGETED_CARRIER

G.2.6.1 Information Transmitted

The following PRISM Targeted Carrier information shall be provided:

Table G2. T0042PV2 - PRISM Targeted Carrier (Output)

Description		XML Tag
USDOT Number	Mandatory	CARRIER_ID_NUMBER
Carrier Legal Name	Mandatory	CARRIER_NAME
Carrier "Doing Business As" Name	Optional	DBA_NAME
Physical Address Street	Mandatory	STREET
Physical Address City	Mandatory	CITY
Physical Address State Code	Mandatory	STATE
Physical Address Zip Code	Mandatory	ZIP_CODE
MCSIP Step	Mandatory	MCSIP_LEVEL
MCSIP Step Date	Mandatory	MCSIP_LEVEL_DATE
SAFESTAT Indicator	Optional	SAFESTAT_INDICATOR
SAFESTAT Date	Optional	SAFESTAT_DATE
MCMIS Last Update Date	Mandatory	LAST_UPDATE_DATE
MCMIS Last Update User ID	Mandatory	LAST_UPDATE_USERID

G.2.6.2 Format/Record Layout

Refer to the schema for this transaction in the associated zip file, PRISM XML Schemas.zip, for the complete XML specification. This file is posted on the PRISM Website in the Document Library section:

http://www.fmcsa.dot.gov/safety-security/prism/prism-resources.aspx

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G.2.67 Interface Terminals

G.2.67.1 Destination

A State system, such as CVIEW or its equivalent.

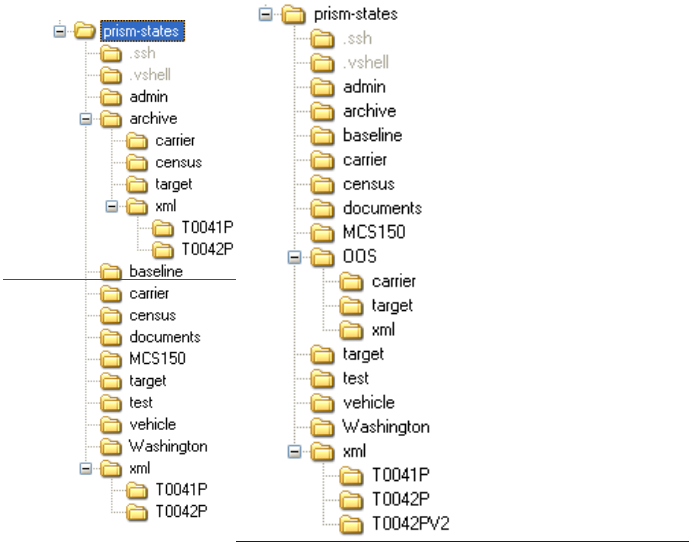
G.2.67.2 Communication/Transmission Process

The PRISM Targeted Vehicle Transaction T0041P and PRISM Targeted Carrier Transaction T0042P are generated by the PRISM Central Site and published in a ZIP file format on the Volpe Center FMCSA-Secure FTP (SFTP) server. States need to contact the FMCSA Help Desk at FMCTechSup@dot.gov to obtain the FMCSA IT System-to-System Account Request Form. Once the form is completed and faxed back to FMCSA, a private key file will be provided to the State to gain secure access to the server.

These files are also placed on the SAFER FTP server for downloading by approved States.

G.2.67.3 FMCSA SFTP Server Folder Structure

The root directory for the PRISM States logging in to the SFTP server is as follows:

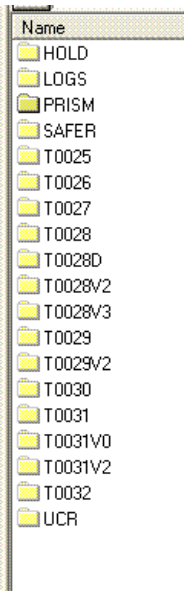


Daily-generated PRISM Targeted Vehicle Transaction files are placed in the xml/T0041P folder under the prism-states root folder. Daily-generated PRISM Targeted Carrier Transaction files are placed in the xml/T0042P and xml/T0042PV2 folders under the prism-states root folder. The T0041P, T0042P, T0042PV2and globalTypes XML schema files are located in the xml folder. At the start of the next scheduled run, the previous transaction files will be moved to the archive/xml~~/T0041P folder or archive/xml/T0042P~~ folder as appropriate and the new files will be the only file in the production folder. There will be a month's worth of old daily files saved for historical purposes

in the archive folder. If a transaction file was not generated for some reason during a scheduled generation run, the xml/T0041P folder and/or xml/T0042P and/or T0042PV2 folders will be empty.

G.2.67.4 FMCSA SAFER FTP Server Folder Structure

The SAFER FTP directory folder structure is as follows:



The PRISM XML Transactions are accessed via the PRISM folder. The structure under the PRISM folder follows the directory structure as described above for the Secure FTP Server Folder Structure. Also the availability of the transactions files is exactly as described above for the Secure FTP Server.

G.2.67.5 Standards and Conventions

- Production transaction files are named T0041P_YYYYMMDD.zip and T0042P_YYYYMMDD.zip.
- XML Parsers expect Unicode by default – either UTF-8 or UTF-16. Any character set other than UTF-8 or UTF-16 must be specified with the "encoding" attribute in the XML header. For example:

  <?xml version="1.0" encoding="US-ASCII"?> would be used if the ASCII character set were used to encode the document.

G.2.67.6 Conditional Processing

Conditional processing is at the discretion of the State system.

G.2.~~6~~7.7 Data Validation

Data validation shall be done automatically in accordance with the schema defined for the transaction.

G.2.~~6~~7.8 Error Processing/Recovery

Currently there are no errors handling procedures in place for PRISM.

G.2.6.9 Schedule/Frequency

The PRISM system is scheduled to create the T0041P transaction files by 6AM Mon-Sat EST and the T0042P transaction files by 6AM Mon-Fri EST . In the event that a file is not created as scheduled, that scheduled event will be skipped and a file will be generated during the next scheduled cycle.

G.2.6.10 Initiation Method

To initiate these transactions, the State system will log onto the FMCSA-SFTP site using a compatible Secure FTP client program to download the transaction file. The SFTP client and sample batch scripts for downloading the files are included in the PRISM SFTP Startup Package that is sent out by FMCSA Technical Support once the account request form is submitted and approved. Contact PRISMTechnicalSupport@dot.gov for assistance with connecting to the server.

Alternatively, if States are accessing these files via the SAFER FTP site they would follow the procedures as described in the SAFER 8.1 Interface Control Document for downloading files.

G.2.6.11 Synchronization/Dependencies

Files in the transaction directories are ordered by embedding a date and time stamp in the file name. The State system should process the files in the time-sequenced order.

G.2.6.12 Priority

The priority for these transactions is at the discretion of the State system.

G.2.6.13 Maximum Transaction Size

The PRISM T0041P Baseline file contains about ~~100~~20,000 records, and that number will increase periodically as more States join the PRISM Program. The PRISM T0042P Baseline file may exceed ~~40~~60,000 carrier records.

G.3 Example T0041P Transaction

Example showing ~~4~~ 2 randomly selected records from a T0041P file ~~containing 88359 PRISM Targeted Vehicles~~

```
<?xml version = '1.0'?>
<T0041P xmlns="http://www.safersys.org/namespaces/T0041PV1"
xmlns:xsi="http://www.w3.org/2001/XMLSchema-instance"
xsi:schemaLocation="http://www.safersys.org/namespaces/T0041PV1.xsd">
  <INTERFACE>
    <NAME>PRISM</NAME>
    <VERSION>04.1</VERSION>
  </INTERFACE>
  <TRANSACTION>
    <VERSION>01.01</VERSION>
    <OPERATION>BASELINE</OPERATION>
    <DATE_TIME>2010-09-09T03:01:04</DATE_TIME>
    <TZ>ED</TZ>
  </TRANSACTION><TRANSACTION>
    <VERSION>01.01</VERSION>
    <OPERATION>BASELINE</OPERATION>
    <DATE_TIME>2009-02-10T03:26:51</DATE_TIME>
    <TZ>ED</TZ>
  </TRANSACTION>
  <PRISM_TARGETED_VEHICLE num="31138">
    <VIN>1FUJBBCK65LN52091</VIN>
    <SAFETY_CARRIER>38111</SAFETY_CARRIER>
    <MCSIP_STEP>13</MCSIP_STEP>
    <LICENSE_PLATE_NUMBER>RC2D85</LICENSE_PLATE_NUMBER>
    <REGISTRATION_JURISDICTION>TX</REGISTRATION_JURISDICTION>
    <REGISTRATION_START_DATE>2009-11-02</REGISTRATION_START_DATE>
    <REGISTRATION_EXPIRE_DATE>2010-10-31</REGISTRATION_EXPIRE_DATE>
    <MAKE>FRHT</MAKE>
    <MODEL_YEAR>2005</MODEL_YEAR>
    <LAST_CENSUS_UPDATE_DATE>2010-09-09</LAST_CENSUS_UPDATE_DATE>
    <CVISN_LAST_UPDATE_DATE>2010-08-02</CVISN_LAST_UPDATE_DATE>
  </PRISM_TARGETED_VEHICLE><PRISM_TARGETED_VEHICLE num="1">
    <VIN>1FUYSSEB3XLA35039</VIN>
    <SAFETY_CARRIER>1620236</SAFETY_CARRIER>
    <MCSIP_STEP>31</MCSIP_STEP>
    <LICENSE_PLATE_NUMBER>ICIC4J21</LICENSE_PLATE_NUMBER>
    <REGISTRATION_JURISDICTION>GA</REGISTRATION_JURISDICTION>
    <REGISTRATION_START_DATE>2008-11-01</REGISTRATION_START_DATE>
    <REGISTRATION_EXPIRE_DATE>2009-11-30</REGISTRATION_EXPIRE_DATE>
    <MAKE>FRHT</MAKE>
    <MODEL_YEAR>1999</MODEL_YEAR>
    <LAST_CENSUS_UPDATE_DATE>2009-02-10</LAST_CENSUS_UPDATE_DATE>
    <PVF_VEHICLE_FILE_CREATE_DATE>2009-02-10</PVF_VEHICLE_FILE_CREATE_DATE>
  </PRISM_TARGETED_VEHICLE>
  <PRISM_TARGETED_VEHICLE num="31139">
    <VIN>1FUJBBCK65LN52382</VIN>
    <SAFETY_CARRIER>1288526</SAFETY_CARRIER>
    <MCSIP_STEP>57</MCSIP_STEP>
    <LICENSE_PLATE_NUMBER>VP01483</LICENSE_PLATE_NUMBER>
    <REGISTRATION_JURISDICTION>CA</REGISTRATION_JURISDICTION>
    <REGISTRATION_START_DATE>2009-08-01</REGISTRATION_START_DATE>
```

<REGISTRATION_EXPIRE_DATE>2010-07-31</REGISTRATION_EXPIRE_DATE>
<MAKE>FRHT</MAKE>
<MODEL_YEAR>2005</MODEL_YEAR>
<LAST_CENSUS_UPDATE_DATE>2010-09-09</LAST_CENSUS_UPDATE_DATE>
<CVISN_LAST_UPDATE_DATE>2009-10-07</CVISN_LAST_UPDATE_DATE>
</PRISM_TARGETED_VEHICLE><PRISM_TARGETED_VEHICLE num="2">
<VIN>1FUPDWEB6YDF54658</VIN>
<SAFETY_CARRIER>1404087</SAFETY_CARRIER>
<MCSIP_STEP>10</MCSIP_STEP>
<LICENSE_PLATE_NUMBER>ICIC44P9</LICENSE_PLATE_NUMBER>
<REGISTRATION_JURISDICTION>GA</REGISTRATION_JURISDICTION>
<REGISTRATION_START_DATE>2009-07-01</REGISTRATION_START_DATE>
<REGISTRATION_EXPIRE_DATE>2009-07-31</REGISTRATION_EXPIRE_DATE>
<MAKE>FRHT</MAKE>
<MODEL_YEAR>2000</MODEL_YEAR>
<LAST_CENSUS_UPDATE_DATE>2009-02-10</LAST_CENSUS_UPDATE_DATE>
<PVF_VEHICLE_FILE_CREATE_DATE>2009-02-10</PVF_VEHICLE_FILE_CREATE_DATE>
</PRISM_TARGETED_VEHICLE>
<PRISM_TARGETED_VEHICLE num="3">
<VIN>1FUPCSZB8WP887281</VIN>
<SAFETY_CARRIER>668154</SAFETY_CARRIER>
<MCSIP_STEP>10</MCSIP_STEP>
<LICENSE_PLATE_NUMBER>ICIC8D77</LICENSE_PLATE_NUMBER>
<REGISTRATION_JURISDICTION>GA</REGISTRATION_JURISDICTION>
<REGISTRATION_START_DATE>2008-04-21</REGISTRATION_START_DATE>
<REGISTRATION_EXPIRE_DATE>2009-03-31</REGISTRATION_EXPIRE_DATE>
<MAKE>FRHT</MAKE>
<MODEL_YEAR>1998</MODEL_YEAR>
<LAST_CENSUS_UPDATE_DATE>2009-02-10</LAST_CENSUS_UPDATE_DATE>
<PVF_VEHICLE_FILE_CREATE_DATE>2009-02-10</PVF_VEHICLE_FILE_CREATE_DATE>
</PRISM_TARGETED_VEHICLE>
<PRISM_TARGETED_VEHICLE num="88359">
<VIN>1FUPCSZB8YDA97647</VIN>
<SAFETY_CARRIER>255268</SAFETY_CARRIER>
<MCSIP_STEP>13</MCSIP_STEP>
<LICENSE_PLATE_NUMBER>P189692</LICENSE_PLATE_NUMBER>
<REGISTRATION_JURISDICTION>LA</REGISTRATION_JURISDICTION>
<REGISTRATION_START_DATE>2009-01-01</REGISTRATION_START_DATE>
<REGISTRATION_EXPIRE_DATE>2009-12-31</REGISTRATION_EXPIRE_DATE>
<MAKE>FRHT</MAKE>
<MODEL_YEAR>2000</MODEL_YEAR>
<LAST_CENSUS_UPDATE_DATE>2009-02-10</LAST_CENSUS_UPDATE_DATE>
<CVISN_LAST_UPDATE_DATE>2009-01-27</CVISN_LAST_UPDATE_DATE>
</PRISM_TARGETED_VEHICLE>
</T0041P>

G.4 Example T0042P Transaction

Example showing ~~3~~ 2 randomly selected records from a T0042P file ~~containing 39365 PRISM Targeted Carriers~~

```
<?xml version = '1.0'?>
<T0042P xmlns="http://prismws.fmcsa.dot.gov/namespaces/T0042PV1"
xmlns:xsi="http://www.w3.org/2001/XMLSchema-instance"
xsi:schemaLocation="http://prismws.fmcsa.dot.gov/namespaces/T0042PV1.xsd">
  <INTERFACE>
    <NAME>PRISM</NAME>
    <VERSION>04.1</VERSION>
  </INTERFACE>
  <TRANSACTION>
    <VERSION>01.01</VERSION>
    <OPERATION>BASELINE</OPERATION>
    <DATE_TIME>2010-09-09T04:30:09</DATE_TIME>
    <TZ>ED</TZ>
  </TRANSACTION><TRANSACTION>
    <VERSION>01.01</VERSION>
    <OPERATION>BASELINE</OPERATION>
    <DATE_TIME>2009-02-09T04:13:09</DATE_TIME>
    <TZ>ED</TZ>
  </TRANSACTION>
  <PRISM_TARGETED_CARRIER num="6218">
    <CARRIER_ID_NUMBER>1919920</CARRIER_ID_NUMBER>
    <CARRIER_NAME>M LINE LLC</CARRIER_NAME>
    <STREET>2140 44TH ST SE</STREET>
    <CITY>KENTWOOD</CITY>
    <STATE>MI</STATE>
    <ZIP_CODE>49508    </ZIP_CODE>
    <MCSIP_LEVEL>10</MCSIP_LEVEL>
    <MCSIP_LEVEL_DATE>20100326</MCSIP_LEVEL_DATE>
    <SAFESTAT_INDICATOR>324.9</SAFESTAT_INDICATOR>
    <SAFESTAT_DATE>20100827</SAFESTAT_DATE>
    <LAST_UPDATE_DATE>20100526</LAST_UPDATE_DATE>
    <LAST_UPDATE_USERID>MCMIS_PU</LAST_UPDATE_USERID>
  </PRISM_TARGETED_CARRIER>
  <PRISM_TARGETED_CARRIER num="19235">
    <CARRIER_ID_NUMBER>1192444</CARRIER_ID_NUMBER>
    <CARRIER_NAME>DANIEL EXPRESS INC</CARRIER_NAME>
    <STREET>1395 DAVID MULLIS RD</STREET>
    <CITY>RENTZ</CITY>
    <STATE>GA</STATE>
    <ZIP_CODE>31075    </ZIP_CODE>
    <MCSIP_LEVEL>55</MCSIP_LEVEL>
    <MCSIP_LEVEL_DATE>20080811</MCSIP_LEVEL_DATE>
    <SAFESTAT_DATE>20100814</SAFESTAT_DATE>
    <LAST_UPDATE_DATE>20090420</LAST_UPDATE_DATE>
    <LAST_UPDATE_USERID>TJONES  </LAST_UPDATE_USERID>
  </PRISM_TARGETED_CARRIER><PRISM_TARGETED_CARRIER num="1">
    <CARRIER_ID_NUMBER>611849</CARRIER_ID_NUMBER>
    <CARRIER_NAME>CASCADE DRILLING INC OREGON</CARRIER_NAME>
    <STREET>6400 SE 101ST AVENUE  UNIT 2D</STREET>
    <CITY>PORTLAND</CITY>
    <STATE>OR</STATE>
```

~~<ZIP_CODE>97266 </ZIP_CODE>~~
~~<COUNTY_CODE>51</COUNTY_CODE>~~
~~<MCSIP_LEVEL>2</MCSIP_LEVEL>~~
~~<MCSIP_LEVEL_DATE>20090123</MCSIP_LEVEL_DATE>~~
~~<SAFESTAT_INDICATOR>200.4</SAFESTAT_INDICATOR>~~
~~<SAFESTAT_DATE>20090123</SAFESTAT_DATE>~~
~~<LAST_UPDATE_DATE>20061020</LAST_UPDATE_DATE>~~
~~<LAST_UPDATE_USERID>NNAI </LAST_UPDATE_USERID>~~
~~</PRISM_TARGETED_CARRIER>~~
~~<PRISM_TARGETED_CARRIER num="2">~~
~~<CARRIER_ID_NUMBER>626818</CARRIER_ID_NUMBER>~~
~~<CARRIER_NAME>RUFINO CAMPOS ARREDONDO</CARRIER_NAME>~~
~~<STREET>AVE ROSALES S/N</STREET>~~
~~<CITY>GUASAVE</CITY>~~
~~<STATE>SI</STATE>~~
~~<ZIP_CODE>81029 </ZIP_CODE>~~
~~<MCSIP_LEVEL>2</MCSIP_LEVEL>~~
~~<MCSIP_LEVEL_DATE>20081121</MCSIP_LEVEL_DATE>~~
~~<SAFESTAT_INDICATOR>184.07</SAFESTAT_INDICATOR>~~
~~<SAFESTAT_DATE>20090123</SAFESTAT_DATE>~~
~~<LAST_UPDATE_DATE>20070308</LAST_UPDATE_DATE>~~
~~<LAST_UPDATE_USERID>ASTORM1 </LAST_UPDATE_USERID>~~
~~</PRISM_TARGETED_CARRIER>~~
~~<PRISM_TARGETED_CARRIER num="39365">~~
~~<CARRIER_ID_NUMBER>1662712</CARRIER_ID_NUMBER>~~
~~<CARRIER_NAME>JAE & QUAYSON SERVICES LLC</CARRIER_NAME>~~
~~<STREET>2078 SUGAR CREEK FALL COURT SE</STREET>~~
~~<CITY>ATLANTA</CITY>~~
~~<STATE>GA</STATE>~~
~~<ZIP_CODE>30316 </ZIP_CODE>~~
~~<COUNTY_CODE>121</COUNTY_CODE>~~
~~<MCSIP_LEVEL>89</MCSIP_LEVEL>~~
~~<MCSIP_LEVEL_DATE>20090123</MCSIP_LEVEL_DATE>~~
~~<SAFESTAT_INDICATOR>246.87</SAFESTAT_INDICATOR>~~
~~<SAFESTAT_DATE>20090123</SAFESTAT_DATE>~~
~~<LAST_UPDATE_DATE>20090105</LAST_UPDATE_DATE>~~
~~<LAST_UPDATE_USERID>MCMIS </LAST_UPDATE_USERID>~~
~~</PRISM_TARGETED_CARRIER>~~
</T0042P>

G.5 Example T0042PV2 Transaction

Example showing 2 randomly selected records from a T0042PV2 file

```
<?xml version = '1.0'?>
<T0042PV2 xmlns="http://prismws.fmcsa.dot.gov/namespaces/T0042PV2"
xmlns:xsi="http://www.w3.org/2001/XMLSchema-instance"
xsi:schemaLocation="http://prismws.fmcsa.dot.gov/namespaces/T0042PV2.xsd">
  <INTERFACE>
    <NAME>PRISM</NAME>
    <VERSION>04.1</VERSION>
  </INTERFACE>
  <TRANSACTION>
    <VERSION>02.01</VERSION>
    <OPERATION>BASELINE</OPERATION>
    <DATE_TIME>2010-09-14T04:27:52</DATE_TIME>
    <TZ>ED</TZ>
  </TRANSACTION>
<PRISM_TARGETED_CARRIER num="19474">
    <CARRIER_ID_NUMBER>1418079</CARRIER_ID_NUMBER>
    <CARRIER_NAME>MACEDONIA TRUCKING CORP</CARRIER_NAME>
    <DBA_NAME>MACEDONIA DAIRY CO INC</DBA_NAME>
    <STREET>34 EAST 29TH STREET</STREET>
    <CITY>BROOKLYN</CITY>
    <STATE>NY</STATE>
    <ZIP_CODE>11226-5027</ZIP_CODE>
    <MCSIP_LEVEL>55</MCSIP_LEVEL>
    <MCSIP_LEVEL_DATE>2010-05-03</MCSIP_LEVEL_DATE>
    <SAFESTAT_INDICATOR>193.28</SAFESTAT_INDICATOR>
    <SAFESTAT_DATE>2010-08-27</SAFESTAT_DATE>
    <LAST_UPDATE_DATE>2010-03-02</LAST_UPDATE_DATE>
    <LAST_UPDATE_USERID>COMPASS0</LAST_UPDATE_USERID>
  </PRISM_TARGETED_CARRIER>
<PRISM_TARGETED_CARRIER num="31344">
    <CARRIER_ID_NUMBER>1413415</CARRIER_ID_NUMBER>
    <CARRIER_NAME>PROGRESS TRUCKING INC</CARRIER_NAME>
    <STREET>7201 S ROBERTS RD</STREET>
    <CITY>BRIDGEVIEW</CITY>
    <STATE>IL</STATE>
    <ZIP_CODE>60455    </ZIP_CODE>
    <MCSIP_LEVEL>63</MCSIP_LEVEL>
    <MCSIP_LEVEL_DATE>2007-07-12</MCSIP_LEVEL_DATE>
    <SAFESTAT_DATE>2008-11-22</SAFESTAT_DATE>
    <LAST_UPDATE_DATE>2008-01-08</LAST_UPDATE_DATE>
    <LAST_UPDATE_USERID>MCMIS   </LAST_UPDATE_USERID>
  </PRISM_TARGETED_CARRIER>
</T0042PV2>
```

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H PRISM Web Services

H.1 Introduction

This appendix specifies the interface and requirements for PRISM Web Services. PRISM Web Services provides near real-time query capability for client systems accessing PRISM data. The Web Services allow PRISM states to do queries to the PRISM central site to check carrier and vehicle status. As an example scenario, a roadside officer issues a carrier or vehicle inquiry to a PRISM state system, the PRISM state system performs a web services query to the PRISM Web Services and passes the response back to the roadside.

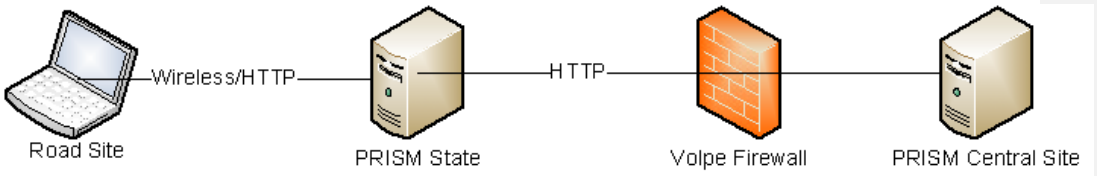

Figure H 1.0 - PRISM Web Services Systems Interaction

H1.2 Interface Summary

A PRISM state will utilize this interface to perform query operations obtaining XML responses. The XML response will conform to the specifications of the PRISM XML transactions. To accomplish this interaction, the PRISM state system shall interact with the PRISM Central Site the manner described below.

A PRISM state system connects to the PRISM Web Services Interface using the standard SOAP and WSDL protocols. The Web Services application provides connectivity to the PRISM Web Services Server. The PRISM Web Services is accessible over the Internet. The IP address of the origination server will be stored in the Volpe Firewall ~~In order to access this server a VPN account is required. Contact FMCTechSup@Dot.Gov for information on acquiring this account. Additionally a PRISM user account and password are required to perform queries to the PRISM Web Services. Contact PRISMTechnicalSupport@Dot.Gov for information on acquiring this account.~~

H1.3 Processing Overview

The steps in a PRISM Web Services transaction are:

1. The state system makes a method or function call invoking a web service client method.
2. The state system constructs a SOAP message containing the method name and parameters for the desired transaction.
3. The state system sends the SOAP message to the PRISM Central Site over the network using the HTTP protocol.
4. PRISM Web Services extracts the XML transaction parameters from the incoming SOAP message.
5. PRISM Web Services uses that information to create an instance of an XML transaction class and uses attributes of the class to perform the transaction, producing an XML output document. The output document contains the data resulting from the query, or a response if the query failed or did not return any data.
6. PRISM Web Services bundles the XML output file into an outgoing SOAP message.
7. The SOAP message is sent to the state system over the Internet using the HTTP protocol.
8. The state system's toolkit-generated code extracts the XML output from the SOAP message.

9. The original method or function called by the state system receives an XML document as its return value.

H1.4 Applicable Standards

The following standards apply:

- XML: The following link hosted by OASIS (http://www.oasis-open.org/) provides an XML core standard reference: http://xml.coverpages.org/xml.html
- SOAP 1.1 Specification http://www.w3.org/TR/2000/NOTE-SOAP-20000508/
- WSDL 1.1 Specification http://www.w3.org/TR/wsdl

H2 PRISM Web Services Methods

PRISM Web Services supports the following methods. All web services methods require a PRISM userid and password.

Method Name	Argument	Entity	Result
PRISMVehicleT0041PbyUSDOT	USDOT userId password	Vehicle	Targeted Vehicle (non-targeted vehicles are not returned)
PRISMVehicleT0041PbyVIN	VIN userId password	Vehicle	Targeted Vehicle (non-targeted vehicles are not returned)
PRISMVehicleT0041PbyLicense	Plate State userId password	Vehicle	Targeted Vehicle (non-targeted vehicles are not returned)
PRISMCarrierT0042P	USDOT includeVehicle userId password	Carrier / [Vehicle]	Targeted Carrier / [may include Targeted Vehicles if that option is selected] (non-targeted carriers are not returned)
PRISMDailySummary	N/A	N/A	PRISM Daily Statistics
~~PRISMUserLogin~~	~~userId~~ ~~password~~	~~PRISM User Profile~~	~~String~~
~~PRISMUserChangePassword~~	~~userId~~ ~~newPassword~~ ~~oldPassword~~	~~PRISM User Profile~~	~~String~~
~~PRISMUserUpdate~~	~~userId~~ ~~password~~ ~~firstName~~ ~~lastName~~ ~~street1~~ ~~street2~~ ~~city~~ ~~state~~ ~~zipcode~~ ~~phone~~ ~~email~~	~~PRISM User Profile~~	~~String~~

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Table H1 - PRISM Web Services Web Services Methods

For all web services methods the source of the MCSIP Step of the carrier is returned. In most instances the source will be "MCMIS". If the MCMIS database is not available the source of the MCSIP Step will be "SAFER". All other information returned is obtained from the SAFER/PRISM database.

H2.1 PRISMVehicleT0041PbyUSDOT

This web method will use the USDOT number to query target vehicle information, it will return vehicle information in T0041P xml.

Argument	Contents
USDOT	USDOT number
userid	User id for authentication
Password	Password for authentication

This web method will return all targeted vehicles that are associated with the carrier of USDOT in T0041P xml.

```
<?xml version="1.0" encoding="utf-8" ?>
<T0041P>
        <INTERFACE>
                <NAME>PRISM</NAME>
                <VERSION>4.1</VERSION>
        </INTERFACE>
        <TRANSACTION>
                <VERSION>01.01</VERSION>
                <OPERATION>Query by DOT</OPERATION>
                <DATE_TIME>2009-07-15T14:58:26</DATE_TIME>
                <TZ>ED</TZ>
        </TRANSACTION>
        <PRISM_TARGETED_VEHICLE num="1">
                <VIN>1FUYDSEB4XLA56847</VIN>
                <SAFETY_CARRIER>1306990</SAFETY_CARRIER>
                <MCSIP_STEP>10</MCSIP_STEP>
                <SOURCE>MCMIS</SOURCE>
                <LICENSE_PLATE_NUMBER>ICIC87T1</LICENSE_PLATE_NUMBER>
                <REGISTRATION_JURISDICTION>GA</REGISTRATION_JURISDICTION>
                <REGISTRATION_START_DATE>2008-01-01</REGISTRATION_START_DATE>
                <REGISTRATION_EXPIRE_DATE>2009-01-31</REGISTRATION_EXPIRE_DATE>
                <MAKE>FRHT</MAKE>
                <MODEL_YEAR>1999</MODEL_YEAR>
                <LAST_CENSUS_UPDATE_DATE>2008-07-15</LAST_CENSUS_UPDATE_DATE>
        </PRISM_TARGETED_VEHICLE>
 </T0041P>
```

H2.2 PRISMVehicleT0041PbyLicense

This web method will use the license plate and jurisdiction to query target vehicle information, it will return vehicle information T0041P xml.

Argument	Contents
Plate	License Plate Number
State	Jurisdiction
userid	User id for authentication
Password	Password for authentication

This web method will return all targeted vehicles that matched the license plate query parameters in T0041P xml.

```
<?xml version="1.0" encoding="utf-8" ?>
<T0041P>
        <INTERFACE>
                <NAME>PRISM</NAME>
                <VERSION>4.1</VERSION>
        </INTERFACE>
        <TRANSACTION>
                <VERSION>01.01</VERSION>
                <OPERATION>Query by License Plate</OPERATION>
                <DATE_TIME> 2009-07-15T14:59:35</DATE_TIME>
                <TZ>ED</TZ>
        </TRANSACTION>
        <PRISM_TARGETED_VEHICLE num="1">
                <VIN>1XP5DB9X8SN358926</VIN>
                <SAFETY_CARRIER>1306990</SAFETY_CARRIER>
                <MCSIP_STEP>10</MCSIP_STEP>
                <SOURCE>MCMIS</SOURCE>
                <LICENSE_PLATE_NUMBER>ICIC7F43</LICENSE_PLATE_NUMBER>
                <REGISTRATION_JURISDICTION>GA</REGISTRATION_JURISDICTION>
                <REGISTRATION_START_DATE>2008-04-08</REGISTRATION_START_DATE>
                <REGISTRATION_EXPIRE_DATE>2009-04-30</REGISTRATION_EXPIRE_DATE>
                <MAKE>PTRB</MAKE>
                <MODEL_YEAR>1995</MODEL_YEAR>
                <LAST_CENSUS_UPDATE_DATE>2008-07-
        15</LAST_CENSUS_UPDATE_DATE>
        </PRISM_TARGETED_VEHICLE>
 </T0041P>
```

H2.3 PRISMVehicleT0041PbyVIN

This web method will use the vehicle VIN number to query target vehicle information, it will return vehicle information in T0041P xml.

Argument	Contents
VIN	VIN
userid	User id for authentication
Password	Password for authentication

This web method will return all target vehicle records that matched the VIN query parameter in T0041P xml.

```
<?xml version="1.0" encoding="utf-8" ?>
<T0041P>
        <INTERFACE>
                <NAME>PRISM</NAME>
                <VERSION>4.1</VERSION>
        </INTERFACE>
        <TRANSACTION>
                <VERSION>01.01</VERSION>
                <OPERATION>Query by VIN</OPERATION>
                <DATE_TIME>2009-07-15T15:00:18</DATE_TIME>
                <TZ>ED</TZ>
        </TRANSACTION>
        <PRISM_TARGETED_VEHICLE num="1">
                <VIN>1FUYSSEB2WL827193</VIN>
                <SAFETY_CARRIER>1306990</SAFETY_CARRIER>
                <MCSIP_STEP>10</MCSIP_STEP>
                <SOURCE>MCMIS</SOURCE>
                <LICENSE_PLATE_NUMBER>ICIC9I33</LICENSE_PLATE_NUMBER>
                <REGISTRATION_JURISDICTION>GA</REGISTRATION_JURISDICTION>
                <REGISTRATION_START_DATE>2008-04-19</REGISTRATION_START_DATE>
                <REGISTRATION_EXPIRE_DATE>2009-04-30</REGISTRATION_EXPIRE_DATE>
                <MAKE>FRHT</MAKE>
                <MODEL_YEAR>1998</MODEL_YEAR>
                <LAST_CENSUS_UPDATE_DATE>2008-07-
        15</LAST_CENSUS_UPDATE_DATE>
        </PRISM_TARGETED_VEHICLE>
 </T0041P>
```

H2.4 PRISMCarrierT0042P

This web method will use the USDOT number to query a targeted carrier from the SAFER/PRISM database, it will return the carrier information in the T0042P xml.

Argument	Contents
USDOT	US DOT number
includeVehicle	True or false, if it is true, the vehicle information will be included; otherwise, the vehicle information will be excluded in the resultant xml.
userid	User id for authentication
Password	Password for authentication

This web method will return the targeted carrier information in T0042P xml. If includeVehicle is true, all associated vehicle information will be included, and the vehicle xml will be a sub node of the carrier node.

```
<?xml version="1.0" encoding="utf-8" ?>
 <T0042PV1>
        <INTERFACE>
                <NAME>PRISM</NAME>
                <VERSION>04.1</VERSION>
        </INTERFACE>
        <TRANSACTION>
                <VERSION>01.01</VERSION>
                <OPERATION>T0042P</OPERATION>
                <DATE_TIME>2009-07-15T14:57:36</DATE_TIME>
                <TZ>ED</TZ>
        </TRANSACTION>
        <CARRIER>
                <DOT>1306990</DOT>
                <MCSIP_LEVEL>10</MCSIP_LEVEL>
                <SOURCE>MCMIS</SOURCE>
                <CARRIER_NAME>TRIUMPH LOGISTICS INC</CARRIER_NAME>
                <SAFESTAT_INDICATOR>318.24</SAFESTAT_INDICATOR>
                <STREET>487 BOURNE AVE</STREET>
                <CITY>GARDEN CITY</CITY>
                <CARRIER_FILE_CREATE_DATE>20081106</CARRIER_FILE_CREATE_DATE>
                <STATE>GA</STATE>
                <LAST_UPDATE_DATE>20080218</LAST_UPDATE_DATE>
                <ZIP_CODE>31408</ZIP_CODE>
        </CARRIER>
 </T0042PV1>
```

H2.5 PRISMDailySummary

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This web method will return the daily PRISM summary in the T0044P xml. This web service is available as an alternative to receiving the daily emails from PRISM Technical Support as seen in the screenshot below.

```
<T0044P>
   <INTERFACE>
      <NAME>PRISM</NAME>
      <VERSION>04.1</VERSION>
   </INTERFACE>
   <TRANSACTION>
      <VERSION>01.01</VERSION>
      <OPERATION>T0044P</OPERATION>
      <DATE_TIME>2010-12-10T15:09:03</DATE_TIME>
      <TZ>ED</TZ>
   </TRANSACTION>
   <PRISM_DAILY_STATS>
      <PROCESS_DATE>20101210</PROCESS_DATE>
      <PROCESSED_CENSUS_RECORDS>1517</PROCESSED_CENSUS_RECORDS>
      <NUMBER_OF_CARRIER>1982269</NUMBER_OF_CARRIER>
      <NUMBER_OF_INACTIVE_CARRIER>500780</NUMBER_OF_INACTIVE_CARRIER>
      <NUMBER_OF_ACTIVE_CARRIER>1481312</NUMBER_OF_ACTIVE_CARRIER>
      <NUMBER_OF_PENDING_CARRIER>177</NUMBER_OF_PENDING_CARRIER>
      <NUMBER_OF_MCSIP_CARRIER>61828</NUMBER_OF_MCSIP_CARRIER>
      <NUMBER_OF_BLANK_MCMIS_STATUS>0</NUMBER_OF_BLANK_MCMIS_STATUS>
      <NUMBER_OF_CARRIER_NULLNAME>0</NUMBER_OF_CARRIER_NULLNAME>
      <LAST_DOT_NUMBER>2102282</LAST_DOT_NUMBER>
      <ERROR></ERROR>
   </PRISM_DAILY_STATS>
</T0044P>
```

Subject: SAFER/PRISM - 12/10/2010 log

The SAFER/PRISM MCMIS Census Snapshot update was processed on Friday, 12-10-10.

* Total number of PRISM related census records processed : 1517

Resulting database statistics:

---

* Total Number of Carriers : 1982269
* Number of Inactive Carriers : 500780
* Number of Active Carriers : 1481312
* Number of Pending Carriers : 177
* Number of PRISM MCSIP Carriers : 61828

Resulting database validation statistics:

---

* Number of DOT#s with blank MCMIS Status values : 0
* Number of Dot#s with blank or Null Carrier Name : 0
* Last new DOT Number added to the Database : 2102282

Should you require additional information relative to the above subject matter, please feel free to contact Xiang Li at the number listed below.

Thank you,

PrismTechnicalSupport
617-494-3157

H2.5 ~~PRISMUserLogin~~

~~This web method is used to validate the user id and password.~~

~~Argument~~	~~Contents~~
~~**userid**~~	~~**User id for authentication**~~
~~**Password**~~	~~**Password for authentication**~~

~~This web method will use the userid and password to authenticate a user. It may return the following string:~~

~~User - Valid PRISM Web Services User~~

~~Administrator - PRISM Web Services Administrator~~

~~Password - Valid PRISM Web Services User, password must be changed~~

~~Disable - User disabled~~

~~PasswordExpired - User Password expired~~

~~UserLocked - User locked~~

~~InvalidUser - User is invalid, userid does not exist in PRISM database~~

~~InvalidPassword - User's password is invalid, userid exists in database,~~

~~but the password is invalid~~

~~NotAvailable - PRISM User Status is not available~~

~~PRISM web services consumer should use this web method to validate if the PRISM userid and password are valid. If the PRISM user is locked or password is expired, the consumer must change the password.~~

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H2.6 PRISMUserChangepassword

This web method is used by web services consumer to change the PRISM user's password.

Argument	Contents
userid	**User id for authentication**
newPassword	**Password to be set to**
oldPassword	**Password for authentication**

This web method will use the userid and oldPassword to authenticate the user.

```
Disable              - User disabled

InvalidUser - User is invalid, userid does not exist in PRISM database

InvalidPassword      - User's password is invalid, userid exists in
database, but the password is invalid

      NotAvailable       - PRISM User Status is not available

      PasswordInvalid    - Invalid New Password

      PasswordReuse      - New Password is reused

      PasswordUpdated    - Password updated without error

PasswordUpdateError      - Update password failed with error
```

H2.7 PRISMUserUpdate

This web method is used to update a PRISM user profile.

Argument	Contents
userid	**User id for authentication**

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~~password~~	~~Password for authentication~~
~~firstName~~	~~First name~~
~~lastName~~	~~Last name~~
~~Street1~~	~~Address~~
~~Street2~~	~~Address~~
~~City~~	~~City~~
~~State~~	~~State~~
~~Zipcode~~	~~Zip Code~~
~~Phone~~	~~Phone~~
~~Email~~	~~Email address~~

~~This web method enables a PRISM user to update their profile.~~

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H3 PRISM Web Services WSDL

```
<?xml version="1.0" encoding="utf-8"?>
<wsdl:definitions xmlns:soap="http://schemas.xmlsoap.org/wsdl/soap/"
xmlns:tm="http://microsoft.com/wsdl/mime/textMatching/"
xmlns:soapenc="http://schemas.xmlsoap.org/soap/encoding/"
xmlns:mime="http://schemas.xmlsoap.org/wsdl/mime/"
xmlns:tns="http://prismws.fmcsa.dot.gov/PRISMWebServices" xmlns:s="http://www.w3.org/2001/XMLSchema"
xmlns:soap12="http://schemas.xmlsoap.org/wsdl/soap12/" xmlns:http="http://schemas.xmlsoap.org/wsdl/http/"
targetNamespace="http://prismws.fmcsa.dot.gov/PRISMWebServices"
xmlns:wsdl="http://schemas.xmlsoap.org/wsdl/">
  <wsdl:types>
    <s:schema elementFormDefault="qualified"
targetNamespace="http://prismws.fmcsa.dot.gov/PRISMWebServices">
      <s:element name="PRISMVehicleT0041PbyUSDOT">
        <s:complexType>
          <s:sequence>
            <s:element minOccurs="0" maxOccurs="1" name="USDOT" type="s:string" />
            <s:element minOccurs="0" maxOccurs="1" name="userId" type="s:string" />
            <s:element minOccurs="0" maxOccurs="1" name="password" type="s:string" />
          </s:sequence>
        </s:complexType>
```

```
    </s:element>
    <s:element name="PRISMVehicleT0041PbyUSDOTResponse">
      <s:complexType>
        <s:sequence>
          <s:element minOccurs="0" maxOccurs="1" name="PRISMVehicleT0041PbyUSDOTResult">
            <s:complexType mixed="true">
              <s:sequence>
                <s:any />
              </s:sequence>
            </s:complexType>
          </s:element>
        </s:sequence>
      </s:complexType>
    </s:element>
    <s:element name="PRISMVehicleT0041PbyVIN">
      <s:complexType>
        <s:sequence>
          <s:element minOccurs="0" maxOccurs="1" name="VIN" type="s:string" />
          <s:element minOccurs="0" maxOccurs="1" name="userId" type="s:string" />
          <s:element minOccurs="0" maxOccurs="1" name="password" type="s:string" />
        </s:sequence>
      </s:complexType>
    </s:element>
    <s:element name="PRISMVehicleT0041PbyVINResponse">
      <s:complexType>
        <s:sequence>
          <s:element minOccurs="0" maxOccurs="1" name="PRISMVehicleT0041PbyVINResult">
            <s:complexType mixed="true">
              <s:sequence>
                <s:any />
              </s:sequence>
            </s:complexType>
          </s:element>
        </s:sequence>
      </s:complexType>
    </s:element>
    <s:element name="PRISMVehicleT0041PbyLicense">
      <s:complexType>
        <s:sequence>
          <s:element minOccurs="0" maxOccurs="1" name="Plate" type="s:string" />
          <s:element minOccurs="0" maxOccurs="1" name="State" type="s:string" />
          <s:element minOccurs="0" maxOccurs="1" name="userId" type="s:string" />
          <s:element minOccurs="0" maxOccurs="1" name="password" type="s:string" />
        </s:sequence>
      </s:complexType>
    </s:element>
    <s:element name="PRISMVehicleT0041PbyLicenseResponse">
      <s:complexType>
        <s:sequence>
          <s:element minOccurs="0" maxOccurs="1" name="PRISMVehicleT0041PbyLicenseResult">
            <s:complexType mixed="true">
              <s:sequence>
                <s:any />
              </s:sequence>
            </s:complexType>
          </s:element>
```

```
      </s:sequence>
    </s:complexType>
  </s:element>
  <s:element name="PRISMCarrierT0042P">
    <s:complexType>
      <s:sequence>
        <s:element minOccurs="0" maxOccurs="1" name="USDOT" type="s:string" />
        <s:element minOccurs="1" maxOccurs="1" name="includeVehicle" type="s:boolean" />
        <s:element minOccurs="0" maxOccurs="1" name="userId" type="s:string" />
        <s:element minOccurs="0" maxOccurs="1" name="password" type="s:string" />
      </s:sequence>
    </s:complexType>
  </s:element>
  <s:element name="PRISMCarrierT0042PResponse">
    <s:complexType>
      <s:sequence>
        <s:element minOccurs="0" maxOccurs="1" name="PRISMCarrierT0042PResult">
          <s:complexType mixed="true">
            <s:sequence>
              <s:any />
            </s:sequence>
          </s:complexType>
        </s:element>
      </s:sequence>
    </s:complexType>
  </s:element>
  <s:element name="PRISMDailySummary">
    <s:complexType>
      <s:sequence>
        <s:element minOccurs="0" maxOccurs="1" name="processDate" type="s:string" />
        <s:element minOccurs="0" maxOccurs="1" name="userId" type="s:string" />
        <s:element minOccurs="0" maxOccurs="1" name="password" type="s:string" />
      </s:sequence>
    </s:complexType>
  </s:element>
  <s:element name="PRISMDailySummaryResponse">
    <s:complexType>
      <s:sequence>
        <s:element minOccurs="0" maxOccurs="1" name="PRISMDailySummaryResult">
          <s:complexType mixed="true">
            <s:sequence>
              <s:any />
            </s:sequence>
          </s:complexType>
        </s:element>
      </s:sequence>
    </s:complexType>
  </s:element>
  <s:element name="PRISMUserUpdate">
    <s:complexType>
      <s:sequence>
        <s:element minOccurs="0" maxOccurs="1" name="userId" type="s:string" />
        <s:element minOccurs="0" maxOccurs="1" name="password" type="s:string" />
        <s:element minOccurs="0" maxOccurs="1" name="firstName" type="s:string" />
        <s:element minOccurs="0" maxOccurs="1" name="lastName" type="s:string" />
        <s:element minOccurs="0" maxOccurs="1" name="street1" type="s:string" />
```

```
        <s:element minOccurs="0" maxOccurs="1" name="street2" type="s:string" />
        <s:element minOccurs="0" maxOccurs="1" name="city" type="s:string" />
        <s:element minOccurs="0" maxOccurs="1" name="state" type="s:string" />
        <s:element minOccurs="0" maxOccurs="1" name="zipcode" type="s:string" />
        <s:element minOccurs="0" maxOccurs="1" name="phone" type="s:string" />
        <s:element minOccurs="0" maxOccurs="1" name="email" type="s:string" />
      </s:sequence>
    </s:complexType>
  </s:element>
  <s:element name="PRISMUserUpdateResponse">
    <s:complexType>
      <s:sequence>
        <s:element minOccurs="0" maxOccurs="1" name="PRISMUserUpdateResult" type="s:string" />
      </s:sequence>
    </s:complexType>
  </s:element>
  <s:element name="PRISMUserLogin">
    <s:complexType>
      <s:sequence>
        <s:element minOccurs="0" maxOccurs="1" name="userId" type="s:string" />
        <s:element minOccurs="0" maxOccurs="1" name="password" type="s:string" />
      </s:sequence>
    </s:complexType>
  </s:element>
  <s:element name="PRISMUserLoginResponse">
    <s:complexType>
      <s:sequence>
        <s:element minOccurs="0" maxOccurs="1" name="PRISMUserLoginResult" type="s:string" />
      </s:sequence>
    </s:complexType>
  </s:element>
  <s:element name="PRISMUserChangePassword">
    <s:complexType>
      <s:sequence>
        <s:element minOccurs="0" maxOccurs="1" name="userId" type="s:string" />
        <s:element minOccurs="0" maxOccurs="1" name="newPassword" type="s:string" />
        <s:element minOccurs="0" maxOccurs="1" name="oldPassword" type="s:string" />
      </s:sequence>
    </s:complexType>
  </s:element>
  <s:element name="PRISMUserChangePasswordResponse">
    <s:complexType>
      <s:sequence>
        <s:element minOccurs="0" maxOccurs="1" name="PRISMUserChangePasswordResult" type="s:string" />
      </s:sequence>
    </s:complexType>
  </s:element>
  <s:element name="PRISMIRPRegistration">
    <s:complexType>
      <s:sequence>
        <s:element minOccurs="0" maxOccurs="1" name="VIN" type="s:string" />
        <s:element minOccurs="0" maxOccurs="1" name="DOT" type="s:string" />
        <s:element minOccurs="0" maxOccurs="1" name="State" type="s:string" />
        <s:element minOccurs="0" maxOccurs="1" name="Plate" type="s:string" />
        <s:element minOccurs="0" maxOccurs="1" name="userId" type="s:string" />
        <s:element minOccurs="0" maxOccurs="1" name="password" type="s:string" />
```

```
        </s:sequence>
      </s:complexType>
    </s:element>
    <s:element name="PRISMIRPRegistrationResponse">
      <s:complexType>
        <s:sequence>
          <s:element minOccurs="0" maxOccurs="1" name="PRISMIRPRegistrationResult">
            <s:complexType mixed="true">
              <s:sequence>
                <s:any />
              </s:sequence>
            </s:complexType>
          </s:element>
        </s:sequence>
      </s:complexType>
    </s:element>
  </s:schema>
 </wsdl:types>
 <wsdl:message name="PRISMVehicleT0041PbyUSDOTSoapIn">
  <wsdl:part name="parameters" element="tns:PRISMVehicleT0041PbyUSDOT" />
 </wsdl:message>
 <wsdl:message name="PRISMVehicleT0041PbyUSDOTSoapOut">
  <wsdl:part name="parameters" element="tns:PRISMVehicleT0041PbyUSDOTResponse" />
 </wsdl:message>
 <wsdl:message name="PRISMVehicleT0041PbyVINSoapIn">
  <wsdl:part name="parameters" element="tns:PRISMVehicleT0041PbyVIN" />
 </wsdl:message>
 <wsdl:message name="PRISMVehicleT0041PbyVINSoapOut">
  <wsdl:part name="parameters" element="tns:PRISMVehicleT0041PbyVINResponse" />
 </wsdl:message>
 <wsdl:message name="PRISMVehicleT0041PbyLicenseSoapIn">
  <wsdl:part name="parameters" element="tns:PRISMVehicleT0041PbyLicense" />
 </wsdl:message>
 <wsdl:message name="PRISMVehicleT0041PbyLicenseSoapOut">
  <wsdl:part name="parameters" element="tns:PRISMVehicleT0041PbyLicenseResponse" />
 </wsdl:message>
 <wsdl:message name="PRISMCarrierT0042PSoapIn">
  <wsdl:part name="parameters" element="tns:PRISMCarrierT0042P" />
 </wsdl:message>
 <wsdl:message name="PRISMCarrierT0042PSoapOut">
  <wsdl:part name="parameters" element="tns:PRISMCarrierT0042PResponse" />
 </wsdl:message>
 <wsdl:message name="PRISMDailySummarySoapIn">
  <wsdl:part name="parameters" element="tns:PRISMDailySummary" />
 </wsdl:message>
 <wsdl:message name="PRISMDailySummarySoapOut">
  <wsdl:part name="parameters" element="tns:PRISMDailySummaryResponse" />
 </wsdl:message>
 <wsdl:message name="PRISMUserUpdateSoapIn">
  <wsdl:part name="parameters" element="tns:PRISMUserUpdate" />
 </wsdl:message>
 <wsdl:message name="PRISMUserUpdateSoapOut">
  <wsdl:part name="parameters" element="tns:PRISMUserUpdateResponse" />
 </wsdl:message>
 <wsdl:message name="PRISMUserLoginSoapIn">
  <wsdl:part name="parameters" element="tns:PRISMUserLogin" />
```

```
  </wsdl:message>
  <wsdl:message name="PRISMUserLoginSoapOut">
    <wsdl:part name="parameters" element="tns:PRISMUserLoginResponse" />
  </wsdl:message>
  <wsdl:message name="PRISMUserChangePasswordSoapIn">
    <wsdl:part name="parameters" element="tns:PRISMUserChangePassword" />
  </wsdl:message>
  <wsdl:message name="PRISMUserChangePasswordSoapOut">
    <wsdl:part name="parameters" element="tns:PRISMUserChangePasswordResponse" />
  </wsdl:message>
  <wsdl:message name="PRISMIRPRegistrationSoapIn">
    <wsdl:part name="parameters" element="tns:PRISMIRPRegistration" />
  </wsdl:message>
  <wsdl:message name="PRISMIRPRegistrationSoapOut">
    <wsdl:part name="parameters" element="tns:PRISMIRPRegistrationResponse" />
  </wsdl:message>
  <wsdl:portType name="PRISMWebServiceSoap">
    <wsdl:operation name="PRISMVehicleT0041PbyUSDOT">
      <wsdl:input message="tns:PRISMVehicleT0041PbyUSDOTSoapIn" />
      <wsdl:output message="tns:PRISMVehicleT0041PbyUSDOTSoapOut" />
    </wsdl:operation>
    <wsdl:operation name="PRISMVehicleT0041PbyVIN">
      <wsdl:input message="tns:PRISMVehicleT0041PbyVINSoapIn" />
      <wsdl:output message="tns:PRISMVehicleT0041PbyVINSoapOut" />
    </wsdl:operation>
    <wsdl:operation name="PRISMVehicleT0041PbyLicense">
      <wsdl:input message="tns:PRISMVehicleT0041PbyLicenseSoapIn" />
      <wsdl:output message="tns:PRISMVehicleT0041PbyLicenseSoapOut" />
    </wsdl:operation>
    <wsdl:operation name="PRISMCarrierT0042P">
      <wsdl:input message="tns:PRISMCarrierT0042PSoapIn" />
      <wsdl:output message="tns:PRISMCarrierT0042PSoapOut" />
    </wsdl:operation>
    <wsdl:operation name="PRISMDailySummary">
      <wsdl:input message="tns:PRISMDailySummarySoapIn" />
      <wsdl:output message="tns:PRISMDailySummarySoapOut" />
    </wsdl:operation>
    <wsdl:operation name="PRISMUserUpdate">
      <wsdl:input message="tns:PRISMUserUpdateSoapIn" />
      <wsdl:output message="tns:PRISMUserUpdateSoapOut" />
    </wsdl:operation>
    <wsdl:operation name="PRISMUserLogin">
      <wsdl:input message="tns:PRISMUserLoginSoapIn" />
      <wsdl:output message="tns:PRISMUserLoginSoapOut" />
    </wsdl:operation>
    <wsdl:operation name="PRISMUserChangePassword">
      <wsdl:input message="tns:PRISMUserChangePasswordSoapIn" />
      <wsdl:output message="tns:PRISMUserChangePasswordSoapOut" />
    </wsdl:operation>
    <wsdl:operation name="PRISMIRPRegistration">
      <wsdl:input message="tns:PRISMIRPRegistrationSoapIn" />
      <wsdl:output message="tns:PRISMIRPRegistrationSoapOut" />
    </wsdl:operation>
  </wsdl:portType>
  <wsdl:binding name="PRISMWebServiceSoap" type="tns:PRISMWebServiceSoap">
    <soap:binding transport="http://schemas.xmlsoap.org/soap/http" />
```

```
    <wsdl:operation name="PRISMVehicleT0041PbyUSDOT">
      <soap:operation
soapAction="http://prismws.fmcsa.dot.gov/PRISMWebServices/PRISMVehicleT0041PbyUSDOT"
style="document" />
      <wsdl:input>
        <soap:body use="literal" />
      </wsdl:input>
      <wsdl:output>
        <soap:body use="literal" />
      </wsdl:output>
    </wsdl:operation>
    <wsdl:operation name="PRISMVehicleT0041PbyVIN">
      <soap:operation soapAction="http://prismws.fmcsa.dot.gov/PRISMWebServices/PRISMVehicleT0041PbyVIN"
style="document" />
      <wsdl:input>
        <soap:body use="literal" />
      </wsdl:input>
      <wsdl:output>
        <soap:body use="literal" />
      </wsdl:output>
    </wsdl:operation>
    <wsdl:operation name="PRISMVehicleT0041PbyLicense">
      <soap:operation
soapAction="http://prismws.fmcsa.dot.gov/PRISMWebServices/PRISMVehicleT0041PbyLicense"
style="document" />
      <wsdl:input>
        <soap:body use="literal" />
      </wsdl:input>
      <wsdl:output>
        <soap:body use="literal" />
      </wsdl:output>
    </wsdl:operation>
    <wsdl:operation name="PRISMCarrierT0042P">
      <soap:operation soapAction="http://prismws.fmcsa.dot.gov/PRISMWebServices/PRISMCarrierT0042P"
style="document" />
      <wsdl:input>
        <soap:body use="literal" />
      </wsdl:input>
      <wsdl:output>
        <soap:body use="literal" />
      </wsdl:output>
    </wsdl:operation>
    <wsdl:operation name="PRISMDailySummary">
      <soap:operation soapAction="http://prismws.fmcsa.dot.gov/PRISMWebServices/PRISMDailySummary"
style="document" />
      <wsdl:input>
        <soap:body use="literal" />
      </wsdl:input>
      <wsdl:output>
        <soap:body use="literal" />
      </wsdl:output>
    </wsdl:operation>
    <wsdl:operation name="PRISMUserUpdate">
      <soap:operation soapAction="http://prismws.fmcsa.dot.gov/PRISMWebServices/PRISMUserUpdate"
style="document" />
      <wsdl:input>
```

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      <soap:body use="literal" />
    </wsdl:input>
    <wsdl:output>
      <soap:body use="literal" />
    </wsdl:output>
  </wsdl:operation>
  <wsdl:operation name="PRISMUserLogin">
    <soap:operation soapAction="http://prismws.fmcsa.dot.gov/PRISMWebServices/PRISMUserLogin"
style="document" />
    <wsdl:input>
      <soap:body use="literal" />
    </wsdl:input>
    <wsdl:output>
      <soap:body use="literal" />
    </wsdl:output>
  </wsdl:operation>
  <wsdl:operation name="PRISMUserChangePassword">
    <soap:operation soapAction="http://prismws.fmcsa.dot.gov/PRISMWebServices/PRISMUserChangePassword"
style="document" />
    <wsdl:input>
      <soap:body use="literal" />
    </wsdl:input>
    <wsdl:output>
      <soap:body use="literal" />
    </wsdl:output>
  </wsdl:operation>
  <wsdl:operation name="PRISMIRPRegistration">
    <soap:operation soapAction="http://prismws.fmcsa.dot.gov/PRISMWebServices/PRISMIRPRegistration"
style="document" />
    <wsdl:input>
      <soap:body use="literal" />
    </wsdl:input>
    <wsdl:output>
      <soap:body use="literal" />
    </wsdl:output>
  </wsdl:operation>
 </wsdl:binding>
 <wsdl:binding name="PRISMWebServiceSoap12" type="tns:PRISMWebServiceSoap">
  <soap12:binding transport="http://schemas.xmlsoap.org/soap/http" />
  <wsdl:operation name="PRISMVehicleT0041PbyUSDOT">
    <soap12:operation
soapAction="http://prismws.fmcsa.dot.gov/PRISMWebServices/PRISMVehicleT0041PbyUSDOT"
style="document" />
    <wsdl:input>
      <soap12:body use="literal" />
    </wsdl:input>
    <wsdl:output>
      <soap12:body use="literal" />
    </wsdl:output>
  </wsdl:operation>
  <wsdl:operation name="PRISMVehicleT0041PbyVIN">
    <soap12:operation
soapAction="http://prismws.fmcsa.dot.gov/PRISMWebServices/PRISMVehicleT0041PbyVIN" style="document"
/>
    <wsdl:input>
      <soap12:body use="literal" />
```

```
    </wsdl:input>
    <wsdl:output>
      <soap12:body use="literal" />
    </wsdl:output>
  </wsdl:operation>
  <wsdl:operation name="PRISMVehicleT0041PbyLicense">
    <soap12:operation
soapAction="http://prismws.fmcsa.dot.gov/PRISMWebServices/PRISMVehicleT0041PbyLicense"
style="document" />
    <wsdl:input>
      <soap12:body use="literal" />
    </wsdl:input>
    <wsdl:output>
      <soap12:body use="literal" />
    </wsdl:output>
  </wsdl:operation>
  <wsdl:operation name="PRISMCarrierT0042P">
    <soap12:operation soapAction="http://prismws.fmcsa.dot.gov/PRISMWebServices/PRISMCarrierT0042P"
style="document" />
    <wsdl:input>
      <soap12:body use="literal" />
    </wsdl:input>
    <wsdl:output>
      <soap12:body use="literal" />
    </wsdl:output>
  </wsdl:operation>
  <wsdl:operation name="PRISMDailySummary">
    <soap12:operation soapAction="http://prismws.fmcsa.dot.gov/PRISMWebServices/PRISMDailySummary"
style="document" />
    <wsdl:input>
      <soap12:body use="literal" />
    </wsdl:input>
    <wsdl:output>
      <soap12:body use="literal" />
    </wsdl:output>
  </wsdl:operation>
  <wsdl:operation name="PRISMUserUpdate">
    <soap12:operation soapAction="http://prismws.fmcsa.dot.gov/PRISMWebServices/PRISMUserUpdate"
style="document" />
    <wsdl:input>
      <soap12:body use="literal" />
    </wsdl:input>
    <wsdl:output>
      <soap12:body use="literal" />
    </wsdl:output>
  </wsdl:operation>
  <wsdl:operation name="PRISMUserLogin">
    <soap12:operation soapAction="http://prismws.fmcsa.dot.gov/PRISMWebServices/PRISMUserLogin"
style="document" />
    <wsdl:input>
      <soap12:body use="literal" />
    </wsdl:input>
    <wsdl:output>
      <soap12:body use="literal" />
    </wsdl:output>
  </wsdl:operation>
```

```
    <wsdl:operation name="PRISMUserChangePassword">
      <soap12:operation
soapAction="http://prismws.fmcsa.dot.gov/PRISMWebServices/PRISMUserChangePassword" style="document" />
      <wsdl:input>
        <soap12:body use="literal" />
      </wsdl:input>
      <wsdl:output>
        <soap12:body use="literal" />
      </wsdl:output>
    </wsdl:operation>
    <wsdl:operation name="PRISMIRPRegistration">
      <soap12:operation soapAction="http://prismws.fmcsa.dot.gov/PRISMWebServices/PRISMIRPRegistration"
style="document" />
      <wsdl:input>
        <soap12:body use="literal" />
      </wsdl:input>
      <wsdl:output>
        <soap12:body use="literal" />
      </wsdl:output>
    </wsdl:operation>
  </wsdl:binding>
  <wsdl:service name="PRISMWebService">
    <wsdl:port name="PRISMWebServiceSoap" binding="tns:PRISMWebServiceSoap">
      <soap:address location="https://prismws.fmcsa.dot.gov/PRISMWebServices/PRISMWebService.asmx" />
    </wsdl:port>
    <wsdl:port name="PRISMWebServiceSoap12" binding="tns:PRISMWebServiceSoap12">
      <soap12:address location="https://prismws.fmcsa.dot.gov/PRISMWebServices/PRISMWebService.asmx" />
    </wsdl:port>
  </wsdl:service>
</wsdl:definitions><?xml version="1.0" encoding="utf-8"?>
<wsdl:definitions xmlns:http="http://schemas.xmlsoap.org/wsdl/http/"
xmlns:soap="http://schemas.xmlsoap.org/wsdl/soap/" xmlns:s="http://www.w3.org/2001/XMLSchema"
xmlns:soapenc="http://schemas.xmlsoap.org/soap/encoding/"
xmlns:tns="http://prismws.fmcsa.dot.gov/PRISMWebServices"
xmlns:tm="http://microsoft.com/wsdl/mime/textMatching/" xmlns:mime="http://schemas.xmlsoap.org/wsdl/mime/"
targetNamespace="http://prismws.fmcsa.dot.gov/PRISMWebServices"
xmlns:wsdl="http://schemas.xmlsoap.org/wsdl/">
  <wsdl:types>
    <s:schema elementFormDefault="qualified"
targetNamespace="http://prismws.fmcsa.dot.gov/PRISMWebServices">
      <s:element name="PRISMVehicleT0041PbyUSDOT">
        <s:complexType>
          <s:sequence>
            <s:element minOccurs="0" maxOccurs="1" name="USDOT" type="s:string" />
            <s:element minOccurs="0" maxOccurs="1" name="userId" type="s:string" />
            <s:element minOccurs="0" maxOccurs="1" name="password" type="s:string" />
          </s:sequence>
        </s:complexType>
      </s:element>
      <s:element name="PRISMVehicleT0041PbyUSDOTResponse">
        <s:complexType>
          <s:sequence>
            <s:element minOccurs="0" maxOccurs="1" name="PRISMVehicleT0041PbyUSDOTResult">
              <s:complexType mixed="true">
                <s:sequence>
                  <s:any />
```

```
            </s:sequence>
          </s:complexType>
        </s:element>
      </s:sequence>
    </s:complexType>
  </s:element>
  <s:element name="PRISMVehicleT0041PbyVIN">
    <s:complexType>
      <s:sequence>
        <s:element minOccurs="0" maxOccurs="1" name="VIN" type="s:string" />
        <s:element minOccurs="0" maxOccurs="1" name="userId" type="s:string" />
        <s:element minOccurs="0" maxOccurs="1" name="password" type="s:string" />
      </s:sequence>
    </s:complexType>
  </s:element>
  <s:element name="PRISMVehicleT0041PbyVINResponse">
    <s:complexType>
      <s:sequence>
        <s:element minOccurs="0" maxOccurs="1" name="PRISMVehicleT0041PbyVINResult">
          <s:complexType mixed="true">
            <s:sequence>
              <s:any />
            </s:sequence>
          </s:complexType>
        </s:element>
      </s:sequence>
    </s:complexType>
  </s:element>
  <s:element name="PRISMVehicleT0041PbyLicense">
    <s:complexType>
      <s:sequence>
        <s:element minOccurs="0" maxOccurs="1" name="Plate" type="s:string" />
        <s:element minOccurs="0" maxOccurs="1" name="State" type="s:string" />
        <s:element minOccurs="0" maxOccurs="1" name="userId" type="s:string" />
        <s:element minOccurs="0" maxOccurs="1" name="password" type="s:string" />
      </s:sequence>
    </s:complexType>
  </s:element>
  <s:element name="PRISMVehicleT0041PbyLicenseResponse">
    <s:complexType>
      <s:sequence>
        <s:element minOccurs="0" maxOccurs="1" name="PRISMVehicleT0041PbyLicenseResult">
          <s:complexType mixed="true">
            <s:sequence>
              <s:any />
            </s:sequence>
          </s:complexType>
        </s:element>
      </s:sequence>
    </s:complexType>
  </s:element>
  <s:element name="PRISMCarrierT0042P">
    <s:complexType>
      <s:sequence>
        <s:element minOccurs="0" maxOccurs="1" name="USDOT" type="s:string" />
        <s:element minOccurs="1" maxOccurs="1" name="includeVehicle" type="s:boolean" />
```

```
        <s:element minOccurs="0" maxOccurs="1" name="userId" type="s:string" />
        <s:element minOccurs="0" maxOccurs="1" name="password" type="s:string" />
      </s:sequence>
    </s:complexType>
  </s:element>
  <s:element name="PRISMCarrierT0042PResponse">
    <s:complexType>
      <s:sequence>
        <s:element minOccurs="0" maxOccurs="1" name="PRISMCarrierT0042PResult">
          <s:complexType mixed="true">
            <s:sequence>
              <s:any />
            </s:sequence>
          </s:complexType>
        </s:element>
      </s:sequence>
    </s:complexType>
  </s:element>
  <s:element name="PRISMUserUpdate">
    <s:complexType>
      <s:sequence>
        <s:element minOccurs="0" maxOccurs="1" name="userId" type="s:string" />
        <s:element minOccurs="0" maxOccurs="1" name="password" type="s:string" />
        <s:element minOccurs="0" maxOccurs="1" name="firstName" type="s:string" />
        <s:element minOccurs="0" maxOccurs="1" name="lastName" type="s:string" />
        <s:element minOccurs="0" maxOccurs="1" name="street1" type="s:string" />
        <s:element minOccurs="0" maxOccurs="1" name="street2" type="s:string" />
        <s:element minOccurs="0" maxOccurs="1" name="city" type="s:string" />
        <s:element minOccurs="0" maxOccurs="1" name="state" type="s:string" />
        <s:element minOccurs="0" maxOccurs="1" name="zipcode" type="s:string" />
        <s:element minOccurs="0" maxOccurs="1" name="phone" type="s:string" />
        <s:element minOccurs="0" maxOccurs="1" name="email" type="s:string" />
      </s:sequence>
    </s:complexType>
  </s:element>
  <s:element name="PRISMUserUpdateResponse">
    <s:complexType>
      <s:sequence>
        <s:element minOccurs="0" maxOccurs="1" name="PRISMUserUpdateResult" type="s:string" />
      </s:sequence>
    </s:complexType>
  </s:element>
  <s:element name="PRISMUserLogin">
    <s:complexType>
      <s:sequence>
        <s:element minOccurs="0" maxOccurs="1" name="userId" type="s:string" />
        <s:element minOccurs="0" maxOccurs="1" name="password" type="s:string" />
      </s:sequence>
    </s:complexType>
  </s:element>
  <s:element name="PRISMUserLoginResponse">
    <s:complexType>
      <s:sequence>
        <s:element minOccurs="0" maxOccurs="1" name="PRISMUserLoginResult" type="s:string" />
      </s:sequence>
    </s:complexType>
```

```
    </s:element>
    <s:element name="PRISMUserChangePassword">
      <s:complexType>
        <s:sequence>
          <s:element minOccurs="0" maxOccurs="1" name="userId" type="s:string" />
          <s:element minOccurs="0" maxOccurs="1" name="newPassword" type="s:string" />
          <s:element minOccurs="0" maxOccurs="1" name="oldPassword" type="s:string" />
        </s:sequence>
      </s:complexType>
    </s:element>
    <s:element name="PRISMUserChangePasswordResponse">
      <s:complexType>
        <s:sequence>
          <s:element minOccurs="0" maxOccurs="1" name="PRISMUserChangePasswordResult" type="s:string" />
        </s:sequence>
      </s:complexType>
    </s:element>
  </s:schema>
 </wsdl:types>
 <wsdl:message name="PRISMVehicleT0041PbyUSDOTSoapIn">
  <wsdl:part name="parameters" element="tns:PRISMVehicleT0041PbyUSDOT" />
 </wsdl:message>
 <wsdl:message name="PRISMVehicleT0041PbyUSDOTSoapOut">
  <wsdl:part name="parameters" element="tns:PRISMVehicleT0041PbyUSDOTResponse" />
 </wsdl:message>
 <wsdl:message name="PRISMVehicleT0041PbyVINSoapIn">
  <wsdl:part name="parameters" element="tns:PRISMVehicleT0041PbyVIN" />
 </wsdl:message>
 <wsdl:message name="PRISMVehicleT0041PbyVINSoapOut">
  <wsdl:part name="parameters" element="tns:PRISMVehicleT0041PbyVINResponse" />
 </wsdl:message>
 <wsdl:message name="PRISMVehicleT0041PbyLicenseSoapIn">
  <wsdl:part name="parameters" element="tns:PRISMVehicleT0041PbyLicense" />
 </wsdl:message>
 <wsdl:message name="PRISMVehicleT0041PbyLicenseSoapOut">
  <wsdl:part name="parameters" element="tns:PRISMVehicleT0041PbyLicenseResponse" />
 </wsdl:message>
 <wsdl:message name="PRISMCarrierT0042PSoapIn">
  <wsdl:part name="parameters" element="tns:PRISMCarrierT0042P" />
 </wsdl:message>
 <wsdl:message name="PRISMCarrierT0042PSoapOut">
  <wsdl:part name="parameters" element="tns:PRISMCarrierT0042PResponse" />
 </wsdl:message>
 <wsdl:message name="PRISMUserUpdateSoapIn">
  <wsdl:part name="parameters" element="tns:PRISMUserUpdate" />
 </wsdl:message>
 <wsdl:message name="PRISMUserUpdateSoapOut">
  <wsdl:part name="parameters" element="tns:PRISMUserUpdateResponse" />
 </wsdl:message>
 <wsdl:message name="PRISMUserLoginSoapIn">
  <wsdl:part name="parameters" element="tns:PRISMUserLogin" />
 </wsdl:message>
 <wsdl:message name="PRISMUserLoginSoapOut">
  <wsdl:part name="parameters" element="tns:PRISMUserLoginResponse" />
 </wsdl:message>
 <wsdl:message name="PRISMUserChangePasswordSoapIn">
```

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    <wsdl:part name="parameters" element="tns:PRISMUserChangePassword" />
  </wsdl:message>
  <wsdl:message name="PRISMUserChangePasswordSoapOut">
    <wsdl:part name="parameters" element="tns:PRISMUserChangePasswordResponse" />
  </wsdl:message>
  <wsdl:portType name="PRISMWebServiceSoap">
    <wsdl:operation name="PRISMVehicleT0041PbyUSDOT">
      <wsdl:input message="tns:PRISMVehicleT0041PbyUSDOTSoapIn" />
      <wsdl:output message="tns:PRISMVehicleT0041PbyUSDOTSoapOut" />
    </wsdl:operation>
    <wsdl:operation name="PRISMVehicleT0041PbyVIN">
      <wsdl:input message="tns:PRISMVehicleT0041PbyVINSoapIn" />
      <wsdl:output message="tns:PRISMVehicleT0041PbyVINSoapOut" />
    </wsdl:operation>
    <wsdl:operation name="PRISMVehicleT0041PbyLicense">
      <wsdl:input message="tns:PRISMVehicleT0041PbyLicenseSoapIn" />
      <wsdl:output message="tns:PRISMVehicleT0041PbyLicenseSoapOut" />
    </wsdl:operation>
    <wsdl:operation name="PRISMCarrierT0042P">
      <wsdl:input message="tns:PRISMCarrierT0042PSoapIn" />
      <wsdl:output message="tns:PRISMCarrierT0042PSoapOut" />
    </wsdl:operation>
    <wsdl:operation name="PRISMUserUpdate">
      <wsdl:input message="tns:PRISMUserUpdateSoapIn" />
      <wsdl:output message="tns:PRISMUserUpdateSoapOut" />
    </wsdl:operation>
    <wsdl:operation name="PRISMUserLogin">
      <wsdl:input message="tns:PRISMUserLoginSoapIn" />
      <wsdl:output message="tns:PRISMUserLoginSoapOut" />
    </wsdl:operation>
    <wsdl:operation name="PRISMUserChangePassword">
      <wsdl:input message="tns:PRISMUserChangePasswordSoapIn" />
      <wsdl:output message="tns:PRISMUserChangePasswordSoapOut" />
    </wsdl:operation>
  </wsdl:portType>
  <wsdl:binding name="PRISMWebServiceSoap" type="tns:PRISMWebServiceSoap">
    <soap:binding transport="http://schemas.xmlsoap.org/soap/http" />
    <wsdl:operation name="PRISMVehicleT0041PbyUSDOT">
      <soap:operation
soapAction="http://prismws.fmcsa.dot.gov/PRISMWebServices/PRISMVehicleT0041PbyUSDOT"
style="document" />
      <wsdl:input>
        <soap:body use="literal" />
      </wsdl:input>
      <wsdl:output>
        <soap:body use="literal" />
      </wsdl:output>
    </wsdl:operation>
    <wsdl:operation name="PRISMVehicleT0041PbyVIN">
      <soap:operation soapAction="http://prismws.fmcsa.dot.gov/PRISMWebServices/PRISMVehicleT0041PbyVIN"
style="document" />
      <wsdl:input>
        <soap:body use="literal" />
      </wsdl:input>
      <wsdl:output>
        <soap:body use="literal" />
```

~~</wsdl:output>~~
~~</wsdl:operation>~~
~~<wsdl:operation name="PRISMVehicleT0041PbyLicense">~~
~~<soap:operation soapAction="http://prismws.fmcsa.dot.gov/PRISMWebServices/PRISMVehicleT0041PbyLicense" style="document" />~~
~~<wsdl:input>~~
~~<soap:body use="literal" />~~
~~</wsdl:input>~~
~~<wsdl:output>~~
~~<soap:body use="literal" />~~
~~</wsdl:output>~~
~~</wsdl:operation>~~
~~<wsdl:operation name="PRISMCarrierT0042P">~~
~~<soap:operation soapAction="http://prismws.fmcsa.dot.gov/PRISMWebServices/PRISMCarrierT0042P" style="document" />~~
~~<wsdl:input>~~
~~<soap:body use="literal" />~~
~~</wsdl:input>~~
~~<wsdl:output>~~
~~<soap:body use="literal" />~~
~~</wsdl:output>~~
~~</wsdl:operation>~~
~~<wsdl:operation name="PRISMUserUpdate">~~
~~<soap:operation soapAction="http://prismws.fmcsa.dot.gov/PRISMWebServices/PRISMUserUpdate" style="document" />~~
~~<wsdl:input>~~
~~<soap:body use="literal" />~~
~~</wsdl:input>~~
~~<wsdl:output>~~
~~<soap:body use="literal" />~~
~~</wsdl:output>~~
~~</wsdl:operation>~~
~~<wsdl:operation name="PRISMUserLogin">~~
~~<soap:operation soapAction="http://prismws.fmcsa.dot.gov/PRISMWebServices/PRISMUserLogin" style="document" />~~
~~<wsdl:input>~~
~~<soap:body use="literal" />~~
~~</wsdl:input>~~
~~<wsdl:output>~~
~~<soap:body use="literal" />~~
~~</wsdl:output>~~
~~</wsdl:operation>~~
~~<wsdl:operation name="PRISMUserChangePassword">~~
~~<soap:operation soapAction="http://prismws.fmcsa.dot.gov/PRISMWebServices/PRISMUserChangePassword" style="document" />~~
~~<wsdl:input>~~
~~<soap:body use="literal" />~~
~~</wsdl:input>~~
~~<wsdl:output>~~
~~<soap:body use="literal" />~~
~~</wsdl:output>~~
~~</wsdl:operation>~~
~~</wsdl:binding>~~
~~<wsdl:binding name="PRISMWebServiceSoap12" type="tns:PRISMWebServiceSoap">~~

~~<soap12:binding transport="http://schemas.xmlsoap.org/soap/http"~~
~~xmlns:soap12="http://schemas.xmlsoap.org/wsdl/soap12/" />~~
~~<wsdl:operation name="PRISMVehicleT0041PbyUSDOT">~~
~~<soap12:operation~~
~~soapAction="http://prismws.fmcsa.dot.gov/PRISMWebServices/PRISMVehicleT0041PbyUSDOT"~~
~~style="document" xmlns:soap12="http://schemas.xmlsoap.org/wsdl/soap12/" />~~
~~<wsdl:input>~~
~~<soap12:body use="literal" xmlns:soap12="http://schemas.xmlsoap.org/wsdl/soap12/" />~~
~~</wsdl:input>~~
~~<wsdl:output>~~
~~<soap12:body use="literal" xmlns:soap12="http://schemas.xmlsoap.org/wsdl/soap12/" />~~
~~</wsdl:output>~~
~~</wsdl:operation>~~
~~<wsdl:operation name="PRISMVehicleT0041PbyVIN">~~
~~<soap12:operation~~
~~soapAction="http://prismws.fmcsa.dot.gov/PRISMWebServices/PRISMVehicleT0041PbyVIN" style="document"~~
~~xmlns:soap12="http://schemas.xmlsoap.org/wsdl/soap12/" />~~
~~<wsdl:input>~~
~~<soap12:body use="literal" xmlns:soap12="http://schemas.xmlsoap.org/wsdl/soap12/" />~~
~~</wsdl:input>~~
~~<wsdl:output>~~
~~<soap12:body use="literal" xmlns:soap12="http://schemas.xmlsoap.org/wsdl/soap12/" />~~
~~</wsdl:output>~~
~~</wsdl:operation>~~
~~<wsdl:operation name="PRISMVehicleT0041PbyLicense">~~
~~<soap12:operation~~
~~soapAction="http://prismws.fmcsa.dot.gov/PRISMWebServices/PRISMVehicleT0041PbyLicense"~~
~~style="document" xmlns:soap12="http://schemas.xmlsoap.org/wsdl/soap12/" />~~
~~<wsdl:input>~~
~~<soap12:body use="literal" xmlns:soap12="http://schemas.xmlsoap.org/wsdl/soap12/" />~~
~~</wsdl:input>~~
~~<wsdl:output>~~
~~<soap12:body use="literal" xmlns:soap12="http://schemas.xmlsoap.org/wsdl/soap12/" />~~
~~</wsdl:output>~~
~~</wsdl:operation>~~
~~<wsdl:operation name="PRISMCarrierT0042P">~~
~~<soap12:operation soapAction="http://prismws.fmcsa.dot.gov/PRISMWebServices/PRISMCarrierT0042P"~~
~~style="document" xmlns:soap12="http://schemas.xmlsoap.org/wsdl/soap12/" />~~
~~<wsdl:input>~~
~~<soap12:body use="literal" xmlns:soap12="http://schemas.xmlsoap.org/wsdl/soap12/" />~~
~~</wsdl:input>~~
~~<wsdl:output>~~
~~<soap12:body use="literal" xmlns:soap12="http://schemas.xmlsoap.org/wsdl/soap12/" />~~
~~</wsdl:output>~~
~~</wsdl:operation>~~
~~<wsdl:operation name="PRISMUserUpdate">~~
~~<soap12:operation soapAction="http://prismws.fmcsa.dot.gov/PRISMWebServices/PRISMUserUpdate"~~
~~style="document" xmlns:soap12="http://schemas.xmlsoap.org/wsdl/soap12/" />~~
~~<wsdl:input>~~
~~<soap12:body use="literal" xmlns:soap12="http://schemas.xmlsoap.org/wsdl/soap12/" />~~
~~</wsdl:input>~~
~~<wsdl:output>~~
~~<soap12:body use="literal" xmlns:soap12="http://schemas.xmlsoap.org/wsdl/soap12/" />~~
~~</wsdl:output>~~
~~</wsdl:operation>~~
~~<wsdl:operation name="PRISMUserLogin">~~

```
      <soap12:operation soapAction="http://prismws.fmcsa.dot.gov/PRISMWebServices/PRISMUserLogin"
style="document" xmlns:soap12="http://schemas.xmlsoap.org/wsdl/soap12/" />
      <wsdl:input>
        <soap12:body use="literal" xmlns:soap12="http://schemas.xmlsoap.org/wsdl/soap12/" />
      </wsdl:input>
      <wsdl:output>
        <soap12:body use="literal" xmlns:soap12="http://schemas.xmlsoap.org/wsdl/soap12/" />
      </wsdl:output>
    </wsdl:operation>
    <wsdl:operation name="PRISMUserChangePassword">
      <soap12:operation
soapAction="http://prismws.fmcsa.dot.gov/PRISMWebServices/PRISMUserChangePassword" style="document"
xmlns:soap12="http://schemas.xmlsoap.org/wsdl/soap12/" />
      <wsdl:input>
        <soap12:body use="literal" xmlns:soap12="http://schemas.xmlsoap.org/wsdl/soap12/" />
      </wsdl:input>
      <wsdl:output>
        <soap12:body use="literal" xmlns:soap12="http://schemas.xmlsoap.org/wsdl/soap12/" />
      </wsdl:output>
    </wsdl:operation>
  </wsdl:binding>
  <wsdl:service name="PRISMWebService">
    <wsdl:port name="PRISMWebServiceSoap" binding="tns:PRISMWebServiceSoap">
      <soap:address location="https://prismws.fmcsa.dot.gov/PRISMWebServices/PRISMWebService.asmx" />
    </wsdl:port>
    <wsdl:port name="PRISMWebServiceSoap12" binding="tns:PRISMWebServiceSoap12">
      <soap12:address location="https://prismws.fmcsa.dot.gov/PRISMWebServices/PRISMWebService.asmx"
xmlns:soap12="http://schemas.xmlsoap.org/wsdl/soap12/" />
    </wsdl:port>
  </wsdl:service>
</wsdl:definitions>
```