

**CR Number:** 4991  
**External Reference:** ARCH CRs 5086, 5087, 5088  
**Category:** Business Rules  
**Component:** SAFER/CVIEW  
**Synopsis:** Business Rules to Support Data Quality for Uploading IRP Data  
**Status:** Approved  
**Disposition:** [2007-09-24] Approved by FMCSA.  
**Description:** [2007-09-21] Approved by FMCSA.

[2007-09-20] Recommended for FMCSA approval by vote of 13-0.

[2007-08-24] Discussed at ACCB meeting 2007-08-23. Vote at ACCB meeting on 20 September 2007.

[2007-07-26] Has been rewritten.

[2007-05-17] Discussed at the 5/17/07 ACCB meeting. It was decided to split the business rules into separate CRs for uploading IRP data, uploading IFTA data, interim rules regarding USDOT number, and goal-for-the-future rules regarding USDOT number. Thus the CRs could be voted on and implemented separately.

Rewritten version appears here:

State Upload Rules (related to uploading IRP-related data):

- If changing carrier data, a state only needs to send the T0020 IRP Account Input Transaction.
- If changing or adding fleet data, a state should send the T0021 IRP Fleet Input Transaction. A corresponding T0020 transaction must be in place.
- If changing or adding vehicle data, a state should send the T0022 IRP Registration (Cab Card) Input Transaction. Corresponding T0021 and T0020 transactions must be in place.
- If a state is baselining, all three transactions (T0020, T0021, and T0022) must be sent.
- A state must send the T0020 before the T0021, the T0021 before the T0022, etc.
- If adding new carrier, fleet, and vehicles, a state should send the T0020, then T0021, then T0022s.
- Business rules will be developed to define how states that are exempt from IRP should use the "IRP" fields in the T0020, T0021, and T0022 when uploading registration data to SAFER.

[2007-04-19] Presented and discussed at the 4/19/07 ACCB meeting. Post for review and vote on 5/17.

[2007-03-21] At the CVISN Deployment Workshop, it was agreed that there should be basic requirements for states uploading data to SAFER as well as for SAFER sending data to states.

Impact Summary:

State CVIEW or CVIEW-equivalent systems – states agree to enforce these rules  
SAFER Interface Control Document (ICD)

SAFER - Volpe/SAFER will enforce these rules and specifically these Processing Rules:

- Volpe needs to process files from a state in the order sent.

- Volpe will reject vehicle (T0022) records if the referenced fleet or carrier is not in SAFER.
  - Volpe will reject the fleet (T0021) record if the referenced carrier is not in SAFER.
- More specific information will be included in the analysis section of the corresponding SAFER CR.

OLD:

[2007-03-21] At the CVISN Deployment Workshop, it was agreed that there should be basic requirements for states uploading data to SAFER as well as for SAFER sending data to states.

State Upload Rules (related to uploading IRP-related data):

- If changing carrier data, a state only needs to send the T0020 IRP Account Input Transaction.
- If changing or adding fleet data, a state should send the T0021 IRP Fleet Input Transaction. A corresponding T0020 transaction must be in place.
- If changing or adding vehicle data, a state should send the T0022 IRP Registration (Cab Card) Input Transaction. Corresponding T0021 and T0020 transactions must be in place.
- If a state is baselining, all three transactions (T0020, T0021, and T0022) must be sent.
- A state must complete sending the T0020 before the T0021, the T0021 before the T0022, etc.
- If adding new carrier, fleet, and vehicles, a state should send the T0020, then T0021, then T0022s.
- If the IFTA field in the T0022 is non-blank, it must be a valid IFTA account and a corresponding T0019 must be in place.
- For exempt states, rules about bogus values are needed (see action item below).
- If a state is going to send a T0019 IFTA Input Transaction for a carrier, it should send the T0019 before sending a T0020.
- The state must provide the USDOT number at the carrier IRP account level.
- If a CVISN state does not have the safety USDOT number for a vehicle, it must provide the IRP USDOT number in the “safety carrier” field. (Beware: the vehicle may be driving for a different carrier on a particular trip.)
- For PRISM states, the state should report the safety USDOT number in the “safety carrier” field.
- CVISN wants all states to start capturing safety USDOT number.

**Fix:**

**Comment:**

**Attachment names:**

**Responsibility:** Magnusson Nancy C

**Modified Time:** 9/24/2007 6:47:03 AM

**Modified By:** Magnusson Nancy C

**Entered On:** 4/12/2007 1:04:00 PM

**Entered By:** Magnusson Nancy C

**Severity:** Medium

**Priority:** No

**Type:** Defect

**Closed On:**