

Effective May, 16 2022

Ignition Interlock Program Guidelines for Manufacturers Electronic Reporting Information

The Arizona Department of Transportation Ignition Interlock Program (The Department) utilizes an electronic automated reporting process. As required under A.R.S. §28-1461 and 17 A.A.C. 5, Articles 6 and 7, the certified ignition interlock device manufacturer must report information electronically in real time and in a form prescribed under A.R.S. §28-1461(B) to the Department. This information includes installations, compliance, calibrations, violations and removals as defined under A.R.S. §28-1301.

It is necessary to communicate directly with the manufacturers to ensure the Department receives and maintains current information. This information is exchanged between manufactures and the Department by means of a secured server environment.

Definitions:

For additional definitions not found within this document please see ARS 28-1301 and AAC R17-5-601.

BrAC - means Breath Alcohol Content.

Calibration - means the testing, adjustment, or systematic standardization of an ignition interlock device to determine and verify its accuracy.

CIID - means Certified Ignition Interlock Device.

Circumvention - means the attempted or successful bypass of the proper functioning of a certified ignition interlock device, and includes the following;

- The operation of a vehicle without a properly functioning certified ignition interlock device;
- The push start (bump start) of a vehicle with a certified ignition interlock device;
- The introduction of a false sample other than a deep-lung breath sample from the person driving the vehicle;
- The introduction of an intentionally contaminated or a filtered breath sample;
- The intentional disruption or blocking of a digital image identification device;
- The continued operation of the vehicle with the certified ignition interlock device after the device detects excess breath alcohol; or
- When a person, who is required to maintain a functioning certified ignition interlock device is starting or operating the motor vehicle, permits another individual to breathe into the certified ignition interlock device for the purpose of providing a breath alcohol sample to start the motor vehicle or for the rolling retest.

Customer number - means the system-generated, or other distinguishing number, assigned by the Department to each person conducting business with the Department.

Drive cycle - means either the period of time from when a vehicle's ignition is initially turned on to the next time the ignition is turned off, or the period of time from when an initial breath alcohol test is performed and failed, to the time such test is successfully taken and the ignition is turned off.

SFTP - means secure file transfer protocol, the exchange of files over any network that supports electronic data interchange reporting that is transmitted through the Internet and prescribed by the Department.

MPI or "manufacturer ID" - means Manufacturer Provider Installer, this is the number assigned by the Department to each specific manufacturer and its service centers. This number is used to identify each location for accurate reporting.

Ignition interlock period - means the period in which a person is required to use a certified ignition interlock device that is installed in a vehicle.

Tampering - means an overt or conscious attempt to physically disable, or otherwise disconnect the CIID from its power source that allows the operator to start the engine without taking and passing the requisite breath test.

Real-time or real-time reporting - means the instant transmission of unfiltered ignition interlock violations as defined in R17-5-601, and data as prescribed in R-17-5-610, including photos, to the manufacturer's website for viewing by the Department without delay, as electronic or digital service permits.

Violation reset - means the unplanned servicing and inspection of a certified ignition interlock device and the downloading of information from its data storage system by a service center as a result of an early recall that requires the manufacturer to unlock the device.

Early recall - means that a person's ignition interlock device recorded one tampering or circumvention event, or any ignition interlock malfunction, or any four valid reportable violations within a continuous 90-day period, that requires a person to return to a service center within 72 hours.

Background

Arizona Revised Statute §28-1461 requires the ignition interlock manufacturer to electronically report required data in real time from the CIID to the manufacturer's website as well as to send a daily SFTP file through a secured server to the Department. All violations, including photographs, shall be available to the Department for viewing on the manufacturer's website within five minutes after the data is recorded on the device.

Each manufacturer participating in the Arizona Certified Ignition Interlock Device program is assigned its own personal directory on the Department secured server. The directory is used to receive and supply customer information and data captured by the CIID's. Due to the nature of the environment, the information communicated back and forth with the Department is secure from the public, as well as, the other manufacturers.

Access is given to each manufacturer by way of private keys to the secured server. Access is only granted to two entities: the Department and the interlock manufacturers.

The ADOT received data file (toadot.txt) is the reported file sent from the manufacturer to the Department daily. This file shall contain customer information and CIID data. The manufacturer reports to the Department when the device was installed or removed, and the customer they installed it for, etc. The manufacturer's service centers are required to check and maintain the devices throughout the entire ignition interlock period. The manufacturer sends the Department these results at the intervals specified in R17-5-610. This file will also contain any violations as prescribed by A.R.S. §28-1461 and R17-5-601 that are received in real time by the manufacturer that day.

The ADOT processed data file (fromadot.txt) is the return file containing information for each particular customer the manufacturer reported for in the ADOT received data (toadot.txt) file received for that day. The file includes records returned with errors (editing, not found, etc.).

The ADOT results data file (results.txt) also contains a recap of the data processed by the Department from the received data information file for that day. This allows the manufacturer to verify that all data has been transmitted successfully.

Physically how the process works:

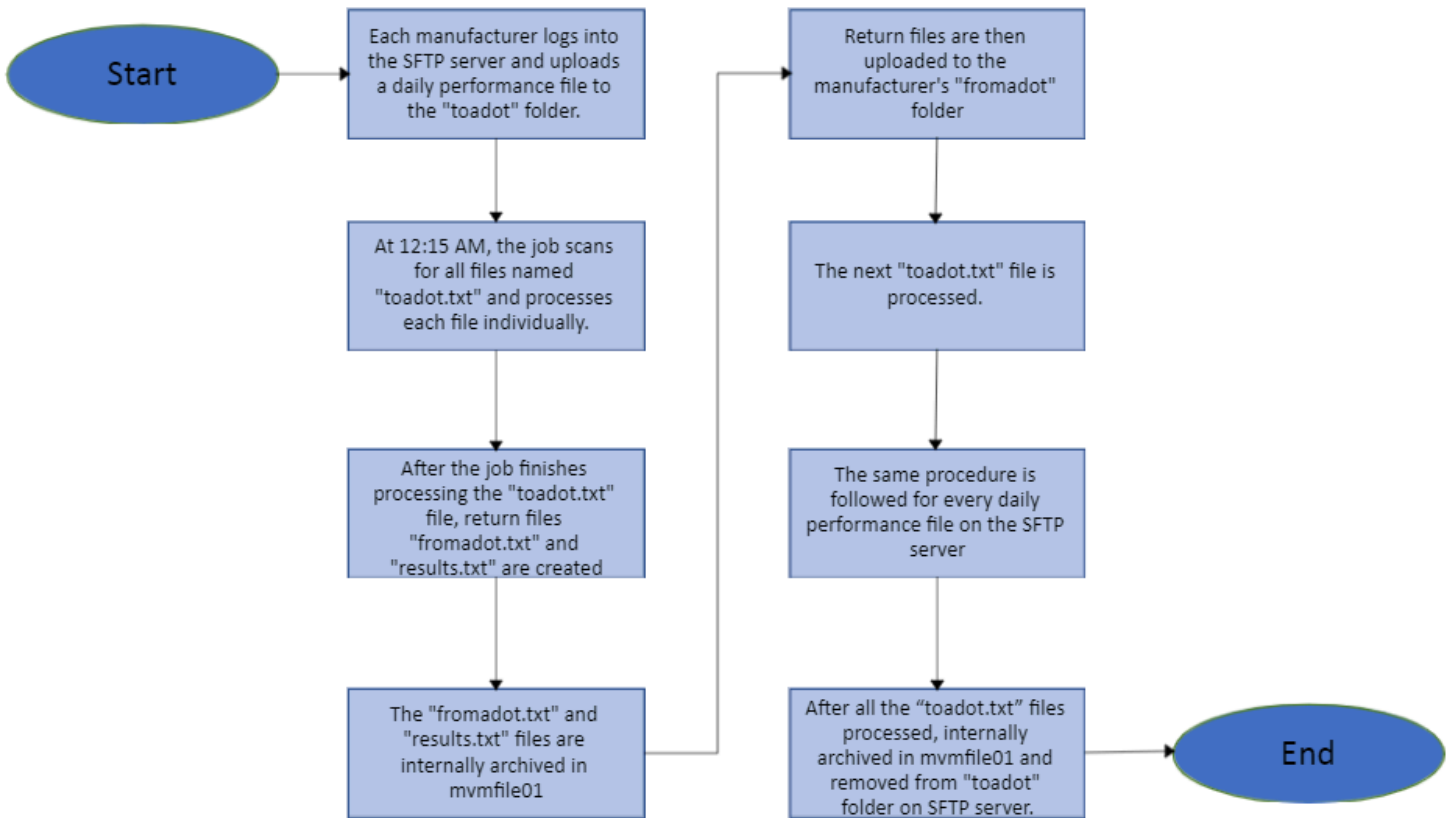
Each manufacturer logs into their own directory on the Secured File Transfer Protocol (SFTP) server and uploads a daily performance file to the "toadot" folder. The job that processes files from the server begins at 12:15 a.m. (Arizona time) the next morning. At that time, the server scans all files named "toadot.txt" and processes each file individually.

After the job finishes processing the manufacturer's "toadot.txt" file, "fromadot.txt" and "results.txt" files are created, internally archived and uploaded to the manufacturer's "fromadot" folder, then the next "toadot.txt" file is processed. The same procedure is followed for every daily performance file thereafter submitted the previous night. After all the "toadot.txt" files are processed and the return files are created and uploaded to the manufacturer's "fromadot" directory, all "toadot.txt" files are internally archived before being removed from the "toadot" folder on the server. The deletion removes any duplicate data processing activity in the event that the installer does not need to submit files daily. Due to the information returned being replaced on a daily basis, it is critical that the manufacturers retrieve their files on a regular basis. The manufacturer shall check the files for error codes and initiate the necessary action to ensure that the Department has the correct information

Note: The Department will place the fromadot.txt and results.txt files on the manufacturer's directory even if the manufacturer's toadot.txt file is empty. In this situation the fromadot.txt file will be empty and the results.txt file will contain zeros. Manufacturers shall contact the Department immediately if a fromadot.txt or results.txt file has not been received for each days toadot.txt file. It is important that the manufacturer retrieves this file daily to review file error codes and initiate the appropriate action to ensure the Department has the correct information.

Process Flow

IID Processing



MVD SFTP Provisioning

Each CIID vendor will be issued a service account on MVD's SFTP network. MVD will need the vendor's external IP address(es) from which their production environment connects to MAX in order to whitelist the IP address and add it to our firewall policy in order to establish a connection to the network. MVD's external IP address is also available during the provisioning process upon request. Once a connection is established, we will run a few tests with the vendor to verify that the directory permissions are working properly and that they can access all folders on the server that has been assigned to them.

Following the toadot.txt, fromadot.txt, and results.txt process, extensions and suspensions will be systematically generated. The Ignition Interlock Unit will manually run a report of all extensions generated for the prior week at the beginning of the work week. The manufacturer will provide one email address where the reports will be sent to. The report will be sent to the designated email provided. The list will positively identify the driver by name, MAX ID number, and drivers license number. It will also provide the associated IID Request ID number and device download date of the action listed.

Expectations for “Weekly Extension Report”:

The manufacturer is required to review each entry and verify the violation(s) that caused the extension. After reviewing all of the information from the data loggers, photos, etc. the manufacturer shall notify the Department via email within 10 days **either way, if the violation is valid or not**. This 10 day timeframe to validate extensions is crucial to ensure that customers do not receive invalid extensions.

Note: The batch job that notifies the customer of their extension, runs daily. The customers are given 15 days from the date of the notice sent by the Department to request a hearing.

- If the violation that caused the extension is **not valid**:
 - The manufacturer shall send a separate email to (IgnitionInterlock@azdot.gov) requesting to void each invalid extension with the subject header identifying the driver by full name, customer number, and date of birth.
 - Within the body of the email reference the IID Request ID number and device download date. Also, attach any proof that the violation is invalid (data logger, photos, repair receipts, etc.).
- If the violation that caused the extension **is valid**:
 - The manufacturer shall send a separate email to their designation resource mailbox (Ex: Manufacturer = 001, their designated resource mailbox is ILDATALOGGERS001@azdot.gov) with the subject header identifying the driver by name, customer number, date of birth, and IID Request ID number. The email must include:
 - A summary report stating why the data logger or any other evidence validates the violation, including any photographs of the person.
 - A data logger that shows at least 12 hours of data before and after the violation.

Example Subject Header:

“FIRST,MIDDLE,LAST D00012345 MMDDYYYY,IID Request ID number”

Manufacturers Data Submission

Format - See page 16-17 “Certified Ignition Interlock Device Summarized Reporting Record Layout” Naming Conventions:

1. Incoming file to the Department’s server: toadot.txt
2. Return and Results files to manufacturers available for retrieval the following business day after 4:00am: fromadot.txt and results.txt

Schedule

Manufacturers may submit their files at any time during the day. The merge script on the Department’s server will run once per day, at 12:15 am, each morning Monday through Sunday, (regardless of holidays) collecting all entries submitted from all manufacturers for the previous day.

The Department’s job collects the ‘toadot’ files and creates the proper extensions and suspensions. This job runs daily (regardless of holidays or weekends).

MVD Pull of Manufacturer’s Transmitted File

Each morning, the Department will get the toadot.txt file from each directory on the SFTP server. A process on the mainframe then merges all separate files into a single, sorted file and processes the results against the Department ignition interlock requirements databases.

MVD Processing Return Exceptions

The “Certified Ignition Interlock Device Summarized Reporting Record” contains a specific position field holding a two-character error return code (position # 163 and 164). Every record sent by the manufacturer that evening is returned in the fromadot.txt file. The only exception to this is when the file is so corrupt, it is impossible to discern which manufacturer transmitted the file.

Table #1 CIID Exception/Process Return Codes and Their Meaning:

Return Code	Reason	Action
00	Process successful	None
01	MPI not found or MPI not authorized	Verify 9-digit MPI is authorized by the Department. Manufacturer - Ensure correct MPI and resend data. Contact the Department for correct MPI.
02	Customer not found or Multiple hits found	Manufacturer - Ensure name, DOB, and licenses are correct and resend data.
03	Not Interlock Eligible	This driver has a Special Ignition Interlock Restricted Driver License (SIIRD), but the SIIRD has been canceled. The Department – Review, correct and contact driver as needed.
41	Last Name contains invalid characters	Name field may only contain alphabetic characters, blanks or hyphens. Manufacturer – Ensure information is correct and resend data.
42	First Name contains invalid characters	Name field may only contain alphabetic characters, blanks or hyphens. Manufacturer – Ensure information is correct and resend data.

43	Middle Name contains invalid characters	<p>Name field may only contain alphabetic characters, blanks or hyphens.</p> <p>Manufacturer – Ensure information is correct and resend data.</p>
44	Customer (or DL) Number is invalid	<p>Customer Number may only contain alphanumeric characters.</p> <p>Manufacturer – Ensure information is correct and resend data.</p>
45	Date of Birth is invalid	<p>Date of Birth is required and must be a valid date in YYYYMMDD format</p> <p>Manufacturer – Ensure information is correct and resend data.</p>
04	Other Record Edit Error	<p>A required field is missing, or a required date field is in an invalid format. All date fields must be in YYYYMMDD format.</p> <p>Manufacturer – Ensure information is correct and resend data.</p>
05	No Active Requirement Found	<p>Customer may have other outstanding requirements prohibiting them from being eligible to start IID requirement</p> <p>Manufacturer - Refer customer to MVD</p>
06	All Requirements Are Met	<p>Customer is no longer required to carry a CIID according to the Department records.</p> <p>Manufacturer - Have the driver contact the Department. If the requirement has ended, verify that a removal type “R” or “M” has been submitted.</p>
07	Duplicate Found on the Department records	<p>Data has been transmitted already. Check daily files to determine if new files are being created to determine the reason for a duplicate found.</p> <p>Manufacturer - Validate information to ensure duplicate is not resent.</p>

Business Rules

The following customer data will be required for successful transmission:

Customer Data	Required /Optional Field	Manufacturer/The Department Transmission
Manufacturer ID	Required	Manufacturer
Provider ID	Required	Manufacturer
Installer ID	Required	Manufacturer
Last Name	Required	Manufacturer
First Name	Required	Manufacturer
Middle Name	Required	Manufacturer
DOB (YYYYMMDD)	Required	Manufacturer
DL/Customer #	Required	Manufacturer
Install Date (YYYYMMDD)	Required for report type I	Manufacturer
MVD Uninstall Date (YYYYMMDD)	Optional	The Department - Will provide to the manufacturer when the customer is no longer required to maintain IL.
Removal Date	Required for report type R	Manufacturer
Report Type: I = Installed C = Compliance check R = CIID Removed A = Calibration V = Violation E = Exchanged Unit M = Missing Device	Required (Must be I, C, R, A, V, E, M)	Manufacturer

Non-Compliance Code	Optional this field is no longer used.	Manufacturer
BAC Violation Count	Optional Above the set point or higher for anyone under 21 years of age. .08% or higher for anyone over 21.	Manufacturer
Returned Error Code	Optional	The Department
Device Download Date (YYYYMMDD)	Required	Manufacturer
Device Download Time (HH:MM:SS:HS)	Required	Manufacturer
Tampering/Circumvention occurrence date	Optional	Manufacturer
BAC Violation Date 1	Required if the BAC count is 1, otherwise optional.	Manufacturer
BAC Violation Date 2	Required if the BAC count is 2, otherwise optional.	Manufacturer
BAC Violation Date 3	Required if the BAC count is 3 or more, otherwise optional.	Manufacturer
Device ID This is the number on the handheld device.	Optional	Manufacturer
Employee ID (Tech_ID) The department will assign each technician an ID number at the time of their certification.	Optional	Manufacturer
Bypass Approval	Required if a bypass was issued (Can be Y or blank).	Manufacturer
Bypass Time (HH:MM:SS:HS)	Required if bypass approval = Y	Manufacturer

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VIN – Last 6 digits of the vehicle VIN number the device is installed on.	Optional	Manufacturer
Interlock Order: C = Court Ordered M = MVD Ordered O = Other/Out of State More than one ordering agency may be reported. Example: “COM” for court, out of state, and MVD or “CM” for court and MVD.	Optional	Manufacturer
BAC Violation Time 1	Required if the BAC count is 1, otherwise optional.	Manufacturer
BAC Violation Value 1	Required if the BAC count is 1, otherwise optional.	Manufacturer
BAC Violation Time 2	Required if the BAC count is 2, otherwise optional.	Manufacturer
BAC Violation Value 2	Required if the BAC count is 2, otherwise optional.	Manufacturer
BAC Violation Time 3	Required if the BAC count is 3 or more, otherwise optional.	Manufacturer
BAC Violation Value 3	Required if the BAC count is 3 or more, otherwise optional.	Manufacturer
Tampering Violation Count	Optional	Manufacturer
Tampering Violation Time 1	Required if the tampering count is 1, otherwise optional.	Manufacturer
Tampering Violation Time 2	Required if the tampering count is 2 or more, otherwise optional.	Manufacturer
Circumvention Violation Count	Optional	Manufacturer

Circumvention Violation Time 1	Required if the circumvention violation count is 1, otherwise optional.	Manufacturer
Circumvention Violation Time 2	Required if the circumvention violation count is 2 or more, otherwise optional.	Manufacturer
Missed Rolling Retest Count	Optional Count of how many violations (-3 consecutive missed rolling retests = 1 violation)	Manufacturer
Missed Rolling Retest Time 1	Required if the missed rolling retest count is 1, otherwise optional.	Manufacturer
Missed Rolling Retest Time 2	Required if the missed rolling retest count is 1, otherwise optional.	Manufacturer
Missed Rolling Retest Time 3	Required if the missed rolling retest count is 1, otherwise optional.	Manufacturer
Missed Rolling Retest Time 4	Required if the missed rolling retest count is 2 or more, otherwise optional.	Manufacturer
Missed Rolling Retest Time 5	Required if the missed rolling retest count is 2 or more, otherwise optional.	Manufacturer
Missed Rolling Retest Time 6	Required if the missed rolling retest count is 2 or more, otherwise optional.	Manufacturer
Send as received	Optional	Manufacturer

Upon successful transmission of the customer’s installation date, the driver’s record will be updated as follows:

1. Report type I is used for Installations.
2. The system will satisfy the “Ignition interlock device(IID) required to be installed” compliance requirement and generate an Active IID compliance monitoring segment unless the customer has other outstanding requirements.

Upon successful transmission of the customer’s compliance check (when the customer does not go into the office for a physical calibration/accuracy check between calibration/accuracy checks) the driver’s record will be updated as follows:

1. Report type C is used for a “Compliance check”.

2. The system will update the driver's ignition interlock requirement record for the next required compliance and/or calibration/accuracy check interval.

Upon successful transmission of the customer's calibration/accuracy date (within 77-90 days after install and no more than every 90 days thereafter) the driver's record will be updated as follows:

1. Report type A is used for a "Calibration/Accuracy check".
2. The system will update the driver's ignition interlock requirement record for the next required compliance and/or calibration/accuracy check interval.

Upon successful transmission of the customer's tampering violation the driver's record will be updated as follows:

1. Report type V is used for a "Violation".
2. The system will add the count of how many tampering violations were reported.
3. The system will add the reported times in HR:MM:SS:HS format of the first two tampering violations reported in that file.
4. The system will review the current driver status and initiate required Tampering extension(s).

Upon successful transmission of the customer's BrAC violation the driver's record will be updated as follows:

1. Report type V is used for a "Violation".
2. The system will add the count of how many BrAC violations were reported.
3. The system will add the reported dates and times in HR:MM:SS:HS format of the first three BrAC violations reported in that file.
4. Along with the times of the violations the system will add the correlating reported BrAC readings in ### format (Ex: The customer blows a .082 the manufacturer will report as 082).
5. The system will review the current driver status and initiate required BrAC extension(s).

Upon successful transmission of the customer's missed rolling retest violation the driver's record will be updated as follows:

1. Report type V is used for a "Violation".
2. The system will add the count of how many missed rolling retest violations were reported (Three consecutive missed rolling retests = One violation).
3. The system will add the reported times in HR:MM:SS:HS format of each of the missed tests for the first two violations reported in that file. Six times total, 3 times for each of the first two violations.
4. The system will review the current driver status and initiate required Rolling Retest extension(s).

Upon successful transmission of the customer's circumvention violation the driver's record will be updated as follows:

1. Report type V is used for a violation.

2. The system will add the count of how many circumvention violations were reported.
3. The system will add the reported times in HR:MM:SS:HS format of the first two circumvention violations reported in that file.
4. The system will review the current driver status and initiate required Circumvention extension(s).

Upon successful transmission of the customer's device exchange date the driver's record will be updated as follows:

1. Report type E is used for an exchange.
2. The system will add the new reported device number.

*Note-this is not counted as a calibration/accuracy check and the customer will need to come back within the regularly scheduled 90 days.

Upon successful transmission of the customer's missing device date the driver's record will be updated as follows:

1. Report type M is used for a missing device (after a customer fails to return for appointments and is unable to be contacted the manufacturer can report as a missing device - this should not be used prior to the original 90 day compliance time).

Upon successful transmission of the customer's removal date the driver's record will be updated as follows:

1. The report type R is used for a Removal.
2. The system will log this data in the driver's record and no action will be necessary. If the customer has removed early and still has remaining time on the ignition interlock requirement, the customer is allowed 72 hours to complete another install or will be placed under an Early Removal suspension.

Reporting Requirements

Manufacturers receive a 9 digit reporting code called an MPI number from the Department upon certification for each of its service centers. This MPI number is specific to the service center it's assigned to. The manufacturer is required to report the data received from each service center under their assigned number only. All services including installs, removals, calibrations, and exchanges conducted at a service center are to be reported within 24 hours under the MPI number assigned to that service center, along with the technician ID assigned to the technician that conducted the services.

Manufacturers will also be assigned an MPI number to report all real time data electronically received (ending in 888), other various data that need to be sent, such as compliance checks (ending in 000) and to report all out of state received data (ending in 999).

All data will be reported in real time via electronic or digital service from the CIID to the manufacturer's website. All violations, including 12 hours before and after the violation, shall be reported via real time reporting. The manufacturer will then report that data in that day's SFTP file (toadot.txt) to the Department within 24 hours of the manufacturer receiving the data from the CIID.

Compliance checks:

- Compliance checks are electronic reports that **do not** require the customer to return to a service center. Compliance checks can be sent at 30 and 60 days after the customer's interlock requirement has begun. This can also be used in the event of extreme circumstances and the customer cannot come into the office for a regularly scheduled appointment. This must be pre approved by the department.

Calibration/Accuracy report:

- Calibration/Accuracy Checks are to be performed at least every 77-90 days after the install. When the calibration report type "A" is received the Department's system will update the customer's driver ignition interlock requirement record for the next required calibration/accuracy to be received no more than 90 days later. It is important that the manufacturer only reports the calibration/accuracy report type "A" only when the customer physically comes into the office for the calibration/accuracy check appointment since this is what is required by A.R.S. §28-1461.

Exchange:

- If a customer's device malfunctions and needs to be replaced the report type "E" will be used. Exchanges are limited to the replacement of the hand held unit on the same vehicle (the last six of the vin previously reported should not change). Exchanges exclude if the customer wishes to move the device to a new vehicle. A vehicle change shall be reported as a removal and then as an install reflecting the last six of the new vin. If an exchange is needed at the time of a calibration, the manufacturer will not need to report the exchange report type "E". The manufacturer will use the report type "A" and change the device ID on the file.

Tampering:

- Only one tampering violation can be reported per drive cycle. However there may be more than one violation per day. Example: The customer starts the vehicle at 12:00:00:00. A tampering report is transmitted at 12:15:00:00, 12:37:00:00, and 12:40:00:00. The customer reaches their destination and turns off the vehicle at 12:55:00:00. Only one tampering violation will be reported for this drive cycle. Later that day, the customer starts the vehicle at 18:00:00:00 and has a tampering report transmitted at 18:15:00:00 and turns off the vehicle at 18:20:00:00. This would be reported as a second tampering violation. That night the customer starts the vehicle at 21:00:00:00 and has a tampering report transmitted at 21:20:00:00 and turns off the vehicle at 22:00:02:00. This would be reported as a third tampering violation. The manufacturer shall report a tampering count of 3 with the times of the first 2 violations, 12:15:00:00 and 18:15:00:00.

Circumvention:

- Only one circumvention violation can be reported per drive cycle. Total number of circumvention violations for that day will be reported with the times for the first two circumvention violations (same process listed for tampering violations).

BrAC:

- Only one BrAC violation can be reported per drive cycle. Total number of BrAC violations for that day will be reported with the dates, times, and BrAC readings for the first two BrAC violations (same process listed for tampering violations).

Missed rolling retest:

- A missed rolling retest is when a customer does not give a breath sample in the allotted 6 minutes. This does include if the customer attempts to give a breath sample and fails (abort). However this does not include when the person is not in the vehicle. A missed rolling retest violation is when a customer fails to properly perform any set of three consecutive rolling retests that occur within an 18 minute timeframe during a drive cycle. Multiple missed rolling retest violations can be reported for the same drive cycle. Example: The customer starts the vehicle at 11:55:00:00. The device prompts them for a rolling retest at 12:00:00:00 to which they have six minutes till 12:06:00:00 to comply. The customer did not comply by 12:06:00:00 so the device will prompt for a second rolling retest from 12:06:00:00 till 12:12:00:00. The customer did not comply by 12:12:00:00 the device will prompt for a third rolling retest from 12:12:00:00 till 12:18:00:00. The customer did not comply by 12:18:00:00. This is one missed rolling retest violation. Each set of three consecutive rolling retests that occur within an 18 minute timeframe shall be reported as one violation. The count of the three consecutive rolling retests are confined to each drive cycle, meaning that with the given example if the customer had turned off the vehicle at 12:11:00:00 this would only have been two missed rolling retests and the count would stop with the ending of the drive cycle by turning off the vehicle. With the above example of three consecutive rolling retests the manufacturer would report one violation with the times of 12:06:00:00, 12:12:00:00, and 12:18:00:00.

Note: The Departments system will calculate the times given to ensure the proper six minute intervals. If the times reported are not in six minute intervals the entire customer record will be rejected and sent back to the manufacturer with an 04 error code. The manufacturer must review the error and resend the complete customer record in the next toadot.txt file sent to the Department. Also, ensure the device is asking for rolling retests at the proper time.

Non Software Requirements

Training

Manufacturers will be required to train their own employees using the electronic reporting system.

Documentation

The Department will notify each manufacturer upon completion of 3 successful electronic reporting tests when testing is required.

Certified Ignition Interlock Device Summarized Reporting Record Layout.

POSITION	LENGTH	LEVEL	*FIELD NAME	*	FORMAT
00001	00474	01	INREC		GROUP
00001	00003	03	MANUFACTURER_ID	C	3
00004	00003	03	PROVIDER_ID	C	3
00007	00003	03	INSTALLER_ID	C	3
00010	00030	03	LAST_NAME	C	30
00040	00030	03	FIRST_NAME	C	30
00070	00030	03	MIDDLE_NAME	C	30
00100	00008	03	DOB	C	8
00108	00025	03	DL_NUMBER	C	25
00133	00008	03	INSTALL_DATE	C	8
00141	00008	03	MVD_UNINSTALL_DATE	C	8
00149	00008	03	REMOVAL_DATE	C	8
00157	00001	03	REPORT_TYPE	C	1
00158	00001	03	NON_COMPLIANCE_CODE	C	1
00159	00004	03	BAC_VIOLATIONS_COUNT	C	4
00163	00002	03	RETURNED_ERROR_CODE	C	2
00165	00008	03	DEVICE_DOWNLOAD_DATE	C	8
00173	00011	03	DEVICE_DOWNLOAD_TIME	C	11
00184	00008	03	TAMP_CIRC_DATE	C	8
00192	00008	03	BAC_VIOLATION_DATE1	C	8
00200	00008	03	BAC_VIOLATION_DATE2	C	8
00208	00008	03	BAC_VIOLATION_DATE3	C	8
00216	00018	03	DEVICE_ID	C	18
00234	00012	03	TECH_ID	C	12
00246	00001	03	BYPASS_APPROVAL	C	1
00247	00011	03	BYPASS_TIME	C	11
00258	00006	03	VIN	C	6

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00264	00003	03	INTERLOCK_ORDER	C	3
00267	00011	03	BAC_VIOLATIONS_TIME1	C	11
00278	00003	03	BAC_VIOLATIONS_VAL1	C	3
00281	00011	03	BAC_VIOLATIONS_TIME2	C	11
00292	00003	03	BAC_VIOLATIONS_VAL2	C	3
00295	00011	03	BAC_VIOLATIONS_TIME3	C	11
00306	00003	03	BAC_VIOLATIONS_VAL3	C	3
00309	00002	03	TAM_CNT	C	2
00311	00011	03	TAM_TIME1	C	11
00322	00011	03	TAM_TIME2	C	11
00333	00002	03	CIR_CNT	C	2
00335	00011	03	CIR_TIME1	C	11
00346	00011	03	CIR_TIME2	C	11
00357	00002	03	ROLLNG_RTEST_VIOL_CNT	C	2
00359	00011	03	ROLLNG_RTEST_TIME1	C	11
00370	00011	03	ROLLNG_RTEST_TIME2	C	11
00381	00011	03	ROLLNG_RTEST_TIME3	C	11
00392	00011	03	ROLLNG_RTEST_TIME4	C	11
00403	00011	03	ROLLNG_RTEST_TIME5	C	11
00414	00011	03	ROLLNG_RTEST_TIME6	C	11
00425	00050	03	SEND_AS_RECEIVED	C	50

***** Bottom of data *****

All Dates are in YYYYMMDD format
All times are in HH:MM:SS:HS