# Data Specification Manual

# (Effective 6/13/2024)

Reference Version 24.2.0

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# Introduction

The Umler Equipment Management Information System, the Equipment Register for North America, contains inspection dates required by AAR Interchange Rules for various rail car components, specific details on the internal and external dimensions, carrying capacities expressed in gallons/cubic feet capacity, equipment weight, as well as special equipment on all railcars and highway trailers and containers that are used in interchange equipment or commercial service. There are over 2 million equipment registrations in the Umler System.

The Umler System is managed by the Business Services Division at Railinc. All units registered in the Umler System are subject to an annual maintenance fee that is invoiced bi-annually. The Railinc Price List for this service as well as all Railinc services is available at <a href="https://public.railinc.com/support/railinc-price-list">https://public.railinc.com/support/railinc-price-list</a>.

# **Responsibility for Reporting Required Information**

- 1. Each Stenciled Mark Owner is required to report all equipment: freight cars, maintenance of way, locomotives, telemetry devices, chassis, trailers, containers, tank containers, rail compatible intermodal equipment and bogies for rail-compatible intermodal equipment. The dimensional, capacity and/or codified information reported must accurately reflect the requirements as outlined in the Umler Data Specification Manual for each applicable data element.
- To protect an owner's Umler registration, updates to information require access through Railinc's Single Sign-On application at <u>https://public.railinc.com</u>. This precludes all unauthorized activity from being processed and updated to the file. Owners can contract to have an agent or agents report their data; however,
  - a. your company administrator grants Umler Rights to the agent(s) or,
  - b. the owner submits in writing, authorization to the Director, Umler Services, authorizing Railinc to provide access to the agent. Owners changing agents or assuming reporting responsibility should revoke Umler rights to the user or send a request on company letterhead to the Director, Umler Services, which will be provided within 24 hours to the owner or new agent.
- 3. It is the owner's responsibility to ensure that their mailing address, telephone and fax numbers and email address are kept up to date (see the <u>FindUs.Rail</u> industry contact database at <u>https://public.railinc.com</u>). In addition, owners must immediately advise the Director, Umler Services, when reporting responsibility has been assigned to a new agent with the agent's mailing address, telephone and fax numbers, and email address. All corrections must be emailed to <u>csc@railinc.com</u>.

# The Uses of the Umler System

- The Umler System is the industry's official source for accepting freight cars in interchange service in accordance with AAR Interchange Rules 90 and 93. Cars must be accurately registered in order to be included in the Car Hire Accounting Rate Master (CHARM<sup>®</sup>).
- 2. The Umler System is the official source for determination of the car's load limit and lightweight, Air Brake Test dates and cars eligible and/or certified for extended service of 50 years.
- Numerous railroad operating officers utilize the file to determine car assignments, lengths, and weights to
  determine train makeup and line clearances. In addition, they can determine various special characteristics of cars
  to fulfill the shipper's car requirements.
- 4. Railroad traffic departments utilize the car's tare weight and capacity information in their automated billing systems.
- 5. Mechanical Departments schedule rail car maintenance based on inspection dates for various car components.
- 6. Railroad traffic departments bill Trailers and Containers based on outside length information.

- 7. Railinc verifies all interchange movements reported through the TRAIN II<sup>®</sup> system by validating the initial and number being reported. Also, the file is used to control the movement of overage equipment and cars not meeting FRA requirements and Mechanical Interchange rules that would restrict the interchange of a car.
- 8. The Umler System is the source of information for publishing the cars dimensional and capacity information in *The Official Railway Equipment Register*.

# Purpose of the Umler Data Specification Manual:

This manual specifies data requirements for the proper reporting of locomotives, maintenance-of-way passenger cars, End of Train information Systems, rail cars and highway trailers and containers. Umler is the master file from which the CHARM<sup>®</sup> (Car Hire Accounting Rate Master) file and TRAIN II<sup>®</sup> (Tele Rail Automated Information Network Phase 2, the railroad industry's national car information system) are verified before equipment is entered into these files.

# Data Requirements

This Specification Manual, divided into sections by equipment group, plus exhibits, outlining data input requirements, is the basis for Railinc's computer edit programs. Each equipment group and data element has corresponding permissible values, ranges, and business rules associated with the data. The Data Specification provides as much information as possible to assist users in entering these data elements.

# **Edits**

- Umler data will be edited. Add and change records must be valid to be submitted to the Umler system. If equipment data on file is not valid, a conflict is generated on the equipment. The submitting party will have thirty (30) days to correct the record. Records that are not corrected within thirty (30) days will have zero rates and the Rate Indicator 0, P or Q inserted into the records per Car Hire Rule 1 and Freight Tariff 6007-Series. Add and change records that do not meet the minimum edit criteria will be rejected without processing. The fields that will cause transactions to be rejected are listed as Mandatory fields in this specification manual.
- 2. Cars having a Rate Indicator Code 0, P or Q for 90 days having conflicts are assigned pool number 9999016 and Transportation Codes XZ. Once a zero Rate Indicator Code 0, P or Q has been inserted into a record, the appropriate indicator must be resubmitted in addition to the corrected data field.
- 3. Owners of unique equipment that cannot pass standard edit requirements must email <u>csc@railinc.com</u> the information in advance of the equipment being placed into service. This equipment will be included in the Exception Control file which allows the unique information to pass the edit parameters and the reported information is provided to the industry.

Some equipment data is mandatory in order to submit a valid equipment record. Optional fields can also be included but must contain valid data.

Notification of Errors: The notification of equipment conflicts is completed via tickler. Company administrators are responsible for updating recipient email information for tickler notifications.

# Procedures for Identifying and Removing Equipment Having Canceled Reporting Marks:

 Upon receipt of notice from the owner, agent or the Surface Transportation Board (STB) that a company having equipment registered in the Umler System has or will cease operations, the AAR will serve notice to the owner/agent that the reporting mark will be canceled thirty (30) days after the cessation of operations and that the Transportation Code M will be inserted into the records. The owner/agent must delete all equipment from the Umler System within ninety (90) days after the cancellation of the reporting mark. When, after the ninety (90) days the owner/agent fails to delete the equipment and, there is no evidence of movement reported to the TRAIN II<sup>®</sup> system, the equipment can be deleted. 2. Upon receipt of notice from the owner/agent that their equipment has been sold and will be restenciled with a new reporting mark, Railinc will insert the Transportation Code M in the records. The owner/agent of the canceled reporting mark will be advised of the insertion of the M code. The owner/agent of the canceled reporting mark will have ninety (90) days, after the insertion of the code M, to delete the cars from the Umler System. When, after ninety (90) days, the owner/agent of the canceled reporting mark(s) has not deleted the equipment or has not requested in writing an extension or extensions having a maximum of thirty (30) days, or there is no evidence of movements reported to the TRAIN II<sup>®</sup> system, the equipment can be deleted.

# **Submission of Data**

Effective Date for Rates: For the purpose of receiving allowances, all data on newly acquired equipment and/or changes to equipment registered in the file which affects the valuation, age or Equipment Type Code (regardless of ownership), must be reported in the month prior to the first day of the month the charges are to become effective.

Update of the Umler Master File: Updates are processed immediately. Umler data transfers must be received by the 25th day of the month to ensure inclusion to the next month's CHARM<sup>®</sup> file.

Method: Data can be furnished via tele-communications as described in the <u>TRAIN II User Manual</u> available at Railinc.com, or by submitting your updates to the Railinc Customer Success Center at <u>csc@railinc.com</u>. Only users authorized by your company administrator may make changes to equipment records.

Umler Single Car Air Brake Test Applications can be submitted via the Umler System.

Owners Fleet Statistics, Error Reports, SCABT Manual, and Umler Contact are available on Railinc's website at: <u>https://public.railinc.com</u>.

# **Requesting Changes to Umler**

To request changes to Umler, use the link below to access the UMLER CHANGE REQUEST form document. Provide details for all Umler system changes, including new elements, permissible values and business rules in the UMLER CHANGE REQUEST form. Save the form and email it to <u>csc@railinc.com</u>, attach the saved form to the email and send the email: <u>https://public.railinc.com/sites/default/files/documents/Umler%20Change%20Request.dotx</u>

Data Specification Manual

#### Box Cars

# **Box Cars**

General	7
Status Code (USCD)	,
Equipment ID (0001)	
Mechanical Designation (UMMD)	7
Equipment Type Code (UMET)	7
Maint of Way Service Type (B403)	7
Built Date (BLDT)	7
Rebuilt / ILS Date (RBDT)	7
Rebuilt Flag (RBFL)	
Owner (UMOW) Equipment Group (0002)	/
Lessee (LESE)	۵ ۶
Maintenance Party (MNPT)	8
Mark Owner Category (B201)	8
Prior Equipment ID (PRID)	8
Last Update Date (B122)	8
Equipment Add Date (B082)	
Status Change Reason (USCR)	
Status Change Date (USCT) Extended Service (A096)	
End of Service Date (B078)	ه ۵
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Info Conflict Status (B355)	9
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Notice Indicator (B137) Conflict Status Next Date (B062)	9
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Sub 19 (Ex Parte 346) (Á227)	10
First Movement Date (USAT)	
Equipment Add Company (B083)	
Registration Reason (B174) Restencil Program Ind (B177)	10
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### **Data Specification Manual**

F4

Τ4

Т8

General	
atus Code Mandatory	USCD

#### Identifies the current operational state

#### Does not Carry Forward.

Permissible Values for USCD ACTIVE

- I INACTIVE
- Ρ PRE-REGISTERED

NOTES:

А

Sta

- For Restencil and Clone process the initial Status of a car should be Pre-Registered.
- All Add-Back processes should initially set the Status to Pre-Registered
- A Pre-registered car will automatically have its Status changed to Active for the initial change when TRAIN detects three (3) movements on the car
- If the Status changes to Active due to movement and the car was created from a Restencil, the Prior Equipment ID (PRID) or source car will have its status changed to Inactive automatically by Umler

Equipment ID	0001
The equipment stenciled number	

#### Validation Rule for 0001

 Equipment Number must not be larger than 6 digits (i.e., 999999) NOTES:

- Equipment ID includes the mark and number stenciled on the equipment. Marks can be up to 4 characters and number up to 6 digits (i.e., ABCD999999).
- Up to 500 cars can be added or updated in a transaction.
- When adding an equipment record, ensure that Prior Equipment ID (PRID) is reported, unless the equipment is new.

Mechanic	al Designation Mandatory UMMD
Equipmen	t description without physical dimensions
Used in ET	C Generation.
Permissib	le Values for UMMD
LC	Box-Special Design with side doors and roof hatches
LU	Box-Special Design for heavy duty support of retractable overhead
	doors
MWM	MoW - Box cars
MWX	MoW - Boarding/Camp car
RB	Box-Refrigerator (Bunkerless)
RBL	Box-Refrigerator (Bunkerless) with loading or stowing device
RC	Box-Refrigerator using cryogen
RP	Box-Refrigerator (Mechanical)
RPL Box-Refrigerator (Mechanical) with loading or stowing device	
XL	Box- Loader Equipped, with securements and/or with permanently
	attached moveable bulkheads
XLI	Box-Insulated Loader Equipped, with securements and/or
	permanently attached moveable bulkheads
XM XP	Box-General Service
XP XPI	Box-Non-Insulated, Specially Equipped for Specific Commodities
API	Box-Insulated, Specially Equipped for Specific Commodities
Equipmer	t Type Code UMET
An alpha i	numeric code that describes the physical attributes of equipment
System Ge	enerated Field. This element is not eligible for Input.
NOTES:	<b>5</b>
	Refer to Appendix I for More information Regarding ETC Generation
Maint of V	Nay Service TypeB403
Identifies	equipment Maintenance Of Way function
Value doe	s not carry forward for Equipment Group Change.

# Group (0002) or Pseudo Equipment Group (B547) is listed as MISC

Built Date Mandatory	BLDT
The date the construction of the equipment is complete	•

- Maint of Way Service Type can only be listed on records where the Equipment

Data is Confidential. Used for Transportation Codes. Affects Rating. Value does not carry forward for Single Clone / Multi-Clone.

#### **Range of Values for BLDT**

Flat-Wheel Sets

Track Geometry Car

Training Car

Validation Rule for B403

1/1/1900	12/31/9999

#### Validation Rule for BLDT

-Built Date must be within the last 99 years

- -Built Date must not be in the future for equipment in Active Status
- -Prior and target equipment's Built Date (BLDT) must match for restenciling
- -Built Date cannot be updated within 30 days of the End of Service Date (B078)

#### NOTES:

- Data is public for railroad marked equipment.
- For connected unit cars report the oldest car in the set.

	Rebuilt / ILS Date RBDT
	The date the re-construction of the equipment is complete
	Data is Confidential. Value does not carry forward for Single Clone / Multi- Clone. Range of Values for RBDT
٦	Minimum Maximum
	1/1/1900 12/31/9999
	<ul> <li>Validation Rule for RBDT <ul> <li>Rebuilt/Increased Life Service Date must be after the Built Date (BLDT)</li> <li>Rebuilt Date must not be more than 70 years after the Built Date (BLDT)</li> <li>Rebuilt Date is required for Extended Service Code (A096) 1, 2, or 3 for Increased Life Service</li> <li>Rebuilt Date is required for Extended Service Code (A096) R for Rebuilt, or V for 65 years of service</li> <li>If Rebuilt Date is reported then the Extended Service Code (A096) must be reported as R for Rebuilt, V, 1, 2, or 3 for Increased Life Service</li> </ul> </li> </ul>
	<ul> <li>NOTES:</li> <li>Railroad cars applicable only to cars meeting status as provided in both STB Accounting Rules, and the AAR Mechanical Interchange Rule 88, Office Manual.</li> <li>Private cars applicable to all cars meeting AAR Mechanical Interchange Rule 88, Section C, Office Manual and Sections A and B of the Field Manual.</li> <li>Private box cars For cars qualified under the provisions of Item 621, Note 1, Freight Tariff 6007-series for the purpose of determining cars' age for calculating the mileage rates.</li> <li>For connected unit cars report the oldest car in the set. Do not report Rebuilt Date unless car has been approved by the AAR.</li> </ul>
٦	Rebuilt Flag RBFL
	Identifies the equipment is nearing its end of life cycle
-	Data is Confidential. System Generated Field. This element is not eligible for Input. Permissible Values for RBFL N No Y Yes
	Owner Mandatory UMOW
11	

#### ary reporting mark of the railroad or private company owning the car

Value does not carry forward for Single Clone / Multi-Clone / Single Restencil / Multi-Restencil.

Crane / Boom Support Car C2

Permissible Values for B403



#### Box Cars

June 2024

### Data Specification Manual

#### NOTES:

 Report the primary reporting mark of the railroad or private company owning the car. When car's lease or lien is held by a bank, trust holder, capital lease company, etc. not having an assigned mark, report the primary reporting mark affiliated with the stenciled reporting mark.

Identifies the various major car types         Used for Transportation Codes. Affects Rating.         Lessee       LESE         The reporting mark of the company leasing the equipment         Value does not carry forward for Single Clone / Multi-Clone / Single Restencil / Multi-Restencil.         Validation Rule for LESE         - Umler Owner (UMOW) and Lessee are not allowed to be equal -Lessee cannot be a child reporting mark.         NOTES:         • In order to assign privately marked cars to a pool, a railroad reporting mark must be reported.         Maintenance Party       MNPT         The parent reporting mark of the company responsible for the maintenance and repairs of the equipment         Does not Carry Forward.         Mark Owner Category       B201         The company that owns the stenciled mark on the car         System Generated Field. This element is not eligible for Input. Value does not carry forward for Single Restencil / Multi-Restencil / Equipment Group Change / Add Back.         Permissible Values for B201       B         B       US Private         C       Canadian Private         F       Foreign Private         H       Canadian Class II         J       Mexican Class I         K       Canadian Private Steamship         O       Canadian Private Steamship         O	Equip	ment Group Mandatory	0002
Lessee       LESE         The reporting mark of the company leasing the equipment         Value does not carry forward for Single Clone / Multi-Clone / Single Restencil / Multi-Restencil.         Validation Rule for LESE         -Umler Owner (UMOW) and Lessee are not allowed to be equal -Lessee cannot be a child reporting mark         NOTES:         • In order to assign privately marked cars to a pool, a railroad reporting mark must be reported.         Maintenance Party       MNPT         The parent reporting mark of the company responsible for the maintenance and repairs of the equipment         Does not Carry Forward.         Mark Owner Category       B201         The company that owns the stenciled mark on the car         System Generated Field. This element is not eligible for Input. Value does not carry forward for Single Restencil / Multi-Restencil / Equipment Group Change / Add Back.         Permissible Values for B201         B       US Private         C       Canadian Class II         I       Canadian Class II         J       Mexican Class II         J       Canadian Class III         M       Canadian Class II         M       Canadian Class II         M       Mexican Private Steamship         P       Foreign Private Steamship         Q       Canadian Class II Railroad </td <td>Identi</td> <td>fies the various major car types</td> <td>•</td>	Identi	fies the various major car types	•
The reporting mark of the company leasing the equipment         Value does not carry forward for Single Clone / Multi-Clone / Single Restencil / Multi-Restencil.         Validation Rule for LESE         -Umler Owner (UMOW) and Lessee are not allowed to be equal         -Lessee cannot be a child reporting mark         NOTES:         • In order to assign privately marked cars to a pool, a railroad reporting mark must be reported.         Maintenance Party       MNPT         The parent reporting mark of the company responsible for the maintenance and repairs of the equipment         Does not Carry Forward.         Mark Owner Category       B201         The company that owns the stenciled mark on the car         System Generated Field. This element is not eligible for Input. Value does not carry forward for Single Restencil / Multi-Restencil / Equipment Group Change / Add Back.         Permissible Values for B201       B         B       US Private         C       Canadian Private         H       Canadian Class I         J       Mexican Class I         J       Mexican Private         N       US Private Steamship         Q       Foreign Private Steamship         R       US Class II Railroad         W       US Class II Railroad         W       Mexican Class II Railroad	Used f	or Transportation Codes. Affects Rating.	
Value does not carry forward for Single Clone / Multi-Clone / Single Restencil / Multi-Restencil.         Validation Rule for LESE         -Umler Owner (UMOW) and Lessee are not allowed to be equal -Lessee cannot be a child reporting mark         NOTES:         • In order to assign privately marked cars to a pool, a railroad reporting mark must be reported.         Maintenance Party       MNPT         The parent reporting mark of the company responsible for the maintenance and repairs of the equipment       B201         Does not Carry Forward.       B201         The company that owns the stenciled mark on the car       System Generated Field. This element is not eligible for Input. Value does not carry forward for Single Restencil / Multi-Restencil / Equipment Group Change / Add Back.         Permissible Values for B201       B       US Private         B       US Private       C         C       Canadian Private       F         H       Canadian Class II       I         J       Mexican Private       I         M       Canadian Class II       Mait Class II         J       Mexican Private Steamship       I         Q       Foreign Private Steamship       I         Q       Canadian Class II       I         J       Mexican Private Steamship       I         Q       Foreign Private Ste	Lesse	2	LESE
Multi-Restencil.         Validation Rule for LESE         Umler Owner (UMOW) and Lessee are not allowed to be equal         Lessee cannot be a child reporting mark         NOTES:         • In order to assign privately marked cars to a pool, a railroad reporting mark must be reported.         Maintenance Party       MNPT         The parent reporting mark of the company responsible for the maintenance and repairs of the equipment         Does not Carry Forward.         Mark Owner Category       B201         The company that owns the stenciled mark on the car         System Generated Field. This element is not eligible for Input. Value does not carry forward for Single Restencil / Multi-Restencil / Equipment Group Change / Add Back.         Permissible Values for B201       B         B       US Private         C       Canadian Private         F       Foreign Private         H       Canadian Class II         J       Mexican Class I         M       Mexican Private Steamship         O       Canadian Private Steamship         Q       Foreign Private Steamship         Q       Foreign Private Steamship         Q       Foreign Private Steamship         Q       Canadian Class II Railroad         V       US Class II Railroad	The re	porting mark of the company leasing the equipment	
NOTES: <ul> <li>In order to assign privately marked cars to a pool, a railroad reporting mark must be reported.</li> </ul> Maintenance Party         MNPT           The parent reporting mark of the company responsible for the maintenance and repairs of the equipment         B201           Does not Carry Forward.         B201           Mark Owner Category         B201           The company that owns the stenciled mark on the car         System Generated Field. This element is not eligible for Input. Value does not carry forward for Single Restencil / Multi-Restencil / Equipment Group Change / Add Back.           Permissible Values for B201               B             US Private            C         Canadian Private              F             Foreign Private           H         Canadian Class II              Canadian Class II           J         Mexican Class I             J         Mexican Private Steamship             O         Canadian Private Steamship             D         Canadian Class III             M         US Private Steamship             O         Canadian Private Steamship             Q         Foreign Private Steamship <th< td=""><td>ا <b>Valida</b> -Umle</td><td>Multi-Restencil. <b>ation Rule for LESE</b> r Owner (UMOW) and Lessee are not allowed to be e</td><td>-</td></th<>	ا <b>Valida</b> -Umle	Multi-Restencil. <b>ation Rule for LESE</b> r Owner (UMOW) and Lessee are not allowed to be e	-
<ul> <li>In order to assign privately marked cars to a pool, a railroad reporting mark must be reported.</li> <li>Maintenance Party MNPT</li> <li>The parent reporting mark of the company responsible for the maintenance and repairs of the equipment</li> <li>Does not Carry Forward.</li> <li>Mark Owner Category B201</li> <li>The company that owns the stenciled mark on the car</li> <li>System Generated Field. This element is not eligible for Input. Value does not carry forward for Single Restencil / Multi-Restencil / Equipment Group Change / Add Back.</li> <li>Permissible Values for B201</li> <li>B US Private</li> <li>C Canadian Private</li> <li>H Canadian Class II</li> <li>I Canadian Class II</li> <li>I Canadian Class II</li> <li>J Mexican Class II</li> <li>K Canadian Class III</li> <li>M Mexican Private Steamship</li> <li>Q Foreign Private Steamship</li> <li>P Mexican Private Steamship</li> <li>R US Class II Railroad</li> <li>U US Class II Railroad</li> <li>V US Class II Railroad</li> <li>V Mexican Class II Railroad</li> <li>Y Mexican Class II Railroad</li> <li>P Mexican Class II Railroad</li> <li>Prior Equipment ID</li> <li>PRID</li> </ul>			
The parent reporting mark of the company responsible for the maintenance and repairs of the equipment         Does not Carry Forward.         Mark Owner Category       B201         The company that owns the stenciled mark on the car         System Generated Field. This element is not eligible for Input. Value does not carry forward for Single Restencil / Multi-Restencil / Equipment Group Change / Add Back.         Permissible Values for B201         B       US Private         C       Canadian Private         F       Foreign Private         H       Canadian Class II         I       Canadian Class I         J       Mexican Class I         K       Canadian Class II         I       Canadian Private         N       US Private Steamship         O       Canadian Private Steamship         Q       Foreign Private Steamship         Q       V       US Class II Railroad         V       US Class II Railroad         V	• In c	order to assign privately marked cars to a pool, a railro	oad reporting mark
repairs of the equipment         Does not Carry Forward.         Mark Owner Category       B201         The company that owns the stenciled mark on the car         System Generated Field. This element is not eligible for Input. Value does not carry forward for Single Restencil / Multi-Restencil / Equipment Group Change / Add Back.         Permissible Values for B201         B       US Private         C       Canadian Private         F       Foreign Private         H       Canadian Class II         I       Canadian Class I         J       Mexican Class I         K       Canadian Class II         I       Canadian Private         N       US Private Steamship         O       Canadian Private Steamship         O       Canadian Private Steamship         Q       Foreign Private Steamship         Q       V       US Class II Railroad         V       US Class II Railroad <t< td=""><td>Maint</td><td>enance Party</td><td>MNPT</td></t<>	Maint	enance Party	MNPT
Does not Carry Forward.         Mark Owner Category       B201         The company that owns the stenciled mark on the car         System Generated Field. This element is not eligible for Input. Value does not carry forward for Single Restencil / Multi-Restencil / Equipment Group Change / Add Back.         Permissible Values for B201         B       US Private         C       Canadian Private         F       Foreign Private         H       Canadian Class II         I       Canadian Class I         J       Mexican Class I         K       Canadian Class III         M       Mexican Class II         N       US Private Steamship         O       Canadian Private Steamship         Q       Foreign Private Steamship         Q       Foreign Private Steamship         Q       Foreign Private Steamship         Q       Foreign Private Steamship         Q       US Class II Railroad         U       US Class II Railroad         V       US Class II Railroad         V       Mexican Class III Railroad         V	The pa	arent reporting mark of the company responsible for	the maintenance and
Mark Owner Category       B201         The company that owns the stenciled mark on the car         System Generated Field. This element is not eligible for Input. Value does not carry forward for Single Restencil / Multi-Restencil / Equipment Group Change / Add Back.         Permissible Values for B201         B       US Private         C       Canadian Private         F       Foreign Private         H       Canadian Class II         I       Canadian Class I         J       Mexican Class I         K       Canadian Class III         M       Mexican Class II         M       Mexican Private         N       US Private Steamship         O       Canadian Private Steamship         Q       Foreign Private Steamship         Q       US Class II Railroad         V       US Class II Railroad         V       US Class II Railroad         V       Mexican Class II Railroad         Y       Mexican Class III Railroad         Y       Mexican Class III Railroad	-		
The company that owns the stenciled mark on the car         System Generated Field. This element is not eligible for Input. Value does not carry forward for Single Restencil / Multi-Restencil / Equipment Group Change / Add Back.         Permissible Values for B201         B       US Private         C       Canadian Private         F       Foreign Private         H       Canadian Class II         I       Canadian Class I         J       Mexican Class I         J       Mexican Class III         M       Mexican Private         N       US Private Steamship         O       Canadian Private Steamship         P       Mexican Private Steamship         Q       Foreign Private Steamship         Q       Foreign Private Steamship         Q       Foreign Private Steamship         R       US Class II Railroad         U       US Class II Railroad         V       US Class II Railroad         V       Mexican Class II Railroad         Prior Equipment ID       PRID <td>Does i</td> <td>not Carry Forward.</td> <td></td>	Does i	not Carry Forward.	
The company that owns the stenciled mark on the car         System Generated Field. This element is not eligible for Input. Value does not carry forward for Single Restencil / Multi-Restencil / Equipment Group Change / Add Back.         Permissible Values for B201         B       US Private         C       Canadian Private         F       Foreign Private         H       Canadian Class II         I       Canadian Class I         J       Mexican Class I         K       Canadian Class III         M       Mexican Class I         J       Mexican Private         N       US Private Steamship         O       Canadian Private Steamship         P       Mexican Private Steamship         Q       Foreign Private Steamship         Q       Foreign Private Steamship         R       US Class II Railroad         U       US Class II Railroad         V       US Class II Railroad         V       Mexican Class III Railroad         V       Mexican Class III Railroad         V       Mexican Class III Railroad         Prior Equipment ID       PRID	Mark	Owner Category	B201
carry forward for Single Restencil / Multi-Restencil / Equipment Group Change / Add Back. Permissible Values for B201 B US Private C Canadian Private F Foreign Private H Canadian Class II I Canadian Class I J Mexican Class I K Canadian Class III M Mexican Private Steamship O Canadian Private Steamship P Mexican Private Steamship Q Foreign Private Steamship R US Class II Railroad U US Class I Railroad V US Class II Railroad W Mexican Class II Railroad M Mexican Class II Railroad M Mexican Class II Railroad Prior Equipment ID PRID			
J       Mexican Class I         K       Canadian Class III         M       Mexican Private         N       US Private Steamship         O       Canadian Private Steamship         P       Mexican Private Steamship         Q       Foreign Private Steamship         R       US Class II Railroad         U       US Class I Railroad         V       US Class III Railroad         W       Mexican Class II Railroad         Y       Mexican Class III Railroad         V       US Class III Railroad         V       Mexican Class III Railroad         V       Mexican Class III Railroad         V       Mexican Class III Railroad         Prior Equipment ID       PRID	Permi B C F	carry forward for Single Restencil / Multi-Restencil / Change / Add Back. ssible Values for B201 US Private Canadian Private Foreign Private	
O       Canadian Private Steamship         P       Mexican Private Steamship         Q       Foreign Private Steamship         R       US Class II Railroad         U       US Class I Railroad         V       US Class II Railroad         W       Mexican Class II Railroad         Y       Mexican Class II Railroad         Y       Mexican Class III Railroad         Y       Mexican Class III Railroad         Prior Equipment ID       PRID	J K M	Mexican Class I Canadian Class III Mexican Private	
V       US Class III Railroad         W       Mexican Class II Railroad         Y       Mexican Class III Railroad         NOTES:       •         • This value is stored in the Umler Database for informational purposes and is retrieved from the Roadmark Registry.         Prior Equipment ID       PRID	O P Q R	Canadian Private Steamship Mexican Private Steamship Foreign Private Steamship US Class II Railroad	
This value is stored in the Umler Database for informational purposes and is retrieved from the Roadmark Registry.      Prior Equipment ID PRID	V W	US Class III Railroad Mexican Class II Railroad	
	• This	value is stored in the Umler Database for information	nal purposes and is
The previous reporting mark and number of the equipment		Equipment ID	PRID
	Prior I	Equipment ib	

-The Prior Equipment ID (0001) must belong to the same or comparable Equipment Group (0002) as the current car initial and number

= Affects Rating

- 8 -

=Conditionally Mandatory

#### NOTES:

Mandatory

• Prior ID enables equipment records to share the same historical lineage.

▲=Used in ETC Generation

Equipment Identification Number (EIN) is a generated id that enables these equipment records to share inspections and transaction history.

#### Last Update Date B122 te of the last Umler element change stem Generated Field. This element is not eligible for Input. uipment Add Date B082 te the reporting mark and number was added to the Umler system stem Generated Field. This element is not eligible for Input. atus Change Reason USCR entifies the reason for the current operational state stem Generated Field. This element is not eligible for Input. Does not Carry Forward. rmissible Values for USCR Initial Load Л Movement Status Changed Manually C Restencil OTES: If movement is detected on equipment, status is changed to Active. If an equipment record is changed to Active, any prior equipment record is placed in Inactive status. atus Change Date USCT entifies the effective date of the current operational state stem Generated Field. This element is not eligible for Input. Does not Carry Forward. tended Service Mandatory A096 code indicating the eligibility of an increase to the life cycle sed for Transportation Codes. Value does not carry forward for Single Clone / Multi-Clone. rmissible Values for A096 1st ILS Inspection, additional 5 years of Service 2nd ILS Inspection, additional 5 years of service (10 years total) 3rd ILS Inspection, additional 5 years of service (15 years total) Built New between January 1, 1964 - June 30, 1974, Certified for 50 Years of Service, Built New Before July 1, 1974 & Received AAR Waiver Built new from July 1,1974, Qualified for 50 Years Service N Built Before January 1, 1964, Qualified for 40 Years Service Rule 88. Rebuilt cars Built between January 1, 1964 - June 30, 1974, Qualified for 40 Years & eligible for certification for 50 Years Service Car is certified (FRA Waiver & AAR) for 65 years of service from date built new from January 1, 1964 alidation Rule for A096 -If Rebuilt Date (RBDT) is reported, then the Extended Service Code (A096) must be reported as R for Rebuilt, V, 1, 2, or 3 for Increased Life Service -Extended Service Code of C cannot be reported if the car was built before January 1, 1964 or on/after July 1, 1974 -Extended Service Code of E cannot be reported if the car was built before July 1, 1974 -Extended Service Code of N cannot be reported if the car was built on/after January 1, 1964 -Extended Service Code of U cannot be reported if the car was built before January 1, 1964 or on/after July 1, 1974 OTES: Value is used to calculate End of Service Date (B078). Rebuilt Date (RBDT) is required for Extended Service Code (A096) R for Rebuilt, or V for 65 years service. Rebuilt Date (RBDT) is required for Extended Service Code (A096) 1, 2, 3, and



B137

## Data Specification Manual

	Data Specific	cation Manual
V for Increased Life Service.		3 Subject t NOTES:
End of Service Date	B078	Subject to Zer
Indicates the date of the end of equipment life		Subject to Res
Data is Confidential. System Generated Field. This element is no Input.	ot eligible for	<ul><li>Status occurs</li><li>Subject to De</li></ul>
<ul> <li>NOTES:</li> <li>Data becomes non-confidential two years prior to End of Serv</li> </ul>	ice Date.	Notice Indicator
		Identifies equipr
Do Not Load After	B590	System Generate
Equipment should not be loaded after date shown in the elemen	it	Conflict Status N
Data is Confidential. Validation Rules for B590		The date the cor
-Do Not Load After (B590) cannot be updated thirty days prior to shown in the element.	the date	System Generate carry forwa
-Do Not Load After (B590) cannot be updated within thirty days of Service Date (B078).	of the End of	Rate Indicator
-Do Not Load After (B590) date cannot be on or after the End of	Service (B078)	Indicates the rat
date.		System Generate
<ul> <li>NOTES:</li> <li>The element will be initially populated by End of Service (B078)</li> </ul>	8) minus 30	element is
days.	,	Permissible Valu 0 Zero-Rat
Data becomes non-confidential thirty days prior to the Do Nor (0500) data	t Load After	2 Private I
(B590) date.		4 Private 0
Equipment Identification	EINN	6 Zero-Ra Umler C
Unique equipment identifier regardless of stenciled mark		Election
System Generated Field. This element is not eligible for Input.		B Railroad
NOTES:		M Railroad
<ul> <li>Specify the Prior ID (PRID) on equipment records to ensure th lineage is preserved. Equipment with the same EIN share histo inspections.</li> </ul>		P Zero-Ra Q Zero-Ra NOTES:
		If unit is zero-
Info Conflict Status	B355	<ul><li>indicator code</li><li>Rate Indicator</li></ul>
Indicates that an Informational Conflict exists on the Equipment System Generated Field. This element is not eligible for Input. V		Parte No. 346
carry forward for Single Clone / Multi-Clone.	ande udes not	<ul> <li>For Rate Indic reporting cod</li> </ul>
Conflict Status	B050	Rate Indictor
Identifies the escalation level of equipment in active conflict		affiliated Clas December 30
System Generated Field. Affects Rating. This element is not eligi Value does not carry forward for Add Back.	ible for Input .	not excluded
Permissible Values for B050		Private Zero Rat
<ol> <li>Subject to Zero-Rating</li> <li>Subject to Restricted in Interchange</li> </ol>		Indicates a priva
3 Subject to Deletion		rates
NOTES:	_	Affects Rating.
<ul> <li>Subject to Zero-Rating, goes into effect 30 days after Conflict</li> <li>Subject to Restricted in Interchange, goes into effect 90 days a</li> </ul>		Permissible Valu Y Yes
<ul><li>Status occurs</li><li>Subject to Deletion, goes into effect 365 days after Conflict St.</li></ul>	atus occurs	<ul><li>NOTES:</li><li>Reporting "Y"</li></ul>
Date of Original Conflict	B063	TTX Hourly Rate
The date the equipment was originally placed in the current conf		Time Charge-Th
System Generated Field. This element is not eligible for Input.		Data is Confiden Range of Values
Next Conflict Status	B135	Minimum
Identifies the next escalation level of an equipment in active con		0 Validation Bula
System Generated Field. This element is not eligible for Input. V carry forward for Add Back.		Validation Rule -TTX Hourly rate
Permissible Values for B135		TTX Mileage Rat
1 Subject to Zero-Rating		Mileage Charge-
2 Subject to Restricted in Interchange		Whiteage charge

#### to Deletion

- ero-Rating, goes into effect 30 days after Conflict Status occurs
- estricted in Interchange, goes into effect 90 days after Conflict
- eletion, goes into effect 365 days after Conflict Status occurs

### ment in error in Umler Notice Management ted Field. This element is not eligible for Input. **B062** Next Date inflict status will be escalated ted Field. This element is not eligible for Input. Value does not ard for Add Back. A070 te type applicable to the unit ted Field. Used for Transportation Codes. Affects Rating. This s not eligible for Input. Does not Carry Forward. lues for A070 ated Due to Conflict Errors Mileage Rate Car Owner Designated Rate ated - Scrap (S\_,SX), AAR Overage (XA), FRA Overage (YA), Conflict - CHR 1/Tarriff 6007 (XZ). Zero-Rated Private Owner n to Zero Rate [See Private Zero Rate (B150)]. d Class III Boxcar Sub19 Rate d Market Rate ated Railroad Class III Boxcar Sub19 Rate ated Railroad Market Rate Due to Conflict Errors p-rated, correction of conflicts will reinstate the appropriate rate de. or B will be automatically reported for boxcars covered under Ex 6 Sub 19 (A227). icator B, car must be qualified with Ex Parte 346 sub 19 (A227), de 23. Can only be reported by Railinc Administrator. <sup>r</sup> B is not applicable to boxcars that were owned by Class I or ss II carriers and subsequently purchased or leased after 0, 1983, by a non-affiliated Class II or III carrier. These cars are d under the provisions of Ex Parte No 346 Sub 19. te B150 ate car is subject to contractual agreement, nullifying mileage lues for B150 " generates Rate Indicator (A070) value 6 and a zero rate. B212 ne TTX hourly rate for the equipment ntial. This element is not eligible for Query. s for B212 Maximum 9 for B212 e can only be set on TTX owned Equipment. **B213** ite e-The TTX mileage rate for the equipment

= Affects Rating Mandatory ▲=Used in ETC Generation -9-=Conditionally Mandatory



B547

### **Data Specification Manual**

A227

Data is Confidential. This element is not eligible for Query.

#### Range of Values for B213

Minimum Maximum 1 0

Validation Rule for B213

-TTX Mileage rate can only be set on TTX owned Equipment.

#### Sub 19 (Ex Parte 346)

#### Indicates the equipment is a Railroad Class III Sub 19 boxcar.

System Generated Field. Affects Rating. Value does not carry forward for Equipment Group Change.

#### Permissible Values for A227

Railroad Class III Sub 19 Boxcars Only 23

#### Validation Rule for A227

-Railroad Ex Parte Sub 19 Boxcar cannot be set if the Build Date (BLDT) or Rebuilt Date (RBDT) is greater than December 30, 1983

#### NOTES:

• Car must be populated with code 23 for Sub 19 (Ex Parte 346) (A227) to have Rate Indicator B (A070) generated.

First Movement Date	USAT		
The first movement date under the stenciled mark of the equipment			
This element is not eligible for Input. Does not Carry Forward.			
Equipment Add Company	B083		
The reporting mark of the company that added the equipment			
System Generated Field. This element is not eligible for Input.			
Registration Reason	B174		
The code indicating the reason this equipment is added			
Does not Carry Forward.			
Permissible Values for B174			
A Add-Back N New			
P Pending Restencil R Restencil			
Restencil Program Ind	B177		
Identifies the equipment is under a restencil program			
Permissible Values for B177			
Y Yes			
Delete Reason Code	B064		
A code that designates the reason the equipment has been delet	ed		
Value does not carry forward for Add Back.			
Permissible Values for B064			
A Restenciled			
D Destroyed or wrecked			
L Lease terminated, removed from fleet			
P Retired unserviceable beyond economic repair			
R Rebuilt			
S Sold Serviceable			
W Over age retired for dismantling			
Y Error, reporting did not exist			
Z Other			
Non-Compliant Wheelsets	B544		

Equipment record is incomplete and has a missing wheelset component ID

association. Refer to AAR Field Manual Rule 44 for industry requirements 🌻 System Generated Field. This element is not eligible for Input. Value does not

carry forward for Single Clone / Multi-Clone.

#### Validation Rule for B544

-A Wheelset Component ID is required for each applicable location on equipment built on or after January 1, 2016

-A Wheelset Component ID is required for each applicable location on equipment rebuilt on or after January 1, 2016 and Gross Rail Load (A266) is greater than 268,000 lbs

- A "Y" will be system generated if the equipment is active and the number of Wheelset CID's required is not equal to the Axle Count (A024) on the equipment
- Validation rule applies to equipment that has been in Active status for 60 days

#### **Pseudo Equipment Group**

Equipment needs to be identified as a miscellaneous record while maintaining all elements linked to the original equipment group

#### System Generated Field.

Permissible Values for B547

MISC Miscellaneous

# Weight

Gross Rail Load/Weight Mandatory A266 The maximum permissible weight on rail of the equipment and the load,

reported in pounds

#### Affects Rating.

Range of Values for A266

Minimum Maximum

117000 2835000

#### Validation Rule for A266

-Gross Rail Load must be equal to the Load Limit (LDLT) plus the Tare Weight (A259)

#### NOTES:

Use Table 1 below to determine Gross Rail Load, if Qualification for Increased Gross Rail Load (B344) does not exist.

TABLE 1 -		
Journal Size	Load per Axle	Gross Rail Load for 4-
		axle Equipment
B - 4 1/2" x 8"	25,750 lbs.	103,000 lbs.
C - 5" x 9"	35,500 lbs.	142,000 lbs.
D - 5 1/2" x 10"	44,250 lbs.	177,000 lbs.
E - 6" x 11"	55,000 lbs.	220,000 lbs.
F - 6 1/2" x 12"	65,750 lbs.	263,000 lbs.
G - 7" x 12"	78,750 lbs.	315,000 lbs.
K - 6 1/2" x 9"	71,500 lbs.	263,000 lbs.
M - 7" x 9"	78,750 lbs.	315,000 lbs.

Use Table 2 below to determine Gross Rail Load for 4-axle equipment if Qualification for Increased Gross Rail Load (B344) exists.

TABLE 2 -		
Qualification for	Journal Size	Gross Rail Load
Increased Gross Rail		
Load (B344)		
1	K - 6 1/2" x 9"	286,000 lbs.
1	G – 7" x 12"	286,000 lbs.
1	M – 7" x 9"	286,000 lbs.
2	F - 6 1/2" x 12"	286,000 lbs.
2	K - 6 1/2" x 9"	286,000 lbs.
3	F - 6 1/2" x 12"	268,000 lbs.
3	K - 6 1/2" x 9"	268,000 lbs.

 For multi-unit equipment, report the total gross rail load for the entire set. • Refer to Field Manual Rule 70 if additional information is required.

A Gross Rail Load less than the listed or calculated values may be entered; however:

- Star Code (A247) must be R or S, and
- Load Limit (LDLT) must also be reduced, ensuring Tare Weight (A259) plus Load Limit (LDLT) equals the reported Gross Rail Load.

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### Data Specification Manual

For equipment having two or more different journal sizes, see following examples:

Example for Drawbar Connected:

- A 3-unit drawbar connected car has 12 axles.
- The end units (Locations A and B) each have 4 axles with E 6" x 11" journals.
- The intermediate unit (Locations C) has 4 axles with F 6 1/2" x 12" journals

Using TABLE 1, the Gross Rail Load would be:

8 ea. E-6" x 11" journal axles X 55,000 lbs. per axle = 440,000 lbs. + 4 ea. F-6 1/2" x 12" journal axles X 65,750 lbs. per axle = 263,000 lbs. Gross Rail Load = 703,000 lbs.

Example for Articulated Connected:

- A 5-unit articulated intermodal car has 6 trucks (12 axles).
- The end trucks (Locations A and B) each have 2 axles with E 6" x 11" journals.
- The intermediate trucks (Locations C, D, E, and F) each have 2 axles with G  $\,$  7" x 12" journals

Using TABLE 1, the Gross Rail Load would be:

4 ea. E-6" x 11" journal axles X 55,000 lbs. per axle = 220,000 lbs. + 8 ea. G-7" x 12" journal axles X 78,750 lbs. per axle = 630,000 lbs. Gross Rail Load = 850,000 lbs.

Tare Weight <mark>A</mark>	Aandatory	A259
The equipmen	t weight on rail when empty, sometimes refer	red to as Light
Weight, rep	ported in pounds	•
Affects Rating.		
Range of Value	es for A259	
Minimum	Maximum	
40000	1440000	
Validation Rul	e for A259	
-Tare Weight	(A259) of BOXC with a blank Connected Unit (	Count
(A020), r	nust contain values between 40000 lbs. and 1	60000 lbs.
•	(A259) of BOXC where Connected Unit Count	
	ntain values between 80000 lbs. and 320000 lb	
•	(A259) of BOXC where Connected Unit Count	
	ntain values between 120000 lbs. and 480000	
0	(A259) of BOXC where Connected Unit Count	· · ·
	ntain values between 160000 lbs. and 640000	
0	(A259) of BOXC where Connected Unit Count	· · ·
	ntain values between 200000 lbs. and 800000	
0	(A259) of BOXC where Connected Unit Count ntain values between 240000 lbs. and 960000	· · ·
	(A259) of BOXC where Connected Unit Count	
•	tain values between 280000 lbs. and 112000	
	(A259) of BOXC where Connected Unit Count	
	tain values between 320000 lbs. and 1280000	
	(A259) of BOXC where Connected Unit Count	
•	ntain values between 360000 lbs. and 144000	
	t (A259) value must be reported to the neares	
0	ing Date (A288).	
OTES:		
Do not report	an average Tare Weight for car series, except	for Pre-
Registered car		
When cars are	e made active, the actual Tare Weight must be	recorded
	C C	

 Load Limit Mandatory
 LDLT

 The maximum permissible weight of the commodity that can be loaded into the equipment, reported in pounds
 •

∆ffects	Rating.
Alletts	naung.

Range	of	Values	for	LDLT	

Minimum	Maximum
40000	2475000

Validation Rule for LDLT

- -Load Limit (LDLT) of BOXC with a blank Connected Unit Count (A020), must contain values between 40000 lbs. and 275000 lbs.
- -Load Limit (LDLT) of BOXC where Connected Unit Count (A020) is 2, must contain values between 80000 lbs. and 550000 lbs.
- -Load Limit (LDLT) of BOXC where Connected Unit Count (A020) is 3, must contain values between 120000 lbs. and 825000 lbs.
- Load Limit (LDLT) of BOXC where Connected Unit Count (A020) is 4, must contain values between 160000 lbs. and 1100000 lbs.
- Load Limit (LDLT) of BOXC where Connected Unit Count (A020) is 5, must contain values between 200000 lbs. and 1375000 lbs.
- Load Limit (LDLT) of BOXC where Connected Unit Count (A020) is 6, must contain values between 240000 lbs. and 1650000 lbs.
- Load Limit (LDLT) of BOXC where Connected Unit Count (A020) is 7, must contain values between 280000 lbs. and 1925000 lbs.
- Load Limit (LDLT) of BOXC where Connected Unit Count (A020) is 8, must contain values between 320000 lbs. and 2200000 lbs.
- Load Limit (LDLT) of BOXC where Connected Unit Count (A020) is 9, must contain values between 360000 lbs. and 2475000 lbs.

#### NOTES:

 For connected unit cars report the sum of the load limits for all units in the set.

Weighing Status Mandatory	A289
Indicates the weight information is an estimate or an actual measure	rement 🗕

Value does not carry forward for Single Clone / Multi-Clone.

- Permissible Values for A289
- A Actual
- E Estimated
- V Verified correct Tare Weight
- X Tare Weight subject to verification (System Generated)

#### Validation Rule for A289

-Equipment cannot be within a series of 10 with identical Tare Weights (A259),

- refer to Appendix P for further information on resolving tare weight conflicts -When Status Code changes to Active or Inactive Weighing Status must be
- reported as Actual (A) or Verified (V) within 60 days of Status Code change

Weighing Date	e	A288	
The date the e	equipment was actually weighed		
Value does no	t carry forward for Single Clone / Multi-Clone.		
Range of Valu	es for A288		
Minimum	Maximum		
1/1/1900	12/31/9999		
Validation Rul	e for A288		
-If Weighir	ng Date is reported the Tare Weight (A259) must	be reported	
-When Weighing Date is reported then Weighing Status (A289) must be A			
(Actual) or V (Verified)			
-If Weighing Status (A289) is A (Actual) or V (Verified correct Tare Weight)			
then \	Neighing Date must be reported		
-Weighing Date must be on or before the current date			
<ul> <li>Weighing Date cannot be before Built / Rebuilt date</li> </ul>			
Cubic Feet Ca	pacity	A067	
The maximum interior cubic feet capacity of the equipment			
Range of Values for A067			
Minimum	Maximum		
1400	99999		
	· • • • • • •		

Validation Rule for A067

- 11 -

-Cubic Feet Capacity (A067) of BOXC with a blank Connected Unit Count (A020), must contain values between 1400 cubic feet and 12500 cubic feet

# Data Specification Manual

- -Cubic Feet Capacity (A067) of BOXC where Connected Unit Count (A020) is 2, must contain values between 2800 cubic feet and 25000 cubic feet
- -Cubic Feet Capacity (A067) of BOXC where Connected Unit Count (A020) is 3, must contain values between 4200 cubic feet and 37500 cubic feet
- -Cubic Feet Capacity (A067) of BOXC where Connected Unit Count (A020) is 4, must contain values between 5600 cubic feet and 50000 cubic feet
- -Cubic Feet Capacity (A067) of BOXC where Connected Unit Count (A020) is 5, must contain values between 7000 cubic feet and 62500 cubic feet
- -Cubic Feet Capacity (A067) of BOXC where Connected Unit Count (A020) is 6, must contain values between 8400 cubic feet and 75000 cubic feet
- -Cubic Feet Capacity (A067) of BOXC where Connected Unit Count (A020) is 7, must contain values between 9800 cubic feet and 87500 cubic feet
- -Cubic Feet Capacity (A067) of BOXC where Connected Unit Count (A020) is 8, must contain values between 11200 cubic feet and 100000 cubic feet

#### NOTES:

• For connected unit cars report the sum of all units cubic capacity.

#### Star Code

Indicates a reduction of the Load Limit (LDLT) of the equipment per AAR Rule 70

#### Affects Rating.

#### Permissible Values for A247

- R Body Capacity less than Truck Capacity
- S Reduced Load Limit

#### NOTES:

 For connected unit cars report the sum of the load limits for all units in the set.

#### **Qual for Inc GRL**

#### B344

A247

AAR qualification for increased Rail Load Code designating AAR approval for operating 4-axle equipment at a gross rail load greater than 263,000 lbs per AAR Rule 88

#### Permissible Values for B344

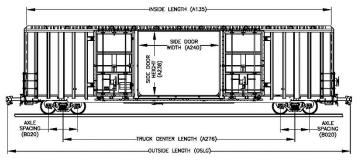
- 1 Rule 88 IGRL Code 1 (> 263,000 lbs. and <= 286,000 lbs. GRL per AAR Specification S-286)
- 2 Rule 88 IGRL Code 2 (> 263,000 lbs. and <= 286,000 lbs. GRL)
- 3 Rule 88 IGRL Code 3 (> 263,000 lbs. and <= 268,000 lbs. GRL)

#### Validation Rule for B344

- -4-axle equipment having Qualification for Increased Gross Rail Load of 1 or 2 must have a Gross Rail Load (A266) that does not exceed 286,000 lbs.
- -4-axle equipment having Qualification for Increased Gross Rail Load of 3 must have Gross Rail Load (A266) that does not exceed 268,000 lbs.
- -4-axle equipment having Qualification for Increased Gross Rail Load of 1 must have a Journal Size (A147) of K, G, or M
- -4-axle equipment having Qualification for Increased Gross Rail Load of 2 or 3 must have a Journal Size (A147) of F or K
- -4-axle equipment having Qualification for Increased Gross Rail Load of 1, 2, or 3 must have a Wheel Diameter (A294) of 36 or 38
- -Equipment having Qualification for Increased Gross Rail Load of 1 or 2, and a Gross Rail Load (A266) less than 286,000 lbs., must have Star Code (A247) of S
- -Equipment having Qualification for Increased Gross Rail Load (B344) of 3, and a Gross Rail Load (A266) less than 268,000 lbs., must have Star Code of S
- -4-axle equipment with Gross Rail Load (A266) greater than 263,000 lbs. and less than 315,000 lbs., and Star Code (A247) blank, must report Qualification for Increased Gross Rail Load

	ton	Dimension		1040
Plate Code Manda				A046
Affects Rating.	me neight	and width clearance of	of the equipment	
Permissible Values	s for A046			
B Plate Code		Plate Code C	E Plate Code	
F Plate Code	F G	Clearance Code G	N Plate Code	e N
• For a description	n of Plate C	odes, please see App	endix Lat the back	of this
manual.				or this
<ul> <li>Report C: If c</li> </ul>	learance is	pes not exceed Plate I greater than Plate B. greater than Plates B	but does not excee	
<ul> <li>Report F: If cl exceed Plate</li> </ul>		greater than Plates B	, C and E, but does	not
	clearance is	xceeds Plates B, C, E, s greater than Plates I		oes not
		earance Code G is inc		represent
		it any existing AAR cle JNIT SET report the m	•	rance
plate of UNIT in	-			indifice
Outside Length Mo	andatory			OSLG
The outside length	over pullin	ng faces of couplers in	normal position	•
-		eet and inches on the	Web. Stored in in	ches.
Range of Values fo Minimum	or OSLG Maximum			
	855 ft 0 in			
Validation Rule for				
-Outside Lengt	h (OSLG) oi	n freight cars must ex	ceed the Inside Ler	ngth
. , ,	2 feet or m			
-		n freight cars (except		t not
	-	(A135) by more than n refrigerator cars (M		ion PP
RBL, RP, R than 26 fe	-	nust not exceed Insid	e Length (A135) by	
than 26 fe -Outside Lengt	et h (OSLG) of	f BOXC with a blank C	onnected Unit Cou	more nt
than 26 fe -Outside Lengt (A020), mi	et h (OSLG) of ust contain	f BOXC with a blank C values between 41 fe	onnected Unit Cou eet 6 inches and 95	more nt feet
than 26 fe -Outside Lengt (A020), mi -Outside Lengt	et h (OSLG) of ust contain h (OSLG) of	f BOXC with a blank C values between 41 fe f BOXC where Connec	onnected Unit Cou eet 6 inches and 95 ted Unit Count (A0	more nt feet
than 26 fe -Outside Lengt (A020), mu -Outside Lengt must conta -Outside Lengt	et h (OSLG) of ust contain h (OSLG) of ain values b h (OSLG) of	f BOXC with a blank C values between 41 fe	onnected Unit Cou eet 6 inches and 95 ted Unit Count (A0 190 feet ted Unit Count (A0	more nt feet )20) is 2,
than 26 fe -Outside Lengt (A020), mu -Outside Lengt must conta -Outside Lengt must conta -Outside Lengt	et h (OSLG) of ust contain h (OSLG) of ain values t h (OSLG) of ain values t h (OSLG) of	f BOXC with a blank C values between 41 fe f BOXC where Connec between 83 feet and 3 f BOXC where Connec between 124 feet 6 in f BOXC where Connec	onnected Unit Cou eet 6 inches and 95 ted Unit Count (A0 190 feet ted Unit Count (A0 iches and 285 feet ted Unit Count (A0	more nt feet 020) is 2, 020) is 3,
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than 26 fe -Outside Lengt (A020), mu -Outside Lengt must cont. -Outside Lengt must cont. -Outside Lengt must cont. -Outside Lengt must cont. -Outside Lengt must cont. -Outside Lengt must cont. -Outside Lengt	et h (OSLG) of ust contain h (OSLG) of ain values b h (OSLG) of ain values b	f BOXC with a blank C values between 41 fe f BOXC where Connec between 83 feet and f BOXC where Connec between 124 feet 6 in f BOXC where Connec between 166 feet and f BOXC where Connec between 207 feet 6 in f BOXC where Connec between 249 feet and f BOXC where Connec	onnected Unit Cou eet 6 inches and 95 cted Unit Count (A0 190 feet cted Unit Count (A0 iches and 285 feet cted Unit Count (A0 is 380 feet cted Unit Count (A0 is 570 feet cted Unit Count (A0	more nt feet )20) is 2, )20) is 3, )20) is 4, )20) is 5, )20) is 6, )20) is 7,
than 26 fe -Outside Lengt (A020), mu -Outside Lengt must cont. -Outside Lengt	et h (OSLG) of ust contain h (OSLG) of ain values b h (OSLG) of ain values b	f BOXC with a blank C values between 41 fe f BOXC where Connec between 83 feet and 3 f BOXC where Connec between 124 feet 6 in f BOXC where Connec between 166 feet and f BOXC where Connec between 207 feet 6 in f BOXC where Connec between 249 feet and f BOXC where Connec between 290 feet 6 in f BOXC where Connec	onnected Unit Cou eet 6 inches and 95 ted Unit Count (A0 190 feet ted Unit Count (A0 iches and 285 feet ted Unit Count (A0 i 380 feet ted Unit Count (A0 iches and 475 feet ted Unit Count (A0 iches and 665 feet	more nt feet 120) is 2, 120) is 3, 120) is 4, 120) is 5, 120) is 6, 120) is 7, 120) is 8,
than 26 fe -Outside Lengt (A020), mu -Outside Lengt must cont. -Outside Lengt	et h (OSLG) of ust contain h (OSLG) of ain values b h (OSLG) of ain values b	f BOXC with a blank C values between 41 fe f BOXC where Connec between 83 feet and 3 f BOXC where Connec between 124 feet 6 in f BOXC where Connec between 166 feet and f BOXC where Connec between 207 feet 6 in f BOXC where Connec between 249 feet and f BOXC where Connec between 290 feet 6 in f BOXC where Connec between 332 feet and f BOXC where Connec	onnected Unit Cou eet 6 inches and 95 ted Unit Count (A0 190 feet ted Unit Count (A0 iches and 285 feet ted Unit Count (A0 i 380 feet ted Unit Count (A0 iches and 475 feet ted Unit Count (A0 iches and 665 feet	more nt feet 120) is 2, 120) is 3, 120) is 4, 120) is 5, 120) is 6, 120) is 7, 120) is 8,
than 26 fe -Outside Lengt (A020), mu -Outside Lengt must cont. -Outside Lengt -Outside Lengt 	et h (OSLG) of ust contain h (OSLG) of ain values b h (OSLG) of ain values b	f BOXC with a blank C values between 41 fe f BOXC where Connec between 83 feet and 3 f BOXC where Connec between 124 feet 6 in f BOXC where Connec between 166 feet and f BOXC where Connec between 207 feet 6 in f BOXC where Connec between 249 feet and f BOXC where Connec between 290 feet 6 in f BOXC where Connec between 332 feet and f BOXC where Connec	onnected Unit Cou eet 6 inches and 95 ted Unit Count (A0 190 feet ted Unit Count (A0 ches and 285 feet ted Unit Count (A0 1 380 feet ted Unit Count (A0 iches and 475 feet ted Unit Count (A0 is 570 feet ted Unit Count	more nt feet 120) is 2, 120) is 3, 120) is 4, 120) is 5, 120) is 6, 120) is 7, 120) is 8, 120) is 9, 120) is 9, 120) is 9,

### Data Specification Manua



Outside Extreme Width Mandatory	A186
The outside extreme width of the equipment	•

Affects Rating. Displayed in feet and inches on the Web. Stored in inches. Range of Values for A186

#### Minimum Maximum

9 ft 2 inches 10 ft 10 inches

#### Validation Rule for A186

-Outside Extreme Width must not exceed 10 feet 8 inches for Plate Codes B, C, E, F, or N  $\,$ 

#### NOTES:

- For connected unit cars report the dimension of the largest unit in the set.
- Round fraction to the higher inch, e.g., 05 1/4" = 06"

Outside Extre	eme He	ight Mandatory	A185
Height from top of rail to extreme projecting height		•	
Affects Rating	g. Displ	ayed in feet and inches on the Web. S	tored in inches.
Range of Valu	ues for	A185	
Minimum		Maximum	
11 ft 10 inch		17 ft 4 inches	
Validation Rule			
		ght for Plate Code B must be less than	or equal to 15
feet 1 inch			
-Outside Extre feet 6 incl		ght for Plate Code C must be less than	or equal to 15
		ght for Plate Code E must be less than	or oqual to 15
feet 9 inch		sin for Flate Code E must be less than	or equal to 15
		ght for Plate Code F must be less than	or equal to 17
feet 0 inch			
-Outside Extre	me Hei	ght for Plate Code N must be less than	or equal to 17
feet 1 inch		·	
NOTES:			
For connect	ted uni	t cars report the dimension of the larg	est unit in the set.
<ul> <li>Round frac</li> </ul>	tion to	the higher inch, e.g., 05 1/4" = 06"	
Outside Height E	xtr Wio	ith Mandatory	A187
The highest poin	t at whi	ch the extreme width of the equipmer	nt occurs 🛛 🔍
		ches on the Web. Stored in inches.	
Range of Values			
Minimum	Maxi		
2 ft 0 inches		4 inches	
/alidation Rule 1			
		idth (A186) for Plate Code B must not e Height Extreme Width is 13 feet 10 ir	
		idth (A186) for Plate Code B must not	
		e Height Extreme Width is 13 feet 11 ir	
		idth (A186) for Plate Code B must not	
		e Height Extreme Width is 14 feet 0 ind	
		idth (A186) for Plate Code B must not	
		e Height Extreme Width is 14 feet 1 ind	

-Outside Extreme Width (A186) for Plate Code B must not exceed 10 feet 3 inches if Outside Height Extreme Width is 14 feet 2 inches

	Box Cars
Manual	
-Outside Extreme Width (A186) for Plate Code B must not excee	d 10 feet 2
inches if Outside Height Extreme Width is 14 feet 3 inches	1010012
-Outside Extreme Width (A186) for Plate Code B must not exceed	d 10 feet 0
inches if Outside Height Extreme Width is 14 feet 4 inches	
-Outside Extreme Width (A186) for Plate Code B must not exceed	d 9 feet 9
inches if Outside Height Extreme Width is 14 feet 5 inches	
-Outside Extreme Width (A186) for Plate Code B must not exceed	19 feet 5
inches if Outside Height Extreme Width is 14 feet 6 inches Outside Extreme Width (A186) for Plate Code B must not exceed	d 9 feet 2
inches if Outside Height Extreme Width is 14 feet 7 inches	
-Outside Extreme Width (A186) for Plate Code B must not exceed	d 8 feet 10
inches if Outside Height Extreme Width is 14 feet 8 inches	
-Outside Extreme Width (A186) for Plate Code B must not exceed	d 8 feet 6
inches if Outside Height Extreme Width is 14 feet 9 inches	
<ul> <li>Outside Extreme Width (A186) for Plate Code B must not exceed inches if Outside Height Extreme Width is 14 feet 10 inches</li> </ul>	18 feet 3
-Outside Extreme Width (A186) for Plate Code B must not exceed	d 7 feet 11
inches if Outside Height Extreme Width is 14 feet 11 inches	.,
-Outside Extreme Width (A186) for Plate Code B must not exceed	d 7 feet 6
inches if Outside Height Extreme Width is 15 feet 0 inches	
-Outside Extreme Width (A186) for Plate Code B must not exceed	d 7 feet 4
inches if Outside Height Extreme Width is 15 feet 1 inches	
-Outside Extreme Width (A186) for Plate Code C must not exceed inches if Outside Height Extreme Width is 14 feet 3 inches o	
-Outside Extreme Width (A186) for Plate Code C must not exceed	
inches if Outside Height Extreme Width is 14 feet 4 inches	. 10 .000
-Outside Extreme Width (A186) for Plate Code C must not exceed	d 10 feet 6
inches if Outside Height Extreme Width is 14 feet 5 inches	
-Outside Extreme Width (A186) for Plate Code C must not exceed	10 feet 4
inches if Outside Height Extreme Width is 14 feet 6 inches	10 feet 2
<ul> <li>Outside Extreme Width (A186) for Plate Code C must not exceed inches if Outside Height Extreme Width is 14 feet 7 inches</li> </ul>	1 10 feet 3
-Outside Extreme Width (A186) for Plate Code C must not exceed	d 10 feet 2
inches if Outside Height Extreme Width is 14 feet 8 inches	
-Outside Extreme Width (A186) for Plate Code C must not exceed	d 10 feet 0
inches if Outside Height Extreme Width is 14 feet 9 inches	
-Outside Extreme Width (A186) for Plate Code C must not exceed	19 feet 9
inches if Outside Height Extreme Width is 14 feet 10 inches Outside Extreme Width (A186) for Plate Code C must not exceed	d O faat F
inches if Outside Height Extreme Width is 14 feet 11 inches	J 9 IEEL 5
-Outside Extreme Width (A186) for Plate Code C must not exceed	d 9 feet 2
inches if Outside Height Extreme Width is 15 feet 0 inches	
-Outside Extreme Width (A186) for Plate Code C must not exceed	d 8 feet 10
inches if Outside Height Extreme Width is 15 feet 1 inches	
-Outside Extreme Width (A186) for Plate Code C must not exceed	18 feet 6
inches if Outside Height Extreme Width is 15 feet 2 inches Outside Extreme Width (A186) for Plate Code C must not exceed	1 8 faat 3
inches if Outside Height Extreme Width is 15 feet 3 inches	1016615
-Outside Extreme Width (A186) for Plate Code C must not exceed	d 7 feet 11
inches if Outside Height Extreme Width is 15 feet 4 inches	
-Outside Extreme Width (A186) for Plate Code C must not exceed	d 7 feet 8
inches if Outside Height Extreme Width is 15 feet 5 inches	
<ul> <li>Outside Extreme Width (A186) for Plate Code C must not exceed inches if Outside Height Extreme Width is 15 feet 6 inches</li> </ul>	1 / feet 4
-Outside Extreme Width (A186) for Plate Code E must not exceed	10 feet 8
inches if Outside Height Extreme Width is 15 feet 2 inches	101000
-Outside Extreme Width (A186) for Plate Code E must not exceed	d 10 feet 6
inches if Outside Height Extreme Width is 15 feet 3 inches o	
-Outside Extreme Width (A186) for Plate Code E must not exceed	10 feet 3
inches if Outside Height Extreme Width is 15 feet 4 inches	
-Outside Extreme Width (A186) for Plate Code E must not exceed	19 feet 6
inches if Outside Height Extreme Width is 15 feet 5 inches Outside Extreme Width (A186) for Plate Code E must not exceed	18 feet 8
inches if Outside Height Extreme Width is 15 feet 6 inches	
-Outside Extreme Width (A186) for Plate Code E must not exceed	d 7 feet 11
inches if Outside Height Extreme Width is 15 feet 7 inches	
-Outside Extreme Width (A186) for Plate Code E must not exceed	d 7 feet 1
inches if Outside Height Extreme Width is 15 feet 8 inches	

### Data Specification Manual

A194

- -Outside Extreme Width (A186) for Plate Code E must not exceed 6 feet 3 inches if Outside Height Extreme Width is 15 feet 9 inches
- -Outside Extreme Width (A186) for Plate Code F must not exceed 10 feet 8 inches if Outside Height Extreme Width is 16 feet 3 inches or less
- Outside Extreme Width (A186) for Plate Code F must not exceed 10 feet 7 inches if Outside Height Extreme Width is between 16 feet 4 inches and 16 feet 6 inches
- -Outside Extreme Width (A186) for Plate Code F must not exceed 10 feet 6 inches if Outside Height Extreme Width is 16 feet 7 inches
- -Outside Extreme Width (A186) for Plate Code F must not exceed 10 feet 3 inches if Outside Height Extreme Width is 16 feet 8 inches
- -Outside Extreme Width (A186) for Plate Code F must not exceed 10 feet 0 inches if Outside Height Extreme Width is 16 feet 9 inches
- -Outside Extreme Width (A186) for Plate Code F must not exceed 9 feet 8 inches if Outside Height Extreme Width is 16 feet 10 inches
- -Outside Extreme Width (A186) for Plate Code F must not exceed 9 feet 5 inches if Outside Height Extreme Width is 16 feet 11 inches
- -Outside Extreme Width (A186) for Plate Code F must not exceed 9 feet 2 inches if Outside Height Extreme Width is 17 feet 0 inches
- -Outside Extreme Width (A186) for Plate Code N must not exceed 10 feet 8 inches if Outside Height Extreme Width (A187) is 16 feet 9 inches or less
- -Outside Extreme Width (A186) for Plate Code N must not exceed 10 feet 6 inches if Outside Height Extreme Width (A187) is 16 feet 10 inches
- -Outside Extreme Width (A186) for Plate Code N must not exceed 10 feet 4 inches if Outside Height Extreme Width (A187) is 16 feet 11 inches
  -Outside Extreme Width (A186) for Plate Code N must not exceed 10 feet 2 inches if Outside Height Extreme Width (A187) is 17 feet 0 inches
- -Outside Extreme Width (A186) for Plate Code N must not exceed 9 feet 11 inches if Outside Height Extreme Width (A187) is 17 feet 1 inch

#### NOTES:

- For connected unit cars report the dimension of the largest unit in the set.
- Round fraction to the higher inch, e.g., 05 1/4" = 06"

#### Outside Upper Eaves Width

The width betwe	en the outside uppermost corners of the equipment		
Displayed in feet and inches on the Web. Stored in inches.			
Range of Values	for A194		
Minimum	Maximum		
5 ft 0 inches	10 ft 8 inches		
Validation Rule	or A194		
-Outside Upp	er Eaves Width (A194) is mandatory for boxcars built or		
rebuilt o	n or after June 1, 2015		
-Outside Upp	er Eaves Width must be less than or equal to the Outside		
Extreme	Width (A186)		
	er Eaves Width must be less than or equal to the Outside		
	aves Width (A190)		
	er Eaves Width for Plate Code B must not exceed 10 feet 8		
	Outside Upper Eaves Height (A193) is 13 feet 10 inches or		
less			
	er Eaves Width for Plate Code B must not exceed 10 feet 7		
	Outside Upper Eaves Height (A193) is 13 feet 11 inches		
	er Eaves Width for Plate Code B must not exceed 10 feet 6		
	Outside Upper Eaves Height (A193) is 14 feet 0 inches		
	er Eaves Width for Plate Code B must not exceed 10 feet 4		
	Outside Upper Eaves Height (A193) is 14 feet 1 inches		
	er Eaves Width for Plate Code B must not exceed 10 feet 3		
	Outside Upper Eaves Height (A193) is 14 feet 2 inches		
	er Eaves Width for Plate Code B must not exceed 10 feet 2		
	Outside Upper Eaves Height (A193) is 14 feet 3 inches		
	er Eaves Width for Plate Code B must not exceed 10 feet 0		
	Outside Upper Eaves Height (A193) is 14 feet 4 inches		
	er Eaves Width for Plate Code B must not exceed 9 feet 9		
	Outside Upper Eaves Height (A193) is 14 feet 5 inches		

-Outside Upper Eaves Width for Plate Code B must not exceed 9 feet 5 inches if Outside Upper Eaves Height (A193) is 14 feet 6 inches -Outside Upper Eaves Width for Plate Code B must not exceed 9 feet 2 inches if Outside Upper Eaves Height (A193) is 14 feet 7 inches -Outside Upper Eaves Width for Plate Code B must not exceed 8 feet 10 inches if Outside Upper Eaves Height (A193) is 14 feet 8 inches -Outside Upper Eaves Width for Plate Code B must not exceed 8 feet 6 inches if Outside Upper Eaves Height (A193) is 14 feet 9 inches -Outside Upper Eaves Width for Plate Code B must not exceed 8 feet 3 inches if Outside Upper Eaves Height (A193) is 14 feet 10 inches -Outside Upper Eaves Width for Plate Code B must not exceed 7 feet 11 inches if Outside Upper Eaves Height (A193) is 14 feet 11 inches -Outside Upper Eaves Width for Plate Code B must not exceed 7 feet 8 inches if Outside Upper Eaves Height (A193) is 15 feet 0 inches -Outside Upper Eaves Width for Plate Code B must not exceed 7 feet 4 inches if Outside Upper Eaves Height (A193) is 15 feet 1 inches -Outside Upper Eaves Width for Plate Code C must not exceed 10 feet 8 inches if Outside Upper Eaves Height (A193) is 14 feet 3 inches or less -Outside Upper Eaves Width for Plate Code C must not exceed 10 feet 7 inches if Outside Upper Eaves Height (A193) is 14 feet 4 inches -Outside Upper Eaves Width for Plate Code C must not exceed 10 feet 6 inches if Outside Upper Eaves Height (A193) is 14 feet 5 inches -Outside Upper Eaves Width for Plate Code C must not exceed 10 feet 4 inches if Outside Upper Eaves Height (A193) is 14 feet 6 inches -Outside Upper Eaves Width for Plate Code C must not exceed 10 feet 3 inches if Outside Upper Eaves Height (A193) is 14 feet 7 inches -Outside Upper Eaves Width for Plate Code C must not exceed 10 feet 2 inches if Outside Upper Eaves Height (A193) is 14 feet 8 inches -Outside Upper Eaves Width for Plate Code C must not exceed 10 feet 0 inches if Outside Upper Eaves Height (A193) is 14 feet 9 inches -Outside Upper Eaves Width for Plate Code C must not exceed 9 feet 9 inches if Outside Upper Eaves Height (A193) is 14 feet 10 inches -Outside Upper Eaves Width for Plate Code C must not exceed 9 feet 5 inches if Outside Upper Eaves Height (A193) is 14 feet 11 inches -Outside Upper Eaves Width for Plate Code C must not exceed 9 feet 2 inches if Outside Upper Eaves Height (A193) is 15 feet 0 inches -Outside Upper Eaves Width for Plate Code C must not exceed 8 feet 10 inches if Outside Upper Eaves Height (A193) is 15 feet 1 inches -Outside Upper Eaves Width for Plate Code C must not exceed 8 feet 6 inches if Outside Upper Eaves Height (A193) is 15 feet 2 inches -Outside Upper Eaves Width for Plate Code C must not exceed 8 feet 3 inches if Outside Upper Eaves Height (A193) is 15 feet 3 inches -Outside Upper Eaves Width for Plate Code C must not exceed 7 feet 11 inches if Outside Upper Eaves Height (A193) is 15 feet 4 inches -Outside Upper Eaves Width for Plate Code C must not exceed 7 feet 8 inches if Outside Upper Eaves Height (A193) is 15 feet 5 inches -Outside Upper Eaves Width for Plate Code C must not exceed 7 feet 4 inches if Outside Upper Eaves Height (A193) is 15 feet 6 inches -Outside Upper Eaves Width for Plate Code E must not exceed 10 feet 8 inches if Outside Upper Eaves Height (A193) is 15 feet 2 inches -Outside Upper Eaves Width for Plate Code E must not exceed 10 feet 6 inches if Outside Upper Eaves Height (A193) is 15 feet 3 inches -Outside Upper Eaves Width for Plate Code E must not exceed 10 feet 3 inches if Outside Upper Eaves Height (A193) is 15 feet 4 inches -Outside Upper Eaves Width for Plate Code E must not exceed 9 feet 6 inches if Outside Upper Eaves Height (A193) is 15 feet 5 inches -Outside Upper Eaves Width for Plate Code E must not exceed 8 feet 8 inches if Outside Upper Eaves Height (A193) is 15 feet 6 inches -Outside Upper Eaves Width for Plate Code E must not exceed 7 feet 11 inches if Outside Upper Eaves Height (A193) is 15 feet 7 inches -Outside Upper Eaves Width for Plate Code E must not exceed 7 feet 1 inches if Outside Upper Eaves Height (A193) is 15 feet 8 inches -Outside Upper Eaves Width for Plate Code E must not exceed 6 feet 3 inches if Outside Upper Eaves Height (A193) is 15 feet 9 inches -Outside Upper Eaves Width for Plate Code F must not exceed 10 feet 8 inches if Outside Upper Eaves Height (A193) is 16 feet 3 inches -Outside Upper Eaves Width for Plate Code F must not exceed 10 feet 7 inches if Outside Upper Eaves Height (A193) is between 16 feet 4 inches and 16 feet 6 inches



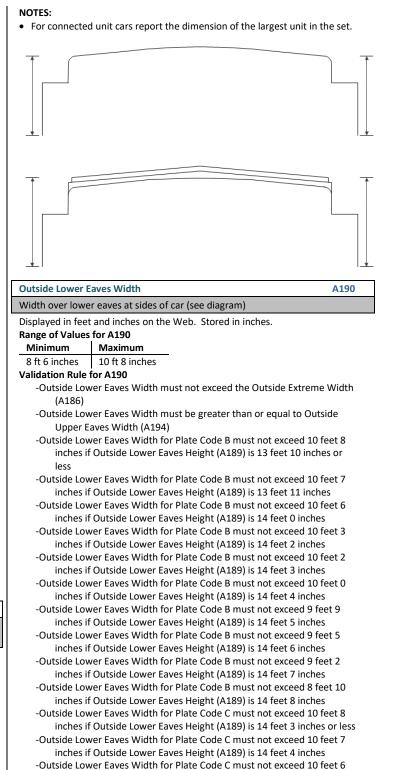
### **Data Specification Manual**

-Outside Upper Eaves Width for Plate Code F must not exceed 10 feet 6 inches if Outside Upper Eaves Height (A193) is 16 feet 7 inches -Outside Upper Eaves Width for Plate Code F must not exceed 10 feet 3 inches if Outside Upper Eaves Height (A193) is 16 feet 8 inches -Outside Upper Eaves Width for Plate Code F must not exceed 10 feet 0 inches if Outside Upper Eaves Height (A193) is 16 feet 9 inches -Outside Upper Faves Width for Plate Code F must not exceed 9 feet 8 inches if Outside Upper Eaves Height (A193) is 16 feet 10 inches -Outside Upper Eaves Width for Plate Code F must not exceed 9 feet 5 inches if Outside Upper Eaves Height (A193) is 16 feet 11 inches -Outside Upper Eaves Width for Plate Code F must not exceed 9 feet 2 inches if Outside Upper Eaves Height (A193) is 17 feet 0 inches -Outside Upper Eaves Width for Plate Code N must not exceed 10 feet 8 inches if Outside Upper Eaves Height (A193) is 16 feet 9 inches or less -Outside Upper Eaves Width for Plate Code N must not exceed 10 feet 6 inches if Outside Upper Eaves Height (A193) is 16 feet 10 inches -Outside Upper Eaves Width for Plate Code N must not exceed 10 feet 4 inches if Outside Upper Eaves Height (A193) is 16 feet 11 inches -Outside Upper Eaves Width for Plate Code N must not exceed 10 feet 2 inches if Outside Upper Eaves Height (A193) is 17 feet 0 inches -Outside Upper Eaves Width for Plate Code N must not exceed 9 feet 11 inches if Outside Upper Eaves Height (A193) is 17 feet 1 inch

#### NOTES:

For connected unit cars report the dimension of the largest unit in the set

•	
20	
-	+
Outside Upper E	aves Hght Mandatory A193
Height from the	top of rail to the uppermost outside corner of the
equipment	•
	and inches on the Web. Stored in inches.
Range of Values Minimum	
8 ft 0 inches	Maximum 17 ft 4 inches
Validation Rule	
	per Eaves Height must not exceed the Outside Extreme Height
	er Eaves Height must be greater than or equal to the Outside
Lower Ea	aves Height (A189)
-Outside Upp inch	er Eaves Height for Plate Code B must not exceed 15 feet 1
-Outside Upp inches	er Eaves Height for Plate Code C must not exceed 15 feet 6
-Outside Upp inches	er Eaves Height for Plate Code E must not exceed 15 feet 9
-Outside Upp inches	er Eaves Height for Plate Code F must not exceed 17 feet 0
-Outside Upp inch	er Eaves Height for Plate Code N must not exceed 17 feet 1



inches if Outside Lower Eaves Height (A189) is 14 feet 5 inches -Outside Lower Eaves Width for Plate Code C must not exceed 10 feet 4 inches if Outside Lower Eaves Height (A189) is 14 feet 6 inches -Outside Lower Eaves Width for Plate Code C must not exceed 10 feet 3 inches if Outside Lower Eaves Height (A189) is 14 feet 7 inches -Outside Lower Eaves Width for Plate Code C must not exceed 10 feet 2 inches if Outside Lower Eaves Height (A189) is 14 feet 8 inches -Outside Lower Eaves Width for Plate Code C must not exceed 10 feet 0

inches if Outside Lower Eaves Height (A189) is 14 feet 9 inches

### **Data Specification Manual**

-Outside Lower Eaves Width for Plate Code C must not exceed 9 feet 9 inches if Outside Lower Eaves Height (A189) is 14 feet 10 inches -Outside Lower Eaves Width for Plate Code C must not exceed 9 feet 5 inches if Outside Lower Eaves Height (A189) is 14 feet 11 inches -Outside Lower Eaves Width for Plate Code C must not exceed 9 feet 2 inches if Outside Lower Eaves Height (A189) is 15 feet 0 inches -Outside Lower Faves Width for Plate Code C must not exceed 8 feet 10 inches if Outside Lower Eaves Height (A189) is 15 feet 1 inches -Outside Lower Eaves Width for Plate Code C must not exceed 8 feet 6 inches if Outside Lower Eaves Height (A189) is 15 feet 2 inches -Outside Lower Eaves Width for Plate Code E must not exceed 10 feet 8 inches if Outside Lower Eaves Height (A189) is 15 feet 2 inches or less -Outside Lower Eaves Width for Plate Code E must not exceed 10 feet 6 inches if Outside Lower Eaves Height (A189) is 15 feet 3 inches -Outside Lower Eaves Width for Plate Code E must not exceed 10 feet 3 inches if Outside Lower Eaves Height (A189) is 15 feet 4 inches -Outside Lower Eaves Width for Plate Code E must not exceed 9 feet 6 inches if Outside Lower Eaves Height (A189) is 15 feet 5 inches -Outside Lower Eaves Width for Plate Code E must not exceed 8 feet 8 inches if Outside Lower Eaves Height (A189) is 15 feet 6 inches -Outside Lower Eaves Width for Plate Code F must not exceed 10 feet 8 inches if Outside Lower Eaves Height (A189) is 16 feet 3 inches or less -Outside Lower Eaves Width for Plate Code F must not exceed 10 feet 7 inches if Outside Lower Eaves Height (A189) is between 16 feet 4 inches and 16 feet 6 inches -Outside Lower Eaves Width for Plate Code F must not exceed 10 feet 6 inches if Outside Lower Eaves Height (A189) is 16 feet 7 inches -Outside Lower Eaves Width for Plate Code F must not exceed 10 feet 3 inches if Outside Lower Eaves Height (A189) is 16 feet 8 inches -Outside Lower Eaves Width for Plate Code F must not exceed 10 feet 0 inches if Outside Lower Eaves Height (A189) is 16 feet 9 inches -Outside Lower Eaves Width for Plate Code F must not exceed 9 feet 8 inches if Outside Lower Eaves Height (A189) is 16 feet 10 inches -Outside Lower Faves Width for Plate Code F must not exceed 9 feet 5 inches if Outside Lower Eaves Height (A189) is 16 feet 11 inches -Outside Lower Eaves Width for Plate Code F must not exceed 9 feet 2 inches if Outside Lower Eaves Height (A189) is 17 feet 0 inches -Outside Lower Eaves Width for Plate Code N must not exceed 10 feet 8 inches if Outside Lower Eaves Height (A189) is 16 feet 9 inches or less -Outside Lower Eaves Width for Plate Code N must not exceed 10 feet 6 inches if Outside Lower Eaves Height (A189) is 16 feet 10 inches -Outside Lower Eaves Width for Plate Code N must not exceed 10 feet 4 inches if Outside Lower Eaves Height (A189) is 16 feet 11 inches -Outside Lower Eaves Width for Plate Code N must not exceed 10 feet 2 inches if Outside Lower Eaves Height (A189) is 17 feet 0 inches -Outside Lower Eaves Width for Plate Code N must not exceed 9 feet 11 inches if Outside Lower Eaves Height (A189) is 17 feet 1 inch NOTES: Round fraction to the higher inch, e.g., 05 1/4" = 06" For connected unit cars report the dimension of the largest unit in the set

		for the largest and in the set.
Outside Lower Eaves Hght A189		
Height from top of rail to lower eaves at side of car (see diagrams)		
Displayed in feet Range of Values Minimum	and inches on the Web. Store for A189 Maximum	d in inches.
8 ft 0 inches	17 ft 4 inches	
o it o menes	17 ft 4 menes	
Validation Rule f	or A189	
-Outside Lower (A185)	Eaves Height must not exceed	the Outside Extreme Height
-Outside Lower (A193)	Eaves Height must not exceed	Outside Upper Eaves Height
-Outside Lower inch	Eaves Height for Plate Code B	must not exceed 15 feet 1
-Outside Lower inches	Eaves Height for Plate Code C	must not exceed 15 feet 6

- -Outside Lower Eaves Height for Plate Code E must not exceed 15 feet 9 inches
- -Outside Lower Eaves Height for Plate Code F must not exceed 17 feet 0 inches
- -If Outside Lower Eaves Width (A190) is reported then Outside Lower Eaves Height must be reported
- -Outside Lower Eaves Height for Plate Code N must not exceed 17 feet 1 inch

#### NOTES:

- Round fraction to the higher inch, e.g., 05 ¼" = 06"
- For connected unit cars report the dimension of the largest unit in the set.

Inside Length Mandatory	A135
The inside length of the equipment from end to end inside walls,	linings, and
permanent bulkheads	

Used in ETC Generation. Displayed in feet and inches on the Web. Stored in inches.

#### Range of Values for A135

Minimum	Maximum
39 ft 0 inches	93 ft 0 inches

#### NOTES:

- Round fraction to the lower inch, e.g., 05 1/4" = 05"
- For connected unit cars report the shortest dimension of a unit in the set.
- Outside Length (OSLG) on freight cars must exceed the Inside Length (A135) by 2 feet or more.
- Outside Length (OSLG) on freight cars (except refrigerators) must not exceed Inside Length (A135) by more than 16 feet.
- Outside Length (OSLG) on refrigerator cars (Mechanical Designation RB, RBL, RP, RPL or RC) must not exceed Inside Length (A135) by more than 26 feet.

Inside Width Mandatory	A138	
The inside width of the equipment from side walls and linings		
	a. 1.	

Used in ETC Generation. Displayed in feet and inches on the Web. Stored in inches.

#### Range of Values for A138

Minimum Maximum

8 ft 6 inches 9 ft 8 inches

Validation Rule for A138

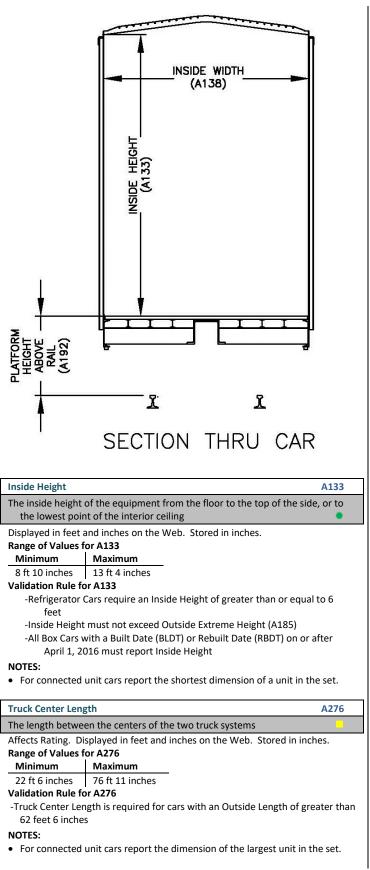
-Inside Width/Inside Platform Width must not exceed Outside Extreme Width NOTES

• For connected unit cars report the shortest dimension of a unit in the set.



A192

Data Specification Manual



Describes the	platform height above the ra	il in inches	٠
Range of Value	es for A192		
Minimum	Maximum		
30	60		
Validation Rul	e for A192		
-High Cube, Pla	ate F Box Cars must report P	latform Height Above Rail, if bu	ilt
after July 27	, 2010		
-Platform Heig	ht Above Rail (A192) is requi	red for Boxcars where the Plat	e Code
(A046) excee	eds C and the Built Date (BLD	DT) or Rebuilt Date (RBDT) is on	or
after July 1,	2016		
	Doo		
	DUU	1	
Side Door Type	e Mandatory	E	319 <b>3</b>
Indicates the d	escription of the side door		
Licod in ETC Co	noration		

#### Used in ETC Generation.

**Platform Hght Above Rail** 

- Permissible Values for B193
- 01 Single Sliding Doors
- 02 Single Plug Doors
- 04 Double Sliding Doors
- 06 Double Plug Doors
- 08 Combinations Sliding And Plug Doors
- 10 Split Refrigerator Door (Hinged)
- 11 More than One Opening on Same Side
- 13 Other
- 15 Permanently Closed or No Side Door
- 16 All Door Box Car(L\_4\_ Only)
- 17 Double, Double Plug Doors
- Validation Rule for B193
  - -Box Cars with Mechanical Designation LU require a Box Side Door Type of 16 (All Door Box Car)
  - -Box Side Door Type of 16 (All Door Box Car) is only applicable to Box Cars with Mechanical Designation LU
  - -Box Cars that have a Side Door Type of 1, 2, 4, 6 or 8 must have a Side Door Orientation (B192) of S or C

Box Side Door Orientation	B192
Indicates the position of the side door on a box car	
Permissible Values for B192	

#### C Centered S Staggered

-Box Side Door Orientation is not applicable to (Mechanical Designation LU) Box Cars

r				
-Side Door Height (A238) requires that Side Door Width also be entered				
r				

- 17 -

Validation Rule for B192



B016

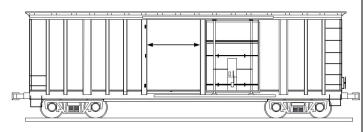
B256

### Data Specification Manual

A238

#### NOTES:

- Round fraction to the lower inch, e.g., 05 1/4" = 05"
- If more than one opening on the side, report the width of the maximum continuous opening
- For connected unit cars report the dimension of the smallest side door width of a unit in the set.



#### **Side Door Height**

#### The height of the side door opening

Displayed in feet and inches on the Web. Stored in inches.

#### Range of Values for A238

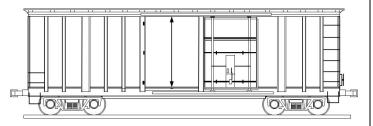
- Minimum Maximum
- 8 ft 0 inches 12 ft 11 inches

#### Validation Rule for A238

- -Side Door Height must not be reported for Boxcars with Side Door Type (B193) of 15
- -Side Door Height must be reported for Boxcars whose Side Door Type (B193) is not 15

#### NOTES:

- Round fraction to the lower inch, e.g., 05 1/4" = 05"
- For connected unit cars report the dimension of the smallest unit in the set.



#### End Door Width

The width of the end door opening in inches

Displayed in feet and inches on the Web. Stored in inches.

#### Range of Values for A082

Minimum Maximum

8 ft 0 inches 10 ft 2 inches

#### Validation Rule for A082

-End Door Width is not applicable to Refrigerator Cars, Mechanical Designations (RB, RBL, RP, RPL or RC)

#### NOTES:

- Round fraction to the lower inch, e.g., 05 1/4" = 05"
- For connected unit cars report the dimension of the smallest end door width of a unit in the set.

End Door Height

The height of the end door opening in inches

#### Displayed in feet and inches on the Web. Stored in inches.

#### Range of Values for A080

Minimum	Maximum
8 ft 6 inches	10 ft 0 inches

#### Validation Rule for A080

-End Door Height is not applicable to Refrigerator Cars, Mechanical Designations (RB, RBL, RP, RPL or RC)

-End Door Height must not be reported if End Door Width is not reported -End Door Height must be reported if End Door Width is reported **NOTES:** 

#### • Round fraction to the lower inch, e.g., 05 1/4" = 05"

 For connected unit cars report the dimension of the smallest end door height of a unit in the set.

#### Anti-Pilferage Locking

Anti-Finerage Locking	0010
Indicates that an anti-pilferage locking device is available	

#### Permissible Values for B016

Y Yes

Ρ

Door Assist Type	B072	
Indicates the type of door assist on the equipment	٠	1

#### Permissible Values for B072

- Puller Bracket
- H Hydraulic
- N Not Equipped
- U Unknown

#### Validation Rule for B072

- -Door Assist is not applicable to Refrigerator Cars
- -Door Assist Type must be populated if the equipment was built or rebuilt on or after Dec 1, 2015
- -Equipment built on or after Dec 1, 2015 cannot have a Door Assist Type of Unknown

# Specification

### Truck Count

The total number of trucks on the equipment System Generated Field. This element is not eligible for Input.

### Range of Values for B256

Minimum Maximum

- 2 18
- Axle Count Mandatory A024 The total number of axles on the equipment Affects Rating. Range of Values for A024 Minimum Maximum 36 4 Validation Rule for A024 -Axle Count must be greater than or equal to 4 -Axle Count for an articulated car must be greater than or equal to ((Connected Unit Count (A020) x 2) + 2) -Axle Count for a draw bar connected car must be greater than or equal to (Connected Unit Count (A020) x 4) -Total Axle Count must match sum of truck axle counts Wheel Bearing Type Mandatory B191 Indicates the wheel bearing code for the equipment Affects Rating. Permissible Values for B191 Plain R Roller Ρ

#### Validation Rule for B191

-Cars with Plain Bearings will have a Transportation Code (TCOD) and Transportation Condition Code (TCCD) of either YA, S\_, SX, or XJ

**Δ082** 

A080



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Data Specific	ation Manual
-Equipment cannot have Plain Bearings if Built Date (BLDT) is on or after January 1, 1993	Y High Temperature Tag
	Permanent Heater B147
Bearing Shielded From HBD B021	Indicates the equipment is equipped with a permanent heater to maintain
Indicates the bearing is shielded from the hot box detector on the equipment	commodities at a consistent temperature
Permissible Values for B021 Y Yes	Permissible Values for B147
i res	Y Yes Validation Rule for B147
Brake Shoe Type Mandatory B026	-Permanent Heaters are only applicable to Boxcars with Mechanical
	Designation (UMMD) of XLI or MWM
Indicates the type of brake shoe on the equipment	
Permissible Values for B026 C Tread Conditioning	Connected Unit Count A020
H High Friction Composite	Indicates the number of units within an articulated or multi-unit equipment
L Low Friction Composite/Cast Iron	Affects Rating.
· · · · · · · · · · · · · · · · · · ·	Range of Values for A020
CC Side Bearing Type A146	Minimum Maximum
Indicates the travel range of the constant contact side bearings installed on the	4 9
equipment	Validation Rule for A020
Permissible Values for A146	-Connected Unit Count must equal the number of Unit Segments
LC Long Travel Constant Contact	-Unit Segment Component elements must not be reported if the
SC Short Travel Constant Contact	Connected Unit Count is not reported
Validation Rule for A146	-Unit Segment Component elements must be reported if Connected Unit Count is reported
-Equipment having Qualification for Increased Gross Rail Load (B344) of 1	
must have Constant Contact Side Bearing Type of LC	Intermediate Conn Style B115
Empty/Load Device Eqpd B075	Indicates the method by which two or more pieces of equipment are connected
	Permissible Values for B115
Indicates a system that determines if the equipment is empty or loaded, and	A Articulated Connector
then varies the braking forces accordingly	D Drawbar Connector
Permissible Values for B075 Y Yes	Validation Rule for B115
1 163	-Intermediate Connector Style is required for multi-unit equipment
Body Material Mandatory A030	-Intermediate Connector Style must not be reported for single unit
The material that composes the body of the equipment	equipment
Used in ETC Generation.	Operating Brakes Mandatory A182
Permissible Values for A030	
01 Aluminum	The number of air brake control valves on the equipment (excludes hand brakes). One control valve consists of a service portion, emergency portion,
04 Combination	and pipe bracket. Example: DB-60 control valve
09 Fiberglass Reinforced Composite	Permissible Values for A182
18 Stainless Steel	
19 Standard Steel	6 7 8 9
30 Wood NOTES:	Validation Rule for A182
<ul> <li>Used in ETC Generation for Mechanical Designation (UMMD) RB, RBL, RP,</li> </ul>	-Operating Brakes must be reported for all equipment
RPL, RC.	-Operating Brakes (A182) must be 1 for non-articulated equipment with
	an Axle Count (A024) equal to 4
Center of Gravity Empty A045	FCD Durales Turas
When empty, indicates the height from Top of Rail to the Center of Gravity	ECP Brake Type B327
Range of Values for A045	Indicates the type of electronic controlled pneumatic brake used on the
Minimum Maximum	equipment *
35 80	Permissible Values for B327
Validation Rule for A045	N Not Equipped O Overlay - Both ECP & Air Brake
-All cars that exceed Plate Code (A046) C must report Center of Gravity	S Stand Alone - ECP Only
Empty except for cars with Equipment Type Code (UMET) of J $\_\_$	Validation Rule for B327
1	-Equipment must have a value entered for ECP Brake Type if built or rebuilt
Remote Monitoring Device B176	after June 28, 2012
Indicates the equipment is equipped with a location monitoring device	
Permissible Values for B176	ECP Brake Builder B328
Y Yes	The manufacturer of the electronic controlled pneumatic brake used on the
N No	equipment
AEI High Temperature Tag B006	Permissible Values for B328
	NYAB New York Air Brake
Indicates the equipment is equipped with a high temperature AEI tag	WABT WABTEC

Permissible Values for B006

●=Mandatory ▲=Used in ETC Generation = Affects Rating - 19 -	=Mandatory	▲=Used in ETC Generation	= Affects Rating	– 19 –	=Conditionally Mandatory	June 2024
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Validation Rule for B328

ERSB

EVAN

FGRW

FMC

GATX GMB

GSC

GTYE

GUN4

GUND

GUNM

HYUN

JAC

JKFO

KASG

MULT

NACA

NACC

FCA

Ebenezer Railcar

Freight Car America

**FMC** Corporation

Greenville Steel Car

Gunderson - Mexico

North American Car

Gunderson - Trenton Works

Johnstown America Corporation

National Alabama Corporation

**Evans Products** 

FRTGRW

Greenbrier

Golden Tye

Hyundai

JK-CO LLC

Multiple

Kasgro Railcar

Gunderson Inc



#### Data Specification Manual

NRE

National Railway Equipment

-If		Type (B	Brake Builder 3327) is Not E		then ECP Bra	ike Bu	ilder is not	NSC PCF PS PSP
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	ssible Value	-	-					TRIN
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Е	Group E	F	Group F	G	Group G	н	Group H	V
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	,							the same
Brake	Cylinder M	ount T	vpe				B540	Data is Conf
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Identi	fies the loca	ition o	f the brake cy	linder			B540	Clone. Validation F
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Identii Permi B	fies the loca ssible Value Body Mou	ition o es for E inted	f the brake cy	linder			B540	Clone. Validation F -Equipme Build
Identii Permi B T	fies the loca ssible Value	ition o es for E inted unted	f the brake cy 3540	linder			B540	Clone. Validation F -Equipme
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-If ECP Brake Type (B327) is Stand Alone or Overlay then a value must be

	NSC	National Steel Car	
	PCF	Pacific Car & Foundry	
	PS	Pullman-Standard	
	PSP	Pullman-Standard, Division of Trinity Industries	
	SI	SOUTH IRON	
	SLRX	Saint Louis Refrigerator Car Company	
	THRL	Thrall	
	TREN	Trenton Works	
	TRIN	Trinity	
	UNKN	Unknown	
	V	OWNER RAILROAD	
	Validatio	n Rule for A035	
	-Equ	pment Builder must be populated if the Built Date (BLDT) is July	1,
	-	2010 or newer	
	-Equ	pment built or rebuilt on or after July 1, 2010 cannot have a	
		Equipment Builder of Unknown	
		pment with a Built Date (BLDT) on or after July 1, 2010 cannot h	ave
	-	an Equipment Builder Code of OWNER RAILROAD.	
		pment Builder can have a value of MULT only if the equipment h	as
	-	nultiple units.	
1	Builder I	at Coda	3030
	-	identifier for a group of equipment built by one manufacturer u	nder
	the sa	me contract	*
	Data is C	onfidential. Value does not carry forward for Single Clone / Mul	ti-
	Clo	ne.	
	Validatio	n Rule for B030	
	-Equip	ment built or rebuilt on or after June 28, 2012 must have a value	for
	B	ilder Lot Code	
[	Built Co	intry I	3031
l			
[		try where the equipment was constructed	
		onfidential.	
	Dormicci		
		ble Values for B031	
	CA	Canada MX Mexico	
	CA	Canada MX Mexico	
ſ	CA	Canada MX Mexico United States	3170
	CA US Rebuilt (	Canada MX Mexico United States	3170
	CA US Rebuilt ( The cour	Canada MX Mexico United States Country I try where the equipment was re-constructed	3170
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	CA US Rebuilt of The court Permissi CA US FRA Reff Indicates reflect Permissi P W Validatio	Canada MX Mexico United States  Country  Itry where the equipment was re-constructed  ble Values for B170 Canada MX Mexico United States  ectorization the equipment owner assumes responsibility for applying corization tape ble Values for B096 Reflectorization Plan Reflectorization Waiver in Rule for B096	3096
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	CA US Rebuilt O The cour Permissi CA US FRA Reff Indicates reflec Permissi P W Validatio -Ref	Canada MX Mexico United States Country I Itry where the equipment was re-constructed ble Values for B170 Canada MX Mexico United States Ectorization I the equipment owner assumes responsibility for applying corization tape ble Values for B096 Reflectorization Plan Reflectorization Waiver In Rule for B096 ectorization is mandatory for all equipment after November 28, hission Code	3096
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	CA US Rebuilt O The cour Permissi CA US FRA Reff Indicates reflec Permissi P W Validatio -Ref Refrig En Californi Value do	Canada MX Mexico United States Country I Itry where the equipment was re-constructed ble Values for B170 Canada MX Mexico United States Ectorization I the equipment owner assumes responsibility for applying corization tape ble Values for B096 Reflectorization Plan Reflectorization Plan Reflectorization Waiver In Rule for B096 ectorization is mandatory for all equipment after November 28, nission Code I a State Emission standards for refrigeration units es not carry forward for Single Clone / Multi-Clone.	3 <b>096</b> 2015
	CA US Rebuilt O The cour Permissi CA US FRA Reff Indicates reflec Permissi P W Validatio -Ref Refrig En Californi Value do	Canada MX Mexico United States Country I Itry where the equipment was re-constructed ble Values for B170 Canada MX Mexico United States Ectorization I the equipment owner assumes responsibility for applying corization tape ble Values for B096 Reflectorization Plan Reflectorization Plan Reflectorization Waiver In Rule for B096 ectorization is mandatory for all equipment after November 28, nission Code I a State Emission standards for refrigeration units	3 <b>096</b> 2015
	CA US Rebuilt O The cour Permissi CA US FRA Ref Indicates reflec Permissi P W Validatio -Ref Refrig En Californi Value do Permissi	Canada MX Mexico United States Country I Itry where the equipment was re-constructed ble Values for B170 Canada MX Mexico United States Ectorization I the equipment owner assumes responsibility for applying corization tape ble Values for B096 Reflectorization Plan Reflectorization Plan Reflectorization Waiver In Rule for B096 ectorization is mandatory for all equipment after November 28, nission Code I a State Emission standards for refrigeration units es not carry forward for Single Clone / Multi-Clone.	3 <b>096</b> 2015
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	CA US Rebuilt of The court Permissi CA US FRA Reff Indicates reflec Permissi P W Validatio -Ref Refrig En Californi Value do Permissi	Canada MX Mexico United States Country I Itry where the equipment was re-constructed ble Values for B170 Canada MX Mexico United States Ectorization I the equipment owner assumes responsibility for applying corization tape ble Values for B096 Reflectorization Plan Reflectorization Plan Reflectorization Waiver In Rule for B096 ectorization is mandatory for all equipment after November 28, nission Code I a State Emission standards for refrigeration units es not carry forward for Single Clone / Multi-Clone. ble Values for B345 lot Qualified Q Qualified	3 <b>096</b> 2015
	CA US Rebuilt ( The cour Permissi CA US FRA Ref Indicates reflec Permissi P W Validatio -Ref Californi Value do Permissi N I U U	Canada MX Mexico United States  Country  Itry where the equipment was re-constructed ble Values for B170 Canada MX Mexico United States  ectorization  Ithe equipment owner assumes responsibility for applying corization tape ble Values for B096 Reflectorization Plan Reflectorization Plan Reflectorization is mandatory for all equipment after November 28, nission Code  State Emission standards for refrigeration units es not carry forward for Single Clone / Multi-Clone. ble Values for B345 lot Qualified Utra-Qualified	3 <b>096</b> 2015

The type of trainline air hose arrangement Permissible Values for B524

A S-424 Angle Cock Location

B S-425 Angle Cock Location on Cars Equipped with AAR Type F Coupler

General American Transportation Corp

# Umler

### **Data Specification Manual**

**B539** 

- С S-426 Angle Cock Location on Cars with Floating Sills
- S-427 Angle Cock and Air Brake Hose Location on Cars with Excessive D Overhang Preventing Compliance with AAR Standards
- Е S-428 Angle Cock Location on Cars Equipped with AAR Type F Coupler and Cushioned Underframe
- F S-4003 (Former Standard)
- G S-4003x (Former Standard Retrofitted to Meet All Dimensions Except Height)
- н S-4003-05 (Current Standard Train Line Arrangement for Cars with F-Shank Couplers)
- S-4021 Angle Cock and Brake Hose Location on Cars with EOCC (E and Т
- S-4021 Coupler Mounted Bracket End Arrangement T
- S-4028 Train Line Arrangement with Displaceable Union on Cars with К EOCC and Couplers Not Exceeding 45 in. in Length
- L S-4029 Train Line Arrangement with Displaceable Union on Cars with EOCC and Couplers Exceeding 45 in. in Length
- Μ S-4030 Trolley Arrangement on Cars with EOCC and E-Shank Couplers Validation Rule for B524
- -Air Hose Arrangement must be reported for this equipment if it is Built or Rebuilt on or after April 22, 2014.

#### NOTES:

- If any of the following conditions apply, Air Hose Arrangement (B524) must be reported for cars Built or Rebuilt on or after April 22, 2014:
- Draft Gear Type (B073) at any location is C or E. 0
- Connected Unit Count (A020) is reported.
- Outside Length (OSLG) is greater than or equal to 70 feet (840 inches). The overhang is greater than 5 feet 6 inches (66 inches). Overhang is calculated as follows:
- $^\circ~$  0.5 \* (Outside Length, in inches, minus Truck Center Length, in inches, minus 31 inches)
  - For all other equipment, reporting Air Hose Arrangement is optional.

#### 4-Pressure ABT Receiver Eqpd

Identifies if the equipment is equipped with a 4-pressure air brake test receiver

Value does not carry forward for Single Clone / Multi-Clone.

#### Permissible Values for B539

- Е Equipped
- Ν Not Equipped

#### NOTES:

• An "E" will be system generated if a 4-Pressure ABT is reported on the equipment.

# Feature

**Floor Material** A104 Describes the type of construction material used for the equipment floor Permissible Values for A104 01 Aluminum 02 Aluminum (Ribbed) Composite Nailable (considered same as wood 05 06 Composite Nailable, Reinforced (considered same as wood) 14 Other 15 Other, Reinforced 19 Standard Steel 23 Steel Nailable (includes alternate wood and steel floor 24 Steel Nailable, Reinforced (includes alternate wood and steel floor 25 Standard Steel, Reinforced 30 Wood 31 Wood (Ribbed)

- 32 Wood, Double
- 33 Wood, Double, Reinforced
- Wood Floor with Steel Protective Plates (includes perforated steel) 34 35 Wood Floor, Reinforced, with Steel Protective Plates (includes
  - perforated steel)

36 Wood Floor, Reinforced

#### Validation Rule for A104

-Only Refrigerated Boxcars or Boxcars with Mechanical Designation MWM can have Floor Material codes of 1, 2, or 31.

#### Fir Strength Classfn Mandatory A102 Describes the maximum weight the equipment floor can support Permissible Values for A102 01K 01K - Does not meet minimum requirements 25K 25000 Pounds 50K 50000 Pounds 60K 60000 Pounds 70K 70000 Pounds 80000 Pounds 80K Validation Rule for A102 - A Floor Strength Classification of 50K or greater must be reported for equipment with a Built Date (BLDT) on or after April 1, 2016 - Refrigerated and Insulated Box cars with Mechanical Designations (UMMD) of RB, RBL, RC, RP, RPL, XLI, XPI must report a Floor Strength Classification of 25K or greater for equipment with a Built Date (BLDT) on or after April 1, 2016 NOTES: See the Manual of Standards and Recommended Practices Design, Fabrication, and Construction of Freight Cars (MSRP), AAR Specification M-1001, Chapter 4 (Lift Truck Wheel Loads) for the floor strength requirements of boxcars. Floor Drain Equipped B095 Indicates the equipment floor has a drain Permissible Values for B095 Yes Validation Rule for B095 -Floor Drain is only applicable to Refrigerator Cars with Mechanical Designation (UMMD) of RB, RBL, RC, RP, RPL Wood Racks Covering Floor B233 Reinforcement of the equipment floor using wood racks Permissible Values for B233 Yes Validation Rule for B233 -Wood Racks Covering Floors are only applicable to Refrigerator Cars with Mechanical Designations (UMMD) of RB, RBL, RP, RPL, RC Pallet Equipped **B144** Indicates if equipment is equipped with pallets Permissible Values for B144 Yes Validation Rule for B144 -Pallets are not applicable to Mechanical Designation (UMMD) XM **Lining Material** A158 Describes the type of construction material used in the lining of equipment Permissible Values for A158 Composite Wood and Steel 07 08 Fiberglass 17 Sheet Metal 26 Synthetic 28 Unlined 29 Vinvl 30 Wood

#### Validation Rule for A158

-Refrigerator Cars with Mechanical Designation (UMMD) of RB, RBL, RC, RP, RPL cannot have Lining Material codes of 7 or 29

#### **Bulkhead Type**

**B034** 

Mandatory	=Used in ETC Generation	= Affects Rating	- 21 -	=Conditionally Mandatory	June 2024

=Mandatory

▲=Used in ETC Generation

= Affects Rating

- 22 -

=Conditionally Mandatory



June 2024

# Data Specification Manual

Data Specific	cation Manual
Identifies the type of bulkhead attached to the equipment	Y Yes
Permissible Values for B034	Validation Rule for B269
F Fixed I Inflatable M Moveable	-Retention Bars are only applicable to Box Cars with Mechanical Designation (UMMD) of XP, XPI, XL, XLI or MWM
Validation Rule for B034	
<ul> <li>-Refrigerator Cars with Mechanical Designation (UMMD) of RB, RBL, RC, RP, RPL cannot have Lining Material codes of 7, or 29</li> </ul>	Roof Type A226
	Describes the type of roof or hatches on the equipment
Column Load Dividers B046	Permissible Values for A226
Indicates the equipment is column load divider equipped	7 Rectangular or square roof hatches
Permissible Values for B046	9 Rectangular or square hatches offset from center line of car
Y Yes	car Validation Rule for A226
Validation Rule for B046 -Column Load Dividers are only applicable to Box Cars with Mechanical	-Refrigerator Cars with Mechanical Designation (UMMD) of RB, RBL, RC,
Designation (UMMD) of XP, XPI, XF, XL, XLI, or MWM	RP, RPL cannot have a Roof Type reported
	-Rectangular or Square Roof Hatches are only applicable to Boxcars with
Interior Rack B114	Mechanical Designation (UMMD) LC
Indicates the equipment is interior rack equipped	Vent Openings B222
Permissible Values for B114	Indicates the equipment has vent openings
Y Yes Validation Bula for D114	Permissible Values for B222
Validation Rule for B114 -Interior racks are not applicable to Box Cars with Mechanical Designation	Y Yes
(UMMD) of XM	Validation Rule for B222
· ·	-Vent Openings are only applicable to Boxcars (Mechanical Designation of XP,
Side Filler Equipped B194	XPI, or MWM)
Indicates the equipment is side filler equipped used to prevent shifting within	Refrigeration Fuel Type A207
the car during transit	Type of fuel used in the refrigeration unit
Permissible Values for B194	Permissible Values for A207
Y Yes Validation Rule for B194	D Diesel
-Side Filler is not applicable to Box Cars with Mechanical Designation (UMMD)	Validation Rule for A207
of XM	- Refrigeration Fuel Type is only applicable to Refrigerator cars with
	Mechanical Designation (UMMD) of RP and RPL
Lading Strap Anchor Eqpd B121	Refrigeration Level B172
Indicates the equipment has fixed devices or design features which provide	Describes the level of refrigeration to be used within the equipment
connection points for straps or bands securing the lading Permissible Values for B121	Permissible Values for B172
	F Zero Only (Frozen)
	N Non-Frozen
Adj Lading Strap Equipped B281	W Wide Range (Frozen to Non-Frozen)
Indicates the equipment has adjustable straps or a strap system used for	Validation Rule for B172 -Refrigeration Level is only applicable to Refrigerator Cars with Mechanical
securing the lading	Designation (UMMD) of RP and RPL
Permissible Values for B281	
Y Yes Validation Bula for P381	Class A Explosives Eqpd B089
Validation Rule for B281 -If Adjustable Lading Strap Equipped is Yes, then Lading Strap Anchor Equipped	Indicates the equipment is equipped to handle class A explosives
(B121) must also be populated	Permissible Values for B089
· · ·	Y Yes
Belt Rail Equipped B024	Validation Rule for B089
Indicates the equipment is belt rail equipped	-Class A Explosives handling is only applicable to Box Cars with Mechanical Designation (UMMD) of RB, RBL, XL, XM, XLI, XP, XPI
Permissible Values for B024	
Y Yes	
Rub Rail B183	Cost
	Original Cost A184
Indicates the equipment is rub rail anchoring equipped Permissible Values for B183	The original manufacturer selling price
Y Yes	Data is Confidential. Value does not carry forward for Single Clone / Multi-
Validation Rule for B183	Clone. Page of Values for A184
-Rub Rails are only applicable to Box Cars with Mechanical Designation (UMMD)	Range of Values for A184 Minimum Maximum
of XP, XPI, XL, XLI or MWM	0 9999999
Retention Bar Equipped B269	Validation Rule for A184
	-Original Cost must be equal to the Ledger Value if there are no Additions
Indicates the equipment is retention bar equipped Permissible Values for B269	& Betterments.
Petitissible values for D203	I



#### **Data Specification Manual**

-Original Cost must be equal to the Ledger Value if Additions & Betterments Indicator is not reported.

- -Railroad marked freight cars except MISC, LOCO, TRLR, CONT, CHSS, STWH, EOTD, and PSGR are required to have an Original Cost
- -Private marked freight cars except MISC, LOCO, TRLR, CONT, CHSS, STWH, EOTD, and PSGR are required to have an Original Cost if Built Date (BLDT) is on or after January 1, 2015

#### NOTES:

- For railroad-marked cars, report in US dollars the original ledger value of the original owner. For cars rebuilt, report the cost prescribed in MR Interchang Rule 88 and Circular Letter OT-24
- The original cost is used in the settlement of AAR Interchange Rule 107 Offic Manual.
- The reporting of Original Cost information is mandatory for all Railroad marked equipment and for Privately-marked equipment built or rebuilt after January 1, 2015.
- For connected unit cars report the total original cost for all units in the set.
- Raise all cents to the next dollar, e.g. \$5,501.02 = 0005502

Ledger Value	A150
The sum of original cost and additions & betterments	
Data is Confidential. Value does not carry forward for Single Clone / I	Multi-
Clone.	

Range of Values for A150				
Minimum	Maximum			
0	0000000			

### Validation Rule for A150

-Original Cost must be equal to the Ledger Value if there are no Additions & Betterments.

-Ledger Value must equal the Original Cost (A184) plus the additions & betterments, if Total A&B (A003) has been reported. Otherwise Ledger Value should equal Original Cost (A184).

Total A&B	003
System generated sum of all reported amounts in A&B Amount (A317), in	US
dollars	

Data is Confidential. System Generated Field. This element is not eligible for Input. Value does not carry forward for Single Clone / Multi-Clone.

#### Range of Values for A003

- Minimum Maximum
- 0 99999999

#### Ind for Pos/Neg Total A&B

A code indicating the positive or negative adjustment to the original cost of the equipment

Data is Confidential. System Generated Field. This element is not eligible for Input. Value does not carry forward for Single Clone / Multi-Clone.

#### Permissible Values for A128

Ν Negative Ρ Positive

#### A&B Pos/Neg Ind

A code indicating the positive or negative adjustment to the individual addition and betterment

Data is Confidential. Value does not carry forward for Single Clone / Multi-Clone.

#### Permissible Values for A316

Negative P Positive Ν

#### Validation Rule for A316

- -When entering an individual Addition & Betterment, you must enter a value in all 4 fields.
- -The A&B Indicator is required when Additions & Betterments are reported.
- -The A&B Indicator must not be reported if Additions & Betterments are not reported.

3 Amount	
and a second of the standth taken is a latter to a	and had to see and a local

A&B Amoun	t	A317
	of the individual addition and betterment added to original cost of the equipment	o or subtracted
Data is Confi Clone.	dential. Value does not carry forward for Single Cl	one / Multi-
•	ues for A317	
Minimum	Maximum 9999999	
Validation R		
-When enter	ing an individual addition & betterment; A&B Date (A318), A&B Pos/Neg Ind (A316), and A&B Amoun	· ·
NOTES:		
applied to	d-marked cars, report the sum of all additions and the car. This value is for record keeping purposes preport Ledger Value.	
<ul> <li>For private interchange</li> </ul>	e Cars report the additions and betterments as qui ge Rule 107 for determination of settlement value ns are costs of all new components applied subsect	
the car Bettern equipm	was built or rebuilt and carried in the capital investments are costs of all improvements of component through the substitution of superior parts for	stment account. s of existing
•	uent to the date the car was built of rebuilt. cted unit cars report the total Truck Location A for	r all units in the
A&B Date Do	one	A319
	he individual addition and betterment	//015
	dential. Value does not carry forward for Single Cl	one / Multi-
Clone.	,	
Range of Val		
Minimum	Maximum	
1/1/1900 Validation R	12/31/9999	
-When ei	ntering an individual Addition & Betterment, you r e in all 4 fields.	nust enter a
-Addition (BLD	and Betterment Date Done cannot be earlier than T).	n Built Date
-Addition	is & Betterments Date Done cannot be later than t	oday's date.
A&B Type		A318
	ndividual addition and betterment as defined by R	
Data is Confi Clone.	dential. Value does not carry forward for Single Cl	one / Multi-
	/alues for A318	
	eneral - Capitalized Additions and Betterments	
V	n-transit heater applied to car. Includes renewal in When installed coincidental with construction of ca	ar, the amount
INIT II	harged to Capital Account for such installation ma nitial load of historical A&B amount as of Umler 4. ate	
REFR N to	Ace Aechanical refrigerating systems or thermostatical emperature device (including power equipment). ' oincidental with construction or Rule 88 rebuild, t harged to Capital Account for such installation ma	When installed he amount
Validation R	ule for A318 equipment, only one Individual A&B Type can ha	-
-When ei	ntering an individual Addition & Betterment, you r e in all 4 fields.	nust enter a
	Car Management	

# Car Management

#### **Pool Number**

Unique number used to indicate the grouping of equipment for a particular

A128

A316

P001



# Р

Data Specifi	cation Manual
purpose Used for Transportation Codes. Affects Rating. This element is not eligible for Input. Value does not carry forward for Equipment Group Change / Add Back.	U       Restricted by AAR or Owner         W       Restricted Due to Wheels         X       Restricted Due to Scrap or Early Warning         Z       Restricted Due to Umler Conflict (Not Valid for User Input)         NOTES:
Pool Control TCPC	For further explanation reference Appendix D.2.     The explanation reference Appendix D.2.
Pool Control	<ul> <li>The assignment of the Transportation Codes S_, SX, XA, XZ and YA generate the Rate Indicator Code 6 to the CHARM file to zero (0) rate the car hire and</li> </ul>
System Generated Field. Used for Transportation Codes. This element is not	mileage rate.
eligible for Input, Output or Query.	
NOTES:	Sys Gen Routing Inst TCGR
<ul> <li>For further explanation reference Appendices C and E.</li> </ul>	The routing instruction generated by the system
User Routing Instructions TCUR	System Generated Field. Used for Transportation Codes. This element is not eligible for Input.
	NOTES:
The routing instruction reported by the user	For further explanation reference Appendix E.5.
Used for Transportation Codes. Permissible Values for TCUR	
2 Trailer Service Rule 2	Loading Authority Fleet Status B597
G Contaminated commodity service	Identifies when a car is listed on a fleet in the Loading Authority application
M Mark canceled O Owner requested return U Unassigned equipment NOTES:	System Generated Field. This element is not eligible for Input. Value does not carry forward for Single Clone / Multi-Clone. Permissible Values for B597 Y Yes
<ul> <li>For further explanation reference Appendix E.</li> </ul>	S Suspended
Under Trensmertetion Code	NOTES:
Umler Transportation Code TCOD	<ul> <li>When equipment is on a fleet the Loading Authority (LA) application will update the flag to 'Y – Yes'. When equipment is removed from a fleet the</li> </ul>
The type of assigned service, empty routing or restriction of the equipment	LA application will remove the 'Y – Yes'.
System Generated Field. Used for Transportation Codes. This element is not eligible for Input.	When equipment is on a LA fleet that is suspended the LA application will
NOTES:	update the flag to 'S – Suspended'. When the equipment is on a LA fleet that
For further explanation reference Appendix E.	is no longer suspended the LA application will update the flag to 'Y – Yes'.
· · · · · · · · · · · · · · · · · · ·	
Transportation Cond Code TCCD	
The AAR or FRA interchange restriction code	Train Service
System Generated Field. Used for Transportation Codes. This element is not	Restricted Speed Empty B180
eligible for Input.	Describes the maximum restricted speed the equipment can travel when empty
NOTES: • For further explanation reference Appendix E.	······································
	Range of Values for B180
Mechanical Restriction TCME	Minimum Maximum
User reported or system generated type of mechanical restriction	5 95
Used for Transportation Codes.	
Permissible Values for TCME	Restricted Speed Loaded B181
S Scrap	Describes the maximum restricted speed the equipment can travel when loaded
X AAR Interchange Restriction	
Y FRA Interchange Prohibited	Range of Values for B181
NOTES:	Minimum Maximum
For further explanation reference Appendix D.1	5 95
	Shove Car to Rest B189
Mech Restriction Reason TCMR	
The explanation of the Mechanical Restriction (TCME)	Identifies the car must be moved to rest by locomotive Permissible Values for B189
Used for Transportation Codes.	Y Yes
Permissible Values for TCMR	
A Restricted Due to Age (Over 40-AAR, Over 50-FRA)	Shove Adj. Car to Rest B188
B Restricted Due to Air Brakes	Identifies the adjacent car must be shoved to rest by locomotive
C Restricted Due to Axles	Permissible Values for B188
D Restricted Due to Couplers and Couplers Parts	Y Yes
F Restricted Due to Couplers Yokes G Restricted Due to Draft Gears	
J Restricted Due to Journal Bearing and Journal Lubrication	Train Position Sensitive B211
N Restricted Due to Trucks	Indicates there is a physical reason, limiting its position on a train
P Restricted Due to Truck Side Frames	Permissible Values for B211
T Restricted Due to Trucks Bolsters	

Т Restricted Due to Trucks Bolsters

Y Yes

Mandatory Sector Se = Affects Rating **End of Train Only** 

AAR RP-2001)

Yes

Yes

**Check Trailing Tonnage** 

γ

Υ

А В

Permissible Values for B277

Permissible Values for B044

**Curve Negotiate Exception** 

Permissible Values for B178

**Cooper Rating Exception** 

# Umler

B553

**B554** 

## **Data Specification Manual**

B277

B044

B178

B273

Braking Ratio (B551).

- When reported, the Owner-Provided Loaded Net Braking Ratio will be used in PTC stopping distance calculations.
- A change in value for the following elements will cause the Owner-Provided Loaded Net Braking Ratio to reset to blank:
- Rebuilt Date (RBDT)
- Gross Rail Load/Weight (A266)
- Equipment Type Code (UMET)
- Empty/Load Device Eqpd (B075)

#### **Empty Braking Ratio**

Indicates calculated empty braking ratio per AAR Specifications in place on built			
or rebuilt date (in percent).			
System Generated Field. This element is not eligible for input.			

#### Range of Values for B553

- Minimum Maximum
- 15.0 38.0

Minimum Maximum

38.0

NOTES:

15.0

- Empty Braking Ratio is determined as follows;:
  - o If Built Date (BLDT) or Rebuilt Date (RBDT) is less than 1/1/1972, then Empty Braking Ratio will be set to blank.

#### Describes the cooper rating (weight distribution model of the equipment), for **Owner-Provided Empty Braking Ratio** use in movement across bridges Indicates an owner supplied alternate empty braking ratio (in percent). Range of Values for B554

#### Permissible Values for B273 **Excessive Cooper Rating** Α

- В Cooper Rating in Excess of E66

B275

B551

Describes equipment containing nonstandard dimension

Restrictive Curve Negotiability, Section 2.1.4 of M-1001

Does not meet all Chapter XI Curving Requirements

Indicates the equipment must be placed at the end of the train (including per

Indicates the equipment has restrictions on trailing tonnage

Describes the requirement for negotiating a curve

#### Permissible Values for B275

**Clearance Exception** 

- Excessive Outside Extreme Height (A185) Α
- В Excessive Outside Extreme Width (A186)
- D All other unique clearance issues
- F Exceeds Plate Code (A046) F at plug door top retainer

#### Validation Rule for B275

- -All Box Cars built or rebuilt on or after April 1, 2016 with a Plate Code (A046) of G must report a Clearance Exception
- -Clearance Exception can only be reported when Plate Code (A046) is G

#### Loaded Net Braking Ratio

Indicates calculated minimum loaded net braking ratio per AAR Specificati place on built or rebuilt date (in percent).	ons in
System Generated Field. This element is not eligible for input. Permissible Values for B551	
<ul> <li>- 11.0</li> <li>- 8.5</li> <li>NOTES:</li> <li>If Built Date (BLDT) or Rebuilt Date (RBDT) is less than 1/1/1972, the Loaded Net Braking Ratio will be set to blank.</li> <li>If Built Date (BLDT) or Rebuilt Date (RBDT) is greater than or equal to 1/1/2004, or if Equipment Type Code (UMET) begins with "Q" or "S", Loaded Net Braking Ratio is 11.0%.</li> <li>For all other equipment, Loaded Net Braking Ratio is 8.5%.</li> </ul>	)
Owner-Provided Loaded Net Braking Ratio B	552
Indicates an alternate minimum loaded net braking ratio provided by own percent).	er (in
Range of Values for B552	

#### Minimum Maximum

- 8.5 14.0
- NOTES:

Owner may enter a documented alternative minimum loaded net braking ratio in this field that is greater than the system calculated Loaded Net

#### NOTES: Owner may enter a documented alternative minimum loaded net braking ratio in this field that is greater than the system calculated Loaded Net

- Braking Ratio (B551). • When reported, the Owner-Provided Loaded Net Braking Ratio will be used in PTC stopping distance calculations.
- A change in value for the following elements will cause the Owner-Provided Loaded Net Braking Ratio to reset to blank:
- Rebuilt Date (RBDT)
- Gross Rail Load/Weight (A266)
- Equipment Type Code (UMET)
- Empty/Load Device Eqpd (B075)

# **Truck Components**

Axle S	B020			
The di	•			
Affect				
Permissible Values for B020				
53	53 Inches			
54	54 Inches			
55	55 Inches			
60	60 Inches			
61	61 Inches			
62	62 Inches			
63	63 Inches			
64	64 Inches			
65	65 Inches			
66	66 Inches			
68	68 Inches			
70	70 Inches			
71	71 Inches			
72	72 Inches			
73	73 Inches			
74	74 Inches			
76	76 Inches			
78	78 Inches			
99	Axle Space Unknown			



Data Specification Manual

B252

#### Validation Rule for B020

- Equipment with a Built Date (BLDT) on or after January 1, 1980 cannot report Axle Space Unknown

#### Truck Axle Count Mandatory

### The number of axles per truck

# Range of Values for B252

Minimum Maximum 2 3

### Validation Rule for B252

- Sum of Truck Axle Counts must equal Axle Count (A024)

Journal Size Mandatory	A147
The size of the journal bearing	•
Affects Rating	

#### Permissible Values for A147

ermissible Values for A147						
А	3-3/4 X 7	В	4-1/4 X 8	С	5 X 9	
D		Е		F	6-1/2 X 12	
G	7 X 12	К	6-1/ 2X 9	Μ	7 X 9	
alidation Dula for A147						

Validation Rule for A147

-4-axle equipment with Journal Size B and Star Code (A247) is not populated, must have Gross Rail Load (A266) of 103,000 lbs.
-4-axle equipment with Journal Size C and Star Code (A247) is not populated, must have Gross Rail Load (A266) of 142,000 lbs.
-4-axle equipment with Journal Size D and Star Code (A247) is not populated, must have Gross Rail Load (A266) of 177,000 lbs.
-4-axle equipment with Journal Size E and Star Code (A247) is not populated, must have Gross Rail Load (A266) of 220,000 lbs.
-4-axle equipment with Journal Size F or K, Star Code (A247) is not populated, and Qualification for Increased Gross Rail Load (B344) is not populated, must have Gross Rail Load (A266) of 263,000 lbs.

- -4-axle equipment with Journal Size F or K, Star Code (A247) is not populated, and Qualification for Increased Gross Rail Load (B344) of 1 or 2, must have Gross Rail Load (A266) of 286,000 lbs.
- -4-axle equipment with Journal Size G or M, Star Code (A247) is not populated, and Qualification for Increased Gross Rail Load (B344) is not populated, must have Gross Rail Load (A266) of 315,000 lbs.
   A axle equipment with Journal Size C, K or M, Star Code (A247) is not
- -4-axle equipment with Journal Size G, K, or M, Star Code (A247) is not populated, and Qualification for Increased Gross Rail Load (B344) of 1, must have Gross Rail Load (A266) of 286,000 lbs.

#### NOTES:

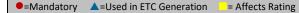
• A, B and C Journal Classes are prohibited in Interchange per Rule 90.B.4

Wheel Diameter Mandatory A29				
Wheel Diameter Mandatory				
The diameter of the wheels				
Affects Rating.				
Permissible Values for A294				
33 33 Inches 36 36 Inches 38 38 Inches				
Validation Rule for A294				
<ul> <li>Rail Load of 2 must have a Wheel Diameter of either 36 or 38 inches</li> <li>-Equipment with a Qualification for Increased Gross Rail Load (B344) of 2 and Journal Size (A147) of K must have a Wheel Diameter of 36</li> <li>-Cars with an Increased Gross Rail Load of 1 and Journal of G or M must have a Wheel Diameter of 38 inches</li> <li>-If Connected Unit Count (A020) is not reported, different Wheel Diameters cannot be reported</li> </ul>				
Stability Device Equipped B19				
Stability Device EquippedB19Indicates a stability device is present on the truck				
Indicates a stability device is present on the truck				
Indicates a stability device is present on the truck Affects Rating.				

Bolster Component ID from Component Registry
Data is Confidential. This element is not eligible for Input. Value does not carry forward for Single Clone / Multi-Clone.
Sideframe Component ID B352
Side Frame Component ID from Component Registry
Data is Confidential. This element is not eligible for Input. Value does not carry forward for Single Clone / Multi-Clone.
Wheelset Component ID B350
Component ID from Component Registry
Data is Confidential. This element is not eligible for Input. Value does not carry forward for Single Clone / Multi-Clone.

# **Draft System Components**

	Coupler Code		A057		
	Defines the equ				
	Permissible Values for A057				
	BE60AHT	Type E (Rule 16) - BE60AHT			
	BE60BHT	Type E Obsolete (Rule 16) - BE60BHT			
	BE63AHT	Type E Obsolete (Rule 16) - BE63AHT			
	BE63HT	Type E (Rule 16) - BE63HT			
	BE67HT	Type E (Rule 16) - BE67HT			
	BE68HT	Type E/F (Rule 17) - BE68HT			
	E42BEX	Type E/F (Rule 17) - E42BEX			
	E50ARE	Type E/F (Rule 17) - E50ARE			
	E50BEX	Type E/F (Rule 17) - E50BEX			
	E60CC	Type E (Rule 16) - E60CC			
	E60CE	Type E (Rule 16) - E60CE			
	E60CEX	Type E (Rule 16) - E60CEX			
	E60CHT	Type E (Rule 16) - E60CHT			
	E60CHTE	Type E (Rule 16) - E60CHTE			
	E60CHTQ	Type E (Rule 16) - E60CHTQ			
	E60DC	Type E (Rule 16) - E60DC			
	E60DE	Type E (Rule 16) - E60DE			
	E60EE	Type E (Rule 16) - E60EE			
	E61	Type E Obsolete (Rule 16) - E61			
	E67AHT	Type E (Rule 16) - E67AHT			
	E67BC	Type E (Rule 16) - E67BC			
	E67BE	Type E (Rule 16) - E67BE			
_	E67BHT	Type E (Rule 16) - E67BHT			
	E67BHTE	Type E (Rule 16) - E67BHTE			
	E67CC	Type E (Rule 16) - E67CC			
	E67CE	Type E (Rule 16) - E67CE			
	E68AHT	Type E/F Obsolete (Rule 17) - E68AHT			
	E68AHTE	Type E/F Obsolete (Rule 17) - E68AHTE			
	E68BC	Type E/F (Rule 17) - E68BC			
	E68BE	Type E/F (Rule 17) - E68BE			
	E68BHT	Type E/F (Rule 17) - E68BHT			
	E68BHTE	Type E/F (Rule 17) - E68BHTE			
	E68BHTQ	Type E/F (Rule 17) - E68BHTQ			
	E68CE	Type E/F (Rule 17) - E68CE			
	E68DE	Type E/F Obsolete (Rule 17) - E68DE			
	E69AE	Type E/F (Rule 17) - E69AE			
	E69AHTE	Type E/F (Rule 17) - E69AHTE			
	E69BE	Type E/F (Rule 17) - E69BE			
	E69CE	Type E/F (Rule 17) - E69CE			
	E69CEX	Type E/F (Rule 17) - E69CEX			
	E69HTE	Type E/F (Rule 17) - E69HTE Type E/F (Rule 17) – E69LCE			
	E69LCE EB7AHT	Type E (Rule 17) – E69LCE Type E (Rule 16) - EB7AHT			
	EF204CE	Type E/F (Rule 17) - EF204CE			
	EF204CE EF306CE	Type E/F (Rule 17) – EF204CE Type E/F (Rule 17) – EF306CE			
٦	EF511AE	Type E/F (Rule 17) - EF511AE			
	LIJIIAL				



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# Umler®

Data Specification Manual

	Data S
EF511BE	Type E/F (Rule 17) - EF511BE
EF511CE	Type E/F (Rule 17) - EF511CE
EF511DE	Type E/F (Rule 17) - EF511DE
EF511LCE	Type E/F (Rule 17) – EF511LCE Type F (Rule 17) – EF511LCE
EF511WE EF512CE	Type E/F (Rule 17) - EF511WE Type E/F (Rule 17) - EF512CE
EF512WE	Type E/F (Rule 17) - EF512WE
EF528WE	Type E/F (Rule 17) - EF528WE
EFROTARY	Type E/F Rotary - EFROTARY
EFSPEC	Type E/F Special - EFSPEC
EFUNK	Type E/F Unknown - EFUNK
EK323CE	Type E (Rule 16) - EK323CE (Long Travel)
EK324CE	Type E (Rule 16) – EK324CE (Long Travel)
ESPEC EUNK	Type E Special - ESPEC Type E Unknown - EUNK
F70BHT	Type F Obsolete (Rule 18) - F70BHT
F70BHTE	Type F Obsolete (Rule 18) - F70BHTE
F70CC	Type F (Rule 18) - F70CC
F70CE	Type F (Rule 18) - F70CE
F70CHT	Type F (Rule 18) - F70CHT
F70CHTE	Type F (Rule 18) - F70CHTE
F70DE	Type F (Rule 18) - F70DE
F70HT	Type F Obsolete (Rule 18) - F70HT
F71CHT F72HT	Type F (Rule 18) - F71CHT Type F (Rule 18) - F72HT
F73AC	Type F (Rule 18) - F73AC
F73AE	Type F (Rule 18) - F73AE
F73AHT	Type F (Rule 18) - F73AHT
F73AHTE	Type F (Rule 18) - F73AHTE
F73BE	Type F (Rule 18) - F73BE
F73HTE	Type F Obsolete (Rule 18) - F73HTE
F79BHT	Type F Obsolete (Rule 18) - F79BHT
F79BHTE F79CC	Type F Obsolete (Rule 18) - F79BHTE Type F (Rule 18) - F79CC
F79CE	Type F (Rule 18) - F79CE
F79CHT	Type F (Rule 18) - F79CHT
F79CHTE	Type F (Rule 18) - F79CHTE
F79DE	Type F (Rule 18) - F79DE
FR201E	Type F (Rule 18) Rotary - FR201E
FF205E	Type F (Rule 18) - FF205E
FF218AE	Type F (Rule 18) – FF218AE
FR205AE FR205BE	Type F (Rule 18) Rotary - FR205AE Type F (Rule 18) Rotary - FR205BE
FR205E	Type F (Rule 18) Rotary - FR205E
FR206E	Type F (Rule 18) Rotary - FR206E
FR206EA	Type F (Rule 18) Rotary - FR206EA
FR207AE	Type F (Rule 18) Rotary - FR207AE
FR207E	Type F (Rule 18) Rotary - FR207E
FR208AE	Type F (Rule 18) Rotary - FR208AE (without wear insert) Type F (Rule 18) Rotary - FR208E (with wear insert)
FR208E FR209E	Type F (Rule 18) Rotary - FR208E (with wear insert) Type F (Rule 18) Rotary - FR209E
FR301E	Type F (Rule 18) Rotary - FR301E
FR304E	Type F (Rule 18) Rotary - FR304E (with wear plate)
FR304WE	Type F (Rule 18) Rotary - FR304WE (without wear plate)
FROTARY	Type E/F Rotary - FROTARY
FSPEC	Type F Special - FSPEC
FUNK	Type F Unknown - FUNK
S700AE	Type E (Rule 16) - S700AE
SBE60CC SBE60CE	Type E (Rule 16) - SBE60CC Type E (Rule 16) - SBE60CE
SBE60DC	Type E (Rule 16) - SBE60DC
SBE60DE	Type E (Rule 16) - SBE60DE
SBE60DREX	Type E (Rule 16) - SBE60DREX
SBE60EE	Type E (Rule 16) - SBE60EE
SBE60EEX	Type E (Rule 16) - SBE60EEX
SBE67BC	Type E (Rule 16) - SBE67BC
SBE67BE	Type E (Rule 16) - SBE67BE
SBE67CC	Type E (Rule 16) - SBE67CC

i C						
	SBE67CE	Type E (Rule 16) - SBE67CE				
	SBE67CREX	Type E (Rule 16) - SBE67CREX				
	SBE67DE	Type E (Rule 16) - SBE67DE				
	SBE68BC	Type E/F (Rule 17) - SBE68BC				
	SBE68BE					
		Type E/F (Rule 17) - SBE68BE				
	SBE68CE	Type E/F (Rule 17) - SBE68CE				
	SBE68CREX	Type E/F (Rule 17) - SBE68CREX				
	SBE68DE	Type E/F (Rule 17) - SBE68DE				
	SBE68WEX	Type E/F (Rule 17) - SBE68WEX				
	SBE69AE	Type E/F (Rule 17) - SBE69AE				
	SBE69BE	Type E/F (Rule 17) - SBE69BE				
	SBE69BREX	Type E/F (Rule 17) - SBE69BREX				
	SBE69CE	Type E/F (Rule 17) - SBE69CE				
	SE60CC	Type E (Rule 16) - SE60CC				
	SEGOCE	Type E (Rule 16) - SEGOCE				
	SE60CHT	Type E (Rule 16) - SE60CHT				
	SE60CHTE	Type E (Rule 16) - SE60CHTE				
	SE60DC	Type E (Rule 16) - SE60DC				
	SE60DE	Type E (Rule 16) - SE60DE				
	SE60DEX	Type E (Rule 16) - SE60DEX				
	SE60EE	Type E (Rule 16) - SE60EE				
	SE67BC	Type E (Rule 16) - SE67BC				
	SE67BE	Type E (Rule 16) - SE67BE				
	SE67BHT	Type E (Rule 16) - SE67BHT				
	SE67BHTE	Type E (Rule 16) - SE67BHTE				
	SE67CC	Type E (Rule 16) - SE67CC				
	SE67CE	Type E (Rule 16) - SE67CE				
	SE68BC	Type E/F (Rule 17) - SE68BC				
	SE68BE	Type E/F (Rule 17) - SE68BE				
	SE68BHT	Type E/F (Rule 17) - SE68BHT				
	SE68BHTE	Type E/F (Rule 17) - SE68BHTE				
	SE68CE	Type E/F (Rule 17) - SE68CE				
	SE69AE	Type E/F (Rule 17) - SE69AE				
	SE69BE	Type E/F (Rule 17) - SE69BE				
	SE69CE	Type E/F (Rule 17) - SE69CE				
	SF70CC	Type F (Rule 18) - SF70CC				
	SF70CE	Type F (Rule 18) - SF70CE				
	SF70CHT	Type F (Rule 18) - SF70CHT				
	SF70CHTE	Type F (Rule 18) - SF70CHTE				
	SF70DE	Type F (Rule 18) - SF70DE				
	SF79CC	Type F (Rule 18) - SF79CC				
	SF79CE	Type F (Rule 18) - SF79CE				
	SF79CHT	Type F (Rule 18) - SF79CHT				
	SF79CHTE	Type F (Rule 18) - SF79CHTE				
	SF79DE	Type F (Rule 18) - SF79DE				
	Validation Rule	for A057				
	-If Rotary Co	oupler Style is reported, then Coupler Code must be a rotary				
	coupler					
		Code is a rotary coupler, then Coupler Style must be R (Rotary).				
		de of Type E Obsolete (Rule 16) can only be reported if the car				
		It or rebuilt before July 31, 2015				
		de of Type E/F Obsolete (Rule 17) can only be reported if the				
		built or rebuilt before July 31, 2015				
		de of Type F Obsolete (Rule 18) can only be reported if the car				
		It or rebuilt before July 31, 2015				
		de of FROTARY or EFROTARY cannot be reported for cars Built				
	or Rebu	illt on or after August 12, 2014.				
	NOTES:					
	<ul> <li>Obsolete: All</li> </ul>	Type D couplers are obsolete and should report code DOBS;				
	cars with this	coupler code will be restricted in interchange as discussed				
	below.					
	<ul> <li>Unknown: If</li> </ul>	the coupler code is unknown or if the code stamped on the				
		gible, the code BUNK FUNK, EFUNK, or LOCOUNK should be				
	reported.					
		as ESDEC ESDEC and EESDEC have been created to decline				
		es ESPEC, FSPEC, and EFSPEC have been created to decline				
		es that have been manufactured specifically for the equipment				
		re not listed in the attached table.				
	<ul> <li>The codes FR</li> </ul>	OTARY and EFROTARY cannot be reported for equipment Built				

= Affects Rating

# Data Specification Manual

	Data Specifica
or Rebuilt since August 12, 2014.	
Coupler Style Mandatory	B058
Describes the basic coupler design of the equipment	
Used in ETC Generation. Affects Rating. Permissible Values for B058	
B Bottom Shelf D Double Shelf	
P Plain R Rotary	
Validation Rule for B058	(DOER) connat
-If Draft System Type (B073) is H (Hydraulic) then Coupler Style be reported as M (Solid Drawbar) or L (Rotary Drawbar)	(B056) Califiot
-If Draft System Type (B073) is not Center Of Car or End Of Car,	Inches of Travel
(B061) cannot be reported	
-If Draft System Type (B073) of Center Of Car or End Of Car is re	eported then
Inches of Travel (B061) must also be reported	
Inches of Travel	B061
The number of inches a draft system will travel	
Used in ETC Generation. Affects Rating.	
Range of Values for B061	
Minimum Maximum	
1   30 Validation Rule for B061	
-If Draft System Type (B073) is not Center Of Car or End Of (	Car, Inches of
Travel (B061) cannot be reported	
-If Draft System Type (B073) of Center Of Car or End Of Car	is reported
then Inches of Travel (B061) must also be reported	with a Dwilt
<ul> <li>Inches of Travel cannot be greater than 20 for equipment v Date (BLDT) on or after January 1, 1974</li> </ul>	WILLI A BUILL
, ,	
Draft System Type Mandatory	B073
Describes the draft gear/underframe cushion type	
Used in ETC Generation. Affects Rating. Permissible Values for B073	
C Cushioning at Center of Car (COC)	
E Cushioning at End of Car (EOC)	
S Standard Draft Gear	
X Devices with less than 6 inches buff travel	
approved under AAR Standard S-060 Y Devices with 6 to 10 inches of buff travel approved	
under AAR Standard S-060	
Validation Rule for B073	
<ul> <li>If Draft System Type (B073) is Standard Draft Gear (S), Incl</li> </ul>	nes of Travel
(B061) cannot be reported	. In share of
<ul> <li>If Draft System Type (B073) is reported as C, E, X, or Y ther Travel (B061) must also be reported</li> </ul>	i incries of
- If Draft System Type (B073) of X, or Y is reported then Drai	ft Gear
Group/Cushion Unit Pocket (B562) cannot be reported	
- If Draft System Type (B073) X is reported, the Inches of Tra	. ,
value must be greater than or equal to 1 and less than - If Draft System Type (B073) Y is reported, the Inches of Tra	
value must be greater than or equal to 6 and less than	
-If Draft System Type (B073) is E then Coupler Style (B058) of	
reported as R	
-If Draft System Type (B073) is S then Draft Gear Group/Cus	
Pocket (B562) may only be A, B, C, D, E, F, G, H, J, K, L, I or Z (AAR Rule 21)	vi, in, p, q, R, S,
-If Draft System Type (B073) is E then Draft Gear Group/Cush	nion Unit Pocket
(B562) may only be EOC-1,EOC-1D, EOC-1B, EOC-2, EOC	
EOC-3, EOC-3B,EOC-4, EOC-4B, EOC-5, EOC-5D, EOC-5B,	EOC-6, EOC-6D,
EOC-6B, EOC-7, EOC-7B, EOC-8, EOC-8B, EOC-8F, EOC-9,	
9D, EOC-9E, EOC-10, EOC-10D, EOC-10B, EOC-10F, EOC- EOC 11B EOC 12 EOC 12D EOC 12B EOC 12 EOC 12B	
EOC-11B,EOC-12, EOC-12D, EOC-12B, EOC-13, EOC-13B,	EUU-14, EUU-
14B, EOC-15, EOC-15D, EOC-15B, EOC-16, EOC-16D, EOC	-16B EOC-17

EOC-24, EOC-24B, EOC-25E, EOC-26B, EOC-26F, or EOC-27D, or EOC-27E (AAR Rule 59)

1	
	Draft Gear Group/Cushion Unit Pocket B562
	Draft Gear Group/Cushion Unit Pocket value as listed in AAR Field Manual
	Interchange Rule 21 and 59
	Carry forward for Single Clone / Multi-Clone / Restencil / Add-Back / Equipment
	Group Change. Permissible Values for B562EOC-1,EOC-1D, EOC-1B, EOC-2, EOC-2D, EOC-2B, EOC-3, EOC-3B,EOC-4, EOC-4B, EOC-5, EOC-5D, EOC-5B, EOC-6, EOC-6D, EOC- 6B, EOC-7, EOC-7B, EOC-8, EOC-8B, EOC-8F, EOC-9, EOC-9B, EOC-9D, EOC-9E, EOC-10, EOC-10D, EOC-10B, EOC-10F, EOC-11, EOC-11D, EOC-11B,EOC-12, EOC-12D, EOC-12B, EOC-13, EOC-13B, EOC-14, EOC-14B, EOC-15, EOC-15D, EOC-10D, EOC-12B, EOC-13B, EOC-14B, EOC-14B, EOC-15D, EOC-15D, EOC-14B, EOC-15D, EOC-15D, EOC-14B, EOC-15D, EOC-15D, EOC-14B, EOC-15D, EOC-14B, EOC-15D, EOC-15D, EOC-15D, EOC-14B, EOC-15D, EOC-15D
1	EOC-15B, EOC-16, EOC-16D, EOC-16B, EOC-17, EOC-17D, EOC-17B, EOC-18, EOC-18D, EOC-18B, EOC-19, EOC-19B, EOC-20, EOC-20B, EOC-21, EOC-21B, EOC-22, EOC-22B, EOC-23, EOC-23B, EOC-24, EOC-24B, EOC-25E, EOC-26B, EOC-26F, EOC-27D, EOC-27E COC-1, COC-2, COC-3, COC-4, COC-5, COC-6, COC-7, COC-8 ( <i>AAR Rule 59</i> ).
	A, B, C, D, E, F, G, H, J, K, L, M, N, P, Q, R, S, Z ( <i>AAR Rule 21</i> ).
	<ul> <li>Validation Rule(s) for B562         <ul> <li>Draft Gear Group/Cushion Unit Pocket (B562) is mandatory for equipment built on or after June 13, 2019, unless Draft System Type (B073) is reported as X or Y</li> <li>If Draft Gear Group/Cushion Unit Pocket (B562) is not equal to A, B, C, D, E, F,</li> </ul> </li> </ul>
	G, H, J, K, L, M, N, P, Q, R, S, or Z, then Cushion Unit Type (B563) must be populated
	<ul> <li>-When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-6, EOC-7, EOC-7B, EOC-8B, EOC-8B, EOC-9B, EOC-9B, EOC-9D, EOC-10, EOC-10B, EOC- 10D, EOC-14, EOC-14B, EOC-18D, EOC-23, EOC-23B, EOC-24, EOC-25E, EOC-26B, or EOC-27D then the Cushion Unit Type (B563) must be 1</li> <li>When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-9E, EOC-26F,</li> </ul>
1	or EOC-27E, then the Cushion Unit Type (B563) must be 2 -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-11, EOC-12, EOC-13, EOC-13B, EOC-15, EOC-15B, EOC-15D, EOC-17D, EOC-17B, EOC- 17D, EOC-18, EOC-18B, EOC-19, EOC-19B, EOC-20, EOC-20B, EOC-21, EOC-21B, EOC-22, EOC-22B, EOC-24B, COC-3, COC-5, or COC-7 then the
	Cushion Unit Type (B563) must be 1 or 2 -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-8F or EOC- 10F then the Cushion Unit Type (B563) must be 2 or 3 -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-5, EOC-5B,
	<ul> <li>EOC-5D, EOC-6, EOC-6B, EOC-6D EOC-11B, EOC-11D, EOC-12B, EOC-12D, or COC-4 then the Cushion Unit Type (B563) must be 1, 2, or 3</li> <li>-When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-16, EOC-16B, EOC-16D, or COC-1 then the Cushion Unit Type (B563) must be 1, 2, or 4</li> <li>-When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-2B, EOC-2D, EOC-3, EOC-3B, EOC-4, EOC-4B, or COC-2 then the Cushion Unit Type (B563) must be 1, 2, 3, or 4</li> </ul>
	-When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-1, EOC-1B, EOC-1D, or EOC-2 then the Cushion Unit Type (B563) must be 1, 2, 3, 4, or S
	-When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-8 then the Cushion Unit Type (B563) must be 1, 2, 3, 4, or 5
	-When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-1D, EOC- 2,EOC-2D, EOC-2B, EOC-3, EOC-3B, EOC-5D, EOC-5D, EOC-5D, EOC-6D, EOC-7, EOC-7B, EOC-9, EOC-9B, EOC-9D, EOC-9E, EOC-10D, EOC-11, EOC- 11B, EOC-11D, EOC-12D, EOC-14,EOC-14B, EOC-15, EOC-15D, EOC-15B, EOC-16D, EOC-17D, EOC-23, EOC-23B, EOC-27D, or EOC-27E then the Inches of Travel (B061) must be 10
	-When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-16, EOC-16B, EOC-19, EOC-19B, EOC-22, EOC-22B, or EOC-25E then the inches of travel must be 12
	-When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-20 or EOC- 20B then the Inches of Travel (B061) must be 14
	-When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-1B, EOC-4, EOC-4B, EOC-6, EOC-6B, EOC-8, EOC-8B, EOC-8F, EOC-10, EOC-10B, EOC- 10F, EOC-12, EOC-12B, EOC-13, EOC-13B, EOC-17, EOC-17B, EOC-18, EOC- 18D, EOC-18B, EOC-21, EOC-21B, EOC-24, or EOC-24B then the Inches of Travel (B061) must be 15
	-When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-2, COC-3, COC-4, COC-5, COC-6, or COC-8 then the Inches of Travel (B061) must be 20
	-When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-1, and Cushion Unit Type (B563) is 1 or 2, then the Inches of Travel (B061) must be 20
	-When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-1, and Cushion Unit Type (B563) is 4, then the Inches of Travel (B061) must be 18

EOC-17D, EOC-17B, EOC-18, EOC-18D, EOC-18B, EOC-19, EOC-19B, EOC-20, EOC-20B, EOC-21, EOC-21B, EOC-22, EOC-22B, EOC-23, EOC-23B,

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### Data Specification Manual

- -When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-7, and Cushion Unit Type (B563) is 2, then the Inches of Travel (B061) must be 20
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-7, and Cushion Unit Type (B563) is 1, then the Inches of Travel (B061) must be 30
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-1 then the Inches of Travel (B061) must be 10, 12, or 15
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-26, then the Inches of Travel (B061) must be 18

#### Note:

Reference AAR Field Manual Interchange Rule(s) 21 and 59.

Cushion Unit Type B	563
Cushion Unit Type value as listed in AAR Field Manual Interchange Rule 21 59	Land
Carry forward for Single Clone / Multi-Clone / Restencil / Add-Back / Equi Group Change.	pment
Permissible Values for B563	

- 1 Type 1
- 2 Type 2
- 3 Type 3
- 4 Type 4
- 5 Type 5
- S Type S

#### Validation Rule(s) for B563

- Cushion Unit Type (B563) is mandatory for equipment built on or after June 13, 2019.
- -If Draft Gear Group/Cushion Unit Pocket (B562) is not equal to A, B, C, D, E, F, G, H, J, K, L, M, N, P, Q, R, S, or Z, then Cushion Unit Type (B563) must be populated.
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-6, EOC-7, EOC-7B, EOC-8B, EOC-8B, EOC-9B, EOC-9D, EOC-10, EOC-10B, EOC-10D, EOC-14, EOC-14B, EOC-18D, EOC-23, EOC-23B, EOC-24, EOC-25E, or EOC-26B then the Cushion Unit Type (B563) must be 1.
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-9E, EOC-26F, or EOC-27E, then the Cushion Unit Type (B563) must be 2
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-11, EOC-12, EOC-13, EOC-13B, EOC-15, EOC-15B, EOC-15D, EOC-17, EOC-17B, EOC-17D, EOC-18, EOC-19, EOC-19B, EOC-20, EOC-20B, EOC-21, EOC-21B, EOC-22, EOC-22B, EOC-24B, COC-3, COC-5, or COC-7 then the Cushion Unit Type (B563) must be 1 or 2.
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-8F or EOC-10F then the Cushion Unit Type (B563) must be 2 or 3.
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-5, EOC-5B, EOC-5D, EOC-6, EOC-6B, EOC-6D EOC-11B, EOC-11D, EOC-12B, EOC-12D, or COC-4 then the Cushion Unit Type (B563) must be 1, 2, or 3.
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-16, EOC-16B, EOC-16D, or COC-1 then the Cushion Unit Type (B563) must be 1, 2, or 4.
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-2B, EOC-2D, EOC-3, EOC-3B, EOC-4, EOC-4B, or COC-2 then the Cushion Unit Type (B563) must be 1, 2, 3, or 4.
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-1, EOC-1B, EOC-1D, or EOC-2 then the Cushion Unit Type (B563) must be 1, 2, 3, 4, or S.
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-8 then the Cushion Unit Type (B563) must be 1, 2, 3, 4, or 5.
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-1, and Cushion Unit Type (B563) is 1 or 2, then the Inches of Travel (B061) must be 20.
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-1, and Cushion Unit Type (B563) is 4, then the Inches of Travel (B061) must be 18.
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-7, and Cushion Unit Type (B563) is 2, then the Inches of Travel (B061) must be 20.
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-7, and Cushion Unit Type (B563) is 1, then the Inches of Travel (B061) must be 30.

# Note:

Reference AAR Field Manual Interchange Rule(s) 21 and 59.

Coupler	Component ID	B353		
Coupler (	Component ID from Component Registry			
	Data is Confidential. This element is not eligible for Input. Value does not carry forward for Single Clone / Multi-Clone.			
Cushioni	ng Unit Component ID	B361		
Compone	Component ID from Component Registry			
	onfidential. This element is not eligible for Input. Va ward for Single Clone / Multi-Clone	lue does not carry		

# **Unit Segment Components**

Unit Equipm	ent Group			A307
Describes the	e equipment type	e of the pla	tform	<mark>.</mark>
Affects Ratin	g.			
	Values for A307			
	Box Car	FLAT	Flat Car	
	Gondola	HOPP	Hopper	
	Intermodal Flat Vehicular Flat	TANK	Tank Car	
VFLI Validation R				
		annot be re	ported if the Conne	cted Unit Count
	20) is not reporte			
-Unit Equ	uipment Group m	ust be rep	orted if Connected L	Jnit Count (A020)
is re	ported			
Linit Tone 14/	aiaht			4200
Unit Tare W	<u> </u>			A299
-	-		npty, sometimes re	ferred to as Light
-	eported in pound	S		
-	lues for A299			
Minimum 40000	Maximum	•		
40000 Validation R	160000			
		ot he renou	ted if the Connecte	d Unit Count
	20) is not reporte	•		
•	, ,		if Connected Unit C	ount (A020) is
	orted			
-Unit Tar	e Weight for Box	cars must l	pe less than or equa	l 160,000 lbs.
-Unit Tar	e Weight for Ref	rigerators r	nust be less than or	equal 140,000 lbs.
	•		greater than 10,000	
			less than 72,000 lbs.	
	•		han VFlats with ETC	Q must be
	ter than 23,000 l			- ·
	•		han VFlats with ETC	Q must be
	than 500,000 lbs		ld up to the Total Ta	$r_{0} = M(aight (A2E0))$
-	, .		ld up to the Total Ta be reported to the	
-Onit Tar poui		value musi	be reported to the	
pour	105			
Unit Load Lin	mit			A300
The maximu	m permissible we	eight of the	commodity that car	n be loaded into the
unit segm	ent, reported in	oounds		

unit segment, reported in pounds				
Range of Values for A300				
Minimum	Maximum			
40000	275000			
Validation Rule for A300				
-Unit Load Limit must not be reported if the Connected Unit Count				
(A020) is not reported				
-Unit Load Limit must be reported if Connected Unit Count (A020) is				
report	ted			

=Mandatory

=Used in ETC Generation

= Affects Rating

# Umler®

B357

June 2024

# Data Specification Manual

Service Brake Valve CID

-Unit Segment Load Limits must add up to the Load Limit (LDLT)	
Unit Cubic Feet Capacity	A06

		1005	Component ID from Component Registry	
Unit Cubic Fee		A065	Data is Confidential. This element is not eligible for Input. Value of	loes not carry
	I interior dimensions of the unit segment in cubic feet		forward for Single Clone / Multi-Clone.	
Range of Valu				
Minimum	Maximum		Service Valve COTS Date	B564
1400	12500		Brake valve service portion recondition date	
Validation Ru	IE TOT AUGS c Feet Capacity must not be reported if the Connected Uni	+	System generated element. This element is not eligible for Input.	Value does not
	t (A020) is not reported	it.	carry forward for Single Clone / Multi-Clone.	
	c Feet Capacity requires Connected Unit Count (A020)		NOTES:	
	c Feet Capacity for Boxcars must be greater than or equal.	2000	<ul> <li>Service Valve COTS Date is system-generated from a Service Br Inspection.</li> </ul>	ake Valve
cubic			hispection.	
-Unit Cubi	c Feet Capacity for Boxcars must be less than or equal 110	00	Service Valve OEM Warranty Date	B565
cubic			Brake valve service portion Original Equipment Manufacturer war	
	c Feet Capacity for Refrigerators must be greater than or e	equal	System generated element. This element is not eligible for Input.	
	cubic feet	1 6700	carry forward for Single Clone / Multi-Clone.	
-Onit Cubi cubic	c Feet Capacity for Refrigerators must be less than or equa	10700	NOTES:	
	c Feet Capacity must add up to the Cubic Feet Capacity (AG	)67)	<ul> <li>Service Valve OEM Date is system-generated from a Service Bra</li> </ul>	ake Valve
oniceubi	erect capacity must add up to the cable rect capacity (A	507 j.	Inspection.	
Unit Inside Le	ngth	A301	Samina Value Dant Number	DECC
	gth of each unit segment		Service Valve Part Number	B566
	eet and inches on the Web. Stored in inches.		Brake valve service portion part number	(alua da a
Range of Valu			System generated element. This element is not eligible for Input.	value does not
Minimum	Maximum		carry forward for Single Clone / Multi-Clone. NOTES:	
39 ft 0 inche	s 93 ft 11 inches		<ul> <li>Service Valve Part Number is system-generated from a Service</li> </ul>	Brake Valve
Validation Ru	le for A301		Inspection.	
-Unit Insid	le Length can only be reported if Connected Unit Count (A	020) is		
repor		<b>.</b> .	Slack Adjuster CID	B359
	le Length must be reported if Connected Unit Count (A020	) is	Component ID from Component Registry	
repor	ted		Data is Confidential. This element is not eligible for Input . Value	does not carry
			forward for Single Clone / Multi-Clone.	
	Brake System Components			
Emergency Br		B354	Miscellaneous	
	-	5334		
	) from Component Registry ential. This element is not eligible for Input. Value does no	at carry	Umler Effective Date	EFDT
	for Single Clone / Multi-Clone.	JI Carry	The date the rating activity (pre-registration, modification, etc.) is	expected to
ioi wara			occur	
Emergency Va	alve COTS Date	B567	This element is not eligible for Query. Does not Carry Forward.	
	nergency portion recondition date		Validation Rule for EFDT	
	ated element. This element is not eligible for Input. Value of	loes not	-Effective Date cannot be set to more than 13 months in the futur NOTES:	e.
, ,	ward for Single Clone / Multi-Clone.	1003 1101	<ul> <li>Effective Date will default to the 1st of the following month that</li> </ul>	at equinment
NOTES:			is registered	it equipment
<ul> <li>Emergency</li> </ul>	Valve COTS Date is system-generated from a Emergency E	Brake		
Valve Inspe	ection.		Increation	
Emorgonoul	alvo OEM Warranty Dato	B568	Inspection	
	alve OEM Warranty Date		ABT Due Date (Repair Track)	DU13
	nergency portion Original Equipment Manufacturer warra		The due date of the air brake test per AAR Field Manual Rule 3	
	ated element. This element is not eligible for Input. Value o ward for Single Clone / Multi-Clone.	loes not	System Generated Field. This element is not eligible for Input. Va	lue does not
NOTES:	wara tot single clone / Wulti-Clone.		carry forward for Add Back.	
	Valve OEM Date is system-generated from a Emergency B	rake		
Valve Inspe		-	ABT 5-8 Year Due Date	DU58
			The 5-8 year due date for the air brake test (ABT) after the ABT Du	ue Date
Emergency Va	alve Part Number	B569	(Repair Track)	
Brake valve er	nergency portion part number		System Generated Field. This element is not eligible for Input. Va	lue does not
System genera	ated element. This element is not eligible for Input. Value of	does not	carry forward for Add Back.	
-	ward for Single Clone / Multi-Clone.			
NOTES:			Car Grade	CG01
<ul> <li>Emergency Valve Inspe</li> </ul>	Valve Part Number is system-generated from a Emergence	y Brake	The grading of the interior condition of the equipment	
valve mape			Value does not carry forward for Single Clone / Multi-Clone / Equ	ipment Group
			Change.	

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=Conditionally Mandatory

# Umler®

# Data Specification Manual

Data Specific	cation Manual
Permissible Values for CG01         A       A-Grade A         B       B-Grade B         C       C-Grade C         K       K-Contaminated (system generated by waybill only)	Value does not carry forward for Single Clone / Multi-Clone / Add Back. Validation Rule for DTDN - The inspection date must not be 60 days before the Build Date Inspection Due Date INDD
<ul> <li>L -Grade A/B with Exceptions</li> <li>M -Restraining Device missing or defective (Shipper/Receiver)</li> <li>R R-Dirty Equipment (Shipper Only)</li> <li>T -Car Certified Clean and Defect Free (Receiver Only)</li> <li>U U-Unfit for Lading</li> </ul>	The due date of the next inspection; used for all inspection types reported on equipment         System Generated Field. This element is not eligible for Input. Value does not carry forward for Add Back.
<ul> <li>X X-Grade A Contains Refuse</li> <li>Y Y-Grade B Contains Refuse</li> <li>Z Z-Grade C Contains Refuse</li> </ul>	Inspection Performer         PERF           The SCAC that completed the inspection; used for all inspection types reported on equipment         PERF
Car Grade Inspection Date CG02	Value does not carry forward for Single Clone / Multi-Clone / Add Back.
The date of the grading of the interior condition of the equipment	
Value does not carry forward for Single Clone / Multi-Clone / Equipment Group Change.	Inspection Reporter         REPT           The SCAC that reported the inspection; used for all inspection types reported on equipment         Value does not carry forward for Single Clone / Multi-Clone / Add Back.
Car Grade Inspection Time CG03	value does not carry forward for single clone / Multi-clone / Add back.
The time of the grading of the interior condition of the equipment	Location/SPLC SPLC
Value does not carry forward for Single Clone / Multi-Clone / Equipment Group Change.	The SPLC of the inspecting location; used for all inspection types reported on equipment
Car Grade Location SPLC CG04	Value does not carry forward for Single Clone / Multi-Clone / Add Back.
The SPLC of the grading location	Air Brake Test Device B523
Value does not carry forward for Single Clone / Multi-Clone / Equipment Group Change.	Indicates the type of test device used to perform the Air Brake Test           Value does not carry forward for Single Clone / Multi-Clone / Add Back.
Car Grade Inspection SCAC CG05	Permissible Values for B523 A Automatic (Non 4-Pressure)
The shop SCAC grading location	M Manual
Value does not carry forward for Single Clone / Multi-Clone / Equipment Group Change.	P Automatic (4-Pressure) Validation Rule for B523 -Air Brake Test Device (B523) must be reported for Air Brake Test inspection
Inspection Date Done DTDN The date the inspection was completed; used for all inspection types reported on equipment	reported on or after December 10, 2020
Insp Service Valve COTS Date         B570           Brake valve service portion recondition date         1000000000000000000000000000000000000	<ul> <li>NOTES:</li> <li>Reports of 9999 will be allowed in case the date is illegible and the valve</li> </ul>
Value does not carry forward for Single Clone / Multi-Clone / Add Back. NOTES: • Reports of 9999 will be allowed in case the date is illegible and the valve	<ul> <li>cannot be replaced immediately.</li> <li>Valid date format: MMYY</li> </ul>
cannot be replaced immediately. <ul> <li>Valid date format: MMYY</li> </ul>	Insp Emergency Valve OEM Warranty Date B574
	Brake valve emergency portion Original Equipment Manufacturer warranty date
Insp Service Valve OEM Warranty Date B571	System generated element. This element is not eligible for Input. Value does not
Brake valve service portion Original Equipment Manufacturer warranty date	carry forward for Single Clone / Multi-Clone.
<ul> <li>Value does not carry forward for Single Clone / Multi-Clone / Add Back.</li> <li>NOTES:</li> <li>Reports of 999999 will be allowed in case the date is illegible and the valve cannot be replaced immediately.</li> <li>Valid date format: MMYYYY</li> </ul>	<ul> <li>NOTES:</li> <li>Reports of 999999 will be allowed in case the date is illegible and the valve cannot be replaced immediately.</li> <li>Valid date format: MMYYYY</li> </ul>
	Insp Emergency Valve Part Number B575
Insp Service Valve Part Number B572	Brake valve emergency portion part number
Brake valve service portion part number Value does not carry forward for Single Clone / Multi-Clone / Add Back.	System generated element. This element is not eligible for Input. Value does not carry forward for Single Clone / Multi-Clone.
Insp Emergency Valve COTS Date BE72	Insp Service Valve Location Mandatory B576
	Brake valve service portion location
	. Value does not carry forward for Single Clone / Multi-Clone.
	Insp Service Valve Location Mandatory         B576           Brake valve service portion location         •



### Data Specification Manual

B577

Insp Emergency Valve Location Mandatory

Brake valve emergency portion location reported on an emergency brake valve inspection

Value does not carry forward for Single Clone / Multi-Clone.

Data Specification Manual

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Pool Control (TCPC) User Routing Instructions (TCUR) Umler Transportation Code (TCCD) Transportation Cond Code (TCCD) Mechanical Restriction (TCME) Mech Restriction Reason (TCMR) Sys Gen Routing Inst (TCGR) Loading Authority Fleet Status (B597) <b>Train Service</b> Restricted Speed Empty (B180) Restricted Speed Loaded (B181) Shove Car to Rest (B189) Shove Car to Rest (B188) Train Position Sensitive (B211) End of Train Only (B277) Check Trailing Tonnage (B044) Curve Negotiate Exception (B178) Cooper Rating Exception (B178) Cooper Rating Ratio (B551) Empty Braking Ratio (B551) Empty Braking Ratio (B553) Owner-Provided Empty Braking Ratio (B554) <b>Truck Components</b> Axles Spacing Distance (B020) Truck Axle Count (B252) Journal Size (A147) Wheel Diameter (A294) Stability Device Equipped (B199) Bolster Component ID (B352) Wheelset Component ID (B352) Coupler Style (B058)	50 51 51 51 51 51 51 51 51 51 51 51 51 51
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Pool Control (TCPC)         User Routing Instructions (TCUR)         Umler Transportation Code (TCCD)         Transportation Cond Code (TCCD)         Mechanical Restriction (TCME)         Mech Restriction Reason (TCMR)         Sys Gen Routing Inst (TCGR)         Loading Authority Fleet Status (B597)         Train Service         Restricted Speed Empty (B180)         Restricted Speed Loaded (B181)         Shove Adj. Car to Rest (B188)         Shove Adj. Car to Rest (B188)         Train Position Sensitive (B211)         End of Train Only (B277)         Check Trailing Tonnage (B044)         Curve Negotiate Exception (B178)         Cooper Rating Exception (B273)         Clearance Exception (B273)         Clearance Exception (B273)         Clearance Exception (B273)         Owner-Provided Empty Braking Ratio (B551)         Empty Braking Ratio (B553)         Owner-Provided Empty Braking Ratio (B554)         Truck Components         Axles Spacing Distance (B020)         Truck Axle Count (B252)         Journal Size (A147)         Wheel Diameter (A294)         Stability Device Equipped (B199)         Bolster Component ID (B351)         Sideframe Component ID (B352)	50 51 51 51 51 51 51 51 51 51 51 51 51 51
Pool Control (TCPC)         User Routing Instructions (TCUR)         Umler Transportation Code (TCCD)         Transportation Cond Code (TCCD)         Mechanical Restriction (TCME)         Mech Restriction Reason (TCMR)         Sys Gen Routing Inst (TCGR)         Loading Authority Fleet Status (B597)         Train Service         Restricted Speed Empty (B180)         Restricted Speed Loaded (B181)         Shove Car to Rest (B188)         Shove Adj. Car to Rest (B188)         Train Position Sensitive (B211)         End of Train Only (B277)         Check Trailing Tonnage (B044)         Curve Negotiate Exception (B178)         Cooper Rating Exception (B273)         Clearance Exception (B275)         Loaded Net Braking Ratio (B551)         Empty Braking Ratio (B553)         Owner-Provided Empty Braking Ratio (B554)         Truck Components         Axles Spacing Distance (B020)         Truck Axle Count (B252)         Journal Size (A147)         Wheel Diameter (A294)         Stability Device Equipped (B199)         Bolster Component ID (B351)         Sideframe Component ID (B351)         Sideframe Component ID (B352)         Wheelset Component ID (B350)         Draft Syst	50 51 51 51 51 51 51 51 51 51 51 51 51 51
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Pool Control (TCPC)         User Routing Instructions (TCUR)         Umler Transportation Code (TCCD)         Transportation Cond Code (TCCD)         Mechanical Restriction (TCME)         Mech Restriction Reason (TCMR)         Sys Gen Routing Inst (TCGR)         Loading Authority Fleet Status (B597)         Train Service         Restricted Speed Empty (B180)         Restricted Speed Loaded (B181)         Shove Car to Rest (B188)         Shove Adj. Car to Rest (B188)         Train Position Sensitive (B211)         End of Train Only (B277)         Check Trailing Tonnage (B044)         Curve Negotiate Exception (B178)         Cooper Rating Exception (B273)         Clearance Exception (B275)         Loaded Net Braking Ratio (B551)         Empty Braking Ratio (B553)         Owner-Provided Empty Braking Ratio (B554)         Truck Components         Axles Spacing Distance (B020)         Truck Axle Count (B252)         Journal Size (A147)         Wheel Diameter (A294)         Stability Device Equipped (B199)         Bolster Component ID (B351)         Sideframe Component ID (B351)         Sideframe Component ID (B352)         Wheelset Component ID (B350)         Draft Syst	50 51 51 51 51 51 51 51 51 51 51 51 51 51

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# Data Specification Manual

Cushioning Unit Component ID (B361)56 Unit Segment Components
Unit Equipment Group (A307)
Unit Tare Weight (A299)
Unit Load Limit (A300)
Unit Cubic Feet Capacity (A065)
Brake System Components
Emergency Valve COTS Date (B567)
Emergency Valve OEM Warranty Date (B568)
Emergency Valve Part Number (B569)
Service Brake Valve CID (B357)57
Service Valve COTS Date (B564)57
Service Valve OEM Warranty Date (B565)57
Service Valve Part Number (B566)
Slack Adjuster CID (B359)
Miscellaneous
Commercial Owner CIF (B049)57
Commercial Lessee CIF (B048)57
Umler Effective Date (EFDT)
Inspection
ABT Due Date (Repair Track) (DU13)57
ABT 5-8 Year Due Date (DU58)57
Car Grade (CG01)57
Car Grade Inspection Date (CG02)57
Car Grade Inspection Time (CG03)57
Car Grade Location SPLC (CG04)57
Car Grade Inspection SCAC (CG05)57
Inspection Date Done (DTDN)57
Inspection Due Date (INDD)
Inspection Performer (PERF)
Inspection Reporter (REPT)
Location/SPLC (SPLC)
Air Brake Test Device (B523)
Insp Service Valve COTS Date (B570)
Insp Service Valve OEM Warranty Date (B571)58 Insp Service Valve Part Number (B572)58
Insp Service Valve Part Number (B572)
Insp Emergency Valve COTS Date (B573)
Insp Emergency Valve Part Number (B575)
Insp Enlegency valve Part Number (B375)
Insp Emergency Valve Location (B576)
hisp Emergency valve cocation (6577)



B403

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# **Data Specification Manual**

	General	
Status Code Mandatory		USCD

#### Identifies the current operational state

#### Does not Carry Forward.

Permissible Values for USCD

- I INACTIVE
- ACTIVE PRE-REGISTERED Ρ

NOTES:

А

- · For Restencil and Clone process the initial Status of a car should be Pre-Registered.
- All Add-Back processes should initially set the Status to Pre-Registered
- A Pre-registered car will automatically have its Status changed to Active for the initial change when TRAIN detects three (3) movements on the car
- If the Status changes to Active due to movement and the car was created from a Restencil, the Prior Equipment ID (PRID) or source car will have its status changed to Inactive automatically by Umler

Equipment ID	0001
The equipment stenciled number	
Validation Rule for 0001	

-Equipment Number must not be larger than 6 digits (i.e., 999999) NOTES:

- Equipment ID includes the mark and number stenciled on the equipment. Marks can be up to 4 characters and number up to 6 digits (i.e., ABCD999999).
- Up to 500 cars can be added or updated in a transaction.
- When adding an equipment record, ensure that Prior Equipment ID (PRID) is reported, unless the equipment is new.

Mechanica	al Designation Mandatory	UMMD
Equipment	t description without physical dimensions	
Used in ET	C Generation. Used for Transportation Codes.	
Permissibl	e Values for UMMD	
GB	Gondola-Flat Bottom	
GBR	Gondola-Flat Bottom with Roof	
GBS	Gondola-Flat Bottom, Specially Equipped	
GBSR	Gondola-Flat Bottom with Roof, Specially Equipped	
GS	Gondola-Drop Bottom	
GSS	Gondola-Drop Bottom, Specially Equipped	
GT	Gondola-High Sides and Ends-for Unloading in	
	Dumping Machines Only	
GTR	Gondola-High Sides and Ends, with Roof	
GTS	Gondola-High Sides and Ends, Specially Equipped	
GWS	Gondola-Well, Specially Equipped	
GWSR	Gondola-Well with Roof, Specially Equipped	
LG	Gondola-Special Design for demountable containers	
MW	MoW - Miscellaneous	
MWD	MoW - Side Dump Cars	
MWGN	MoW - Gondola	
	LT - Code	
Equipmen	t Type Code	UMET
An alpha n	umeric code that describes the physical attributes of equ	ipment
System Ge	nerated Field. This element is not eligible for Input.	
NOTES:		
	Refer to Appendix I for More information Regarding FTC G	oporation

Please Refer to Appendix I for More information Regarding ETC Generation

Maint of Way Service Type

Identifies equipment Maintenance Of Way function Value does not carry forward for Equipment Group Change.

- Permissible Values for B403
- C2 Crane / Boom Support Car
- F4 Flat-Wheel Sets

Т8 Track Geometry Car

Validation Rule for B403

- Maint of Way Service Type can only be listed on records where the Equipment Group (0002) or Pseudo Equipment Group (B547) is listed as MISC

Group (0002) of Pseudo Equipment Group (B547) is listed as Mis	L
Built Date Mandatory	BLDT
The date the construction of the equipment is complete	•
Data is Confidential. Used for Transportation Codes. Affects Rating	g. Value does
not carry forward for Single Clone / Multi-Clone. Range of Values for BLDT	
Minimum Maximum	
1/1/1900 12/31/9999	
Validation Rule for BLDT	
-Built Date must be within the last 99 years	
-Built Date must not be in the future for equipment in Active St	
<ul> <li>-Prior and target equipment's Built Date (BLDT) must match for restenciling</li> </ul>	
-Built Date cannot be updated within 30 days of the End of Serv	vice
Date (B078)	
NOTES:	
<ul> <li>Data is public for railroad marked equipment.</li> </ul>	
• For connected unit cars report the oldest car in the set.	
Rebuilt / ILS Date	RBDT
The date the re-construction of the equipment is complete	
Data is Confidential. Value does not carry forward for Single Clone	/ Multi-
Clone.	
Range of Values for RBDT	
<u>Minimum</u> Maximum 1/1/1900 12/31/9999	
Validation Rule for RBDT	
-Rebuilt/Increased Life Service Date must be after the Built Dat	e (BLDT)
-Rebuilt Date must not be more than 70 years after the Built Da	ate (BLDT)
-Rebuilt Date is required for Extended Service Code (A096) 1, 2,	, or 3 for
Increased Life Service	r Dobuilt
<ul> <li>-Rebuilt Date is required for Extended Service Code (A096) R fo or V for 65 years of service</li> </ul>	r Rebuilt,
-If Rebuilt Date is reported then the Extended Service Code (A0	96) must
be reported as R for Rebuilt, V, 1, 2, or 3 for Increased Life	Service
NOTES:	
Railroad cars applicable only to cars meeting status as provide	
Accounting Rules, and the AAR Mechanical Interchange Rule 88, Manual.	Office
<ul> <li>Private cars applicable to all cars meeting AAR Mechanical International Control of the cars and the cars</li></ul>	erchange
Rule 88, Section C, Office Manual and Sections A and B of the Fie	
For connected unit cars report the oldest car in the set. Do not report the oldest car in the set.	eport Rebuilt
Date unless car has been approved by the AAR.	
Rebuilt Flag	RBFL
Identifies the equipment is nearing its end of life cycle	THE F
Data is Confidential. System Generated Field. This element is not e	eligible for
Input.	0
Permissible Values for RBFL	
N No Y Yes	
Owner Mandatory	UMOW
Primary reporting mark of the railroad or private company owning	-
Value does not carry forward for Single Clone / Multi-Clone / Single	
Multi-Restencil.	•

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### **Data Specification Manual**

<ul> <li>Report the primary reporting mark of the railroad or private compar owning the car. When car's lease or lien is held by a bank, trust hold</li> </ul>	V Last Update Date	
capital lease company, etc. not having an assigned mark, report the		
reporting mark affiliated with the stenciled reporting mark.	System Generated Field. This element is not eligible for Input.	
Equipment Group Mandatory	0002 Equipment Add Date	
Identifies the various major car types	Date the reporting mark and number was added to the Umler system	
Used for Transportation Codes. Affects Rating.	System Generated Field. This element is not eligible for Input.	
Lessee	LESE Status Change Peason	
The reporting mark of the company leasing the equipment Value does not carry forward for Single Clone / Multi-Clone / Single Re	Identifies the reason for the current operational state	
Multi-Restencil.	System Generated Field. This element is not eligible for Input. Does not Forward.	
Validation Rule for LESE	Permissible Values for USCR	
-Umler Owner (UMOW) and Lessee are not allowed to be equal	I Initial Load	
-Lessee cannot be a child reporting mark	M Movement	
NOTES:	O Status Changed Manually	
In order to assign privately marked cars to a pool, a railroad reportir		
must be reported.	NOTES:	
M-1-1	If movement is detected on equipment, status is changed to Active.	
Maintenance Party	If an equipment record is changed to Active, any prior equipment rec	
The parent reporting mark of the company responsible for the mainter repairs of the equipment	ance and placed in Inactive status.	
Does not Carry Forward.	Status Change Date	
	Identifies the effective date of the current operational state	
Mark Owner Category	B201 System Generated Field. This element is not eligible for Input. Does not	
The company that owns the stenciled mark on the car	Forward.	
System Generated Field. This element is not eligible for Input. Value d		
carry forward for Single Restencil / Multi-Restencil / Equipment	Group Extended Service Mandatory	
Change / Add Back. Permissible Values for B201	A code indicating the eligibility of an increase to the life cycle	
B US Private	Used for Transportation Codes. Value does not carry forward for Single	
C Canadian Private	Multi-Clone.	
F Foreign Private	Permissible Values for A096	
H Canadian Class II	1 1st ILS Inspection, additional 5 years of Service	
I Canadian Class I	2 2nd ILS Inspection, additional 5 years of service (10 years total)	
J Mexican Class I	<ul> <li>3 3rd ILS Inspection, additional 5 years of service (15 years total)</li> <li>C Built New between January 1, 1964 - June 30, 1974, Certified for</li> </ul>	
K Canadian Class III	Years of Service, Built New Before July 1, 1974 & Received AAR V	
M Mexican Private	E Built new from July 1,1974, Qualified for 50 Years Service	
N US Private Steamship	N Built Before January 1, 1964, Qualified for 40 Years Service	
O Canadian Private Steamship	R Rule 88, Rebuilt cars	
P Mexican Private Steamship Q Foreign Private Steamship	U Built between January 1, 1964 - June 30, 1974, Qualified for 40 Y	
Q Foreign Private Steamship R US Class II Railroad	eligible for certification for 50 Years Service	
U US Class I Railroad	V Car is certified (FRA Waiver & AAR) for 65 years of service from c	
V US Class III Railroad	built new from January 1, 1964	
W Mexican Class II Railroad	Validation Rule for A096	
<ul><li>W Mexican Class II Railroad</li><li>Y Mexican Class III Railroad</li></ul>	Validation Rule for A096 -If Rebuilt Date (RBDT) is reported, then the Extended Service Code ( must be reported as R for Rebuilt, V, 1, 2, or 3 for Increased Life	
Y Mexican Class III Railroad	Validation Rule for A096 -If Rebuilt Date (RBDT) is reported, then the Extended Service Code ( must be reported as R for Rebuilt, V, 1, 2, or 3 for Increased Life Service	
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<ul> <li>Y Mexican Class III Railroad</li> <li>NOTES:</li> <li>This value is stored in the Umler Database for informational purpose retrieved from the Roadmark Registry.</li> </ul>	<ul> <li>Validation Rule for A096         <ul> <li>If Rebuilt Date (RBDT) is reported, then the Extended Service Code (must be reported as R for Rebuilt, V, 1, 2, or 3 for Increased Life Service</li> <li>Extended Service Code of C cannot be reported if the car was built b January 1, 1964 or on/after July 1, 1974</li> <li>Extended Service Code of E cannot be reported if the car was built b July 1, 1974</li> </ul> </li> </ul>	
<ul> <li>Y Mexican Class III Railroad</li> <li>NOTES:</li> <li>This value is stored in the Umler Database for informational purpose retrieved from the Roadmark Registry.</li> <li>Prior Equipment ID</li> </ul>	<ul> <li>Validation Rule for A096         <ul> <li>If Rebuilt Date (RBDT) is reported, then the Extended Service Code (must be reported as R for Rebuilt, V, 1, 2, or 3 for Increased Life Service</li> <li>Extended Service Code of C cannot be reported if the car was built b January 1, 1964 or on/after July 1, 1974</li> <li>Extended Service Code of E cannot be reported if the car was built b July 1, 1974</li> </ul> </li> <li>PRID</li> </ul>	
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<ul> <li>Y Mexican Class III Railroad</li> <li>NOTES:</li> <li>This value is stored in the Umler Database for informational purpose retrieved from the Roadmark Registry.</li> <li>Prior Equipment ID</li> <li>The previous reporting mark and number of the equipment</li> <li>Value does not carry forward for Single Clone / Multi-Clone.</li> <li>Validation Rule for PRID         <ul> <li>-Prior and target equipment's Built Date (BLDT) must match</li> <li>-The Prior Equipment ID (0001) must belong to the same or compa</li> </ul> </li> </ul>	<ul> <li>Validation Rule for A096         <ul> <li>If Rebuilt Date (RBDT) is reported, then the Extended Service Code (must be reported as R for Rebuilt, V, 1, 2, or 3 for Increased Life Service</li> <li>Extended Service Code of C cannot be reported if the car was built b January 1, 1964 or on/after July 1, 1974</li> <li>Extended Service Code of E cannot be reported if the car was built b July 1, 1974</li> <li>Extended Service Code of N cannot be reported if the car was built on/after January 1, 1964</li> <li>Extended Service Code of U cannot be reported if the car was built January 1, 1964 or on/after July 1, 1974</li> </ul> </li> <li>NOTES:         <ul> <li>Extended to calculate Ead of Service Date (8078)</li> </ul> </li> </ul>	
<ul> <li>Y Mexican Class III Railroad</li> <li>NOTES:</li> <li>This value is stored in the Umler Database for informational purpose retrieved from the Roadmark Registry.</li> <li>Prior Equipment ID</li> <li>The previous reporting mark and number of the equipment</li> <li>Value does not carry forward for Single Clone / Multi-Clone.</li> <li>Validation Rule for PRID         <ul> <li>-Prior and target equipment's Built Date (BLDT) must match</li> <li>-The Prior Equipment ID (0001) must belong to the same or compa Equipment Group (0002) as the current car initial and number</li> </ul> </li> </ul>	<ul> <li>Validation Rule for A096         <ul> <li>If Rebuilt Date (RBDT) is reported, then the Extended Service Code (must be reported as R for Rebuilt, V, 1, 2, or 3 for Increased Life Service</li> <li>Extended Service Code of C cannot be reported if the car was built b January 1, 1964 or on/after July 1, 1974</li> <li>Extended Service Code of E cannot be reported if the car was built b July 1, 1974</li> <li>Extended Service Code of N cannot be reported if the car was built on/after January 1, 1964</li> <li>Extended Service Code of U cannot be reported if the car was built b January 1, 1964 or on/after July 1, 1974</li> </ul> </li> <li>PRID</li> <li>PRID</li> <li>Protection Service Code of U cannot be reported if the car was built b January 1, 1964 or on/after July 1, 1974</li> <li>NOTES:         <ul> <li>Value is used to calculate End of Service Date (B078).</li> </ul> </li> </ul>	
<ul> <li>Y Mexican Class III Railroad</li> <li>NOTES:</li> <li>This value is stored in the Umler Database for informational purpose retrieved from the Roadmark Registry.</li> <li>Prior Equipment ID</li> <li>The previous reporting mark and number of the equipment</li> <li>Value does not carry forward for Single Clone / Multi-Clone.</li> <li>Validation Rule for PRID         <ul> <li>Prior and target equipment's Built Date (BLDT) must match</li> <li>The Prior Equipment ID (0001) must belong to the same or compa</li> </ul> </li> </ul>	<ul> <li>Validation Rule for A096         <ul> <li>If Rebuilt Date (RBDT) is reported, then the Extended Service Code (must be reported as R for Rebuilt, V, 1, 2, or 3 for Increased Life Service</li> <li>Extended Service Code of C cannot be reported if the car was built b January 1, 1964 or on/after July 1, 1974</li> <li>Extended Service Code of E cannot be reported if the car was built b July 1, 1974</li> <li>Extended Service Code of N cannot be reported if the car was built on/after January 1, 1964</li> <li>Extended Service Code of U cannot be reported if the car was built January 1, 1964 or on/after July 1, 1974</li> <li>Notes:                 <ul> <li>Value is used to calculate End of Service Date (B078).</li> <li>Rebuilt Date (RBDT) is required for Extended Service Code (A096) R for Rebuilt, or V for 65 years service.</li> <li>Rebuilt Date (RBDT) is required for Extended Service Code (A096) 1, 2</li> <li>Rebuilt Date (RBDT) is required for Extended Service Code (A096) 1, 2</li> <li>Rebuilt Date (RBDT) is required for Extended Service Code (A096) 1, 2</li> <li>Rebuilt Date (RBDT) is required for Extended Service Code (A096) 1, 2</li> <li>Rebuilt Date (RBDT) is required for Extended Service Code (A096) 1, 2</li> </ul> </li> </ul> </li> </ul>	

equipment records to share inspections and transaction history.

**End of Service Date** 

Input.

Indicates the date of the end of equipment life



B137

B062

## **Data Specification Manual**

B078

	NOTES:
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- Subject to Zero-Rating, goes into effect 30 days after Conflict Status occurs
- Subject to Restricted in Interchange, goes into effect 90 days after Conflict Status occurs
- Subject to Deletion, goes into effect 365 days after Conflict Status occurs

## NOTES:

Data becomes non-confidential two years prior to End of Service Date.

Data is Confidential. System Generated Field. This element is not eligible for

### **Do Not Load After B590** Equipment should not be loaded after date shown in the element Data is Confidential Validation Rules for B590 -Do Not Load After (B590) cannot be updated thirty days prior to the date shown in the element. -Do Not Load After (B590) cannot be updated within thirty days of the End of Service Date (B078). -Do Not Load After (B590) date cannot be on or after the End of Service (E date NOTES: The element will be initially populated by End of Service (B078) minus days Data becomes non-confidential thirty days prior to the Do Not Load Aft (B590) date. **Equipment Identification** Unique equipment identifier regardless of stenciled mark System Generated Field. This element is not eligible for Input. NOTES: Specify the Prior ID (PRID) on equipment records to ensure the historica lineage is preserved. Equipment with the same EIN share history and inspections. **Info Conflict Status** Indicates that an Informational Conflict exists on the Equipment record System Generated Field. This element is not eligible for Input. Value doe carry forward for Single Clone / Multi-Clone. **Conflict Status** B Identifies the escalation level of equipment in active conflict System Generated Field. Affects Rating. This element is not eligible for In Value does not carry forward for Add Back. Permissible Values for B050 1 Subject to Zero-Rating 2 Subject to Restricted in Interchange 3 Subject to Deletion NOTES Subject to Zero-Rating, goes into effect 30 days after Conflict Status occ Subject to Restricted in Interchange, goes into effect 90 days after Con-Status occurs Subject to Deletion, goes into effect 365 days after Conflict Status occu **Date of Original Conflict** R The date the equipment was originally placed in the current conflict System Generated Field. This element is not eligible for Input. **Next Conflict Status** B135 Minimum 0 Identifies the next escalation level of an equipment in active conflict System Generated Field. This element is not eligible for Input. Value does not carry forward for Add Back. Permissible Values for B135 1 Subject to Zero-Rating

## **Notice Indicator**

## Identifies equipment in error in Umler Notice Management

System Generated Field. This element is not eligible for Input.

## **Conflict Status Next Date**

#### The date the conflict status will be escalated

System Generated Field. This element is not eligible for Input. Value does not carry forward for Add Back.

B078)	Rate Indicator		A070
	Indicates the r	ate type applicable to the unit	
30	element	ated Field. Used for Transportation Codes. Affect is not eligible for Input. Does not Carry Forward.	s Rating. This
fter	Permissible Va 0 Zero-F	alues for A070 Rated Due to Conflict Errors	
		e Mileage Rate	
		e Car Owner Designated Rate	
EINN		Rated - Scrap (S ,SX), AAR Overage (XA), FRA Over	age (YA),
		Conflict - CHR 1/Tarriff 6007 (XZ). Zero-Rated Pri	0 1 1
	Electio	on to Zero Rate [See Private Zero Rate (B150)].	
	M Railro	ad Market Rate	
cal		Rated Railroad Market Rate Due to Conflict Errors	
201	NOTES:		
		o-rated, correction of conflicts will reinstate the a	ppropriate rate
	indicator co	dde.	
B355	Drivete Zere D		B150
	Private Zero R		
es not		vate car is subject to contractual agreement, nulli	ying mileage
	rates		
	Affects Rating Permissible Va		
B050	Y Yes		
	NOTES:		
nput.			
	• hepotting	generates nate material (Abro) value o una a z	cro rate.
	TTX Hourly Ra	te	B212
	Time Charge-T	he TTX hourly rate for the equipment	
	Data is Confid	ential. This element is not eligible for Query.	
	Range of Valu	es for B212	
curs	Minimum	Maximum	
nflict	0	9	
	Validation Ru		
urs	-TTX Hourly ra	te can only be set on TTX owned Equipment.	
B063	TTX Mileage R	date	B213
		e-The TTX mileage rate for the equipment	DEIG
		ential. This element is not eligible for Query.	

## Range of Values for B213

Maximum 1

#### Validation Rule for B213

-TTX Mileage rate can only be set on TTX owned Equipment.

## **First Movement Date**

The first movement date under the stenciled mark of the equipment This element is not eligible for Input. Does not Carry Forward.

Mandatory ▲=Used in ETC Generation = Affects Rating

Subject to Restricted in Interchange

Subject to Deletion

2

3

USAT

## Umler®

Data Specification Manual

	Data Specifica
Equipment Add Company	B083
The reporting mark of the company that added the equipment	
System Generated Field. This element is not eligible for Input.	
Registration Reason	B174
The code indicating the reason this equipment is added	
Does not Carry Forward. Permissible Values for B174 A Add-Back N New P Pending Restencil R Restencil	
r rending Restericii in Restericii	
Restencil Program Ind	B177
Identifies the equipment is under a restencil program	
Permissible Values for B177 Y Yes	
Delete Reason Code	B064
A code that designates the reason the equipment has been deleted	1
Value does not carry forward for Add Back.	
Permissible Values for B064	
A Restenciled	
D Destroyed or wrecked L Lease terminated, removed from fleet	
L Lease terminated, removed from fleet P Retired unserviceable beyond economic repair	
R Rebuilt	
S Sold Serviceable	
W Over age retired for dismantling	
Y Error, reporting did not exist	
Z Other	
<ul> <li>Equipment record is incomplete and has a missing wheelset components association. Refer to AAR Field Manual Rule 44 for industry requipment Group of Single Clone / Multi-Clone.</li> <li>Validation Rule for B544 <ul> <li>-A Wheelset Component ID is required for each applicable location equipment built on or after January 1, 2016</li> <li>-A Wheelset Component ID is required for each applicable location equipment rebuilt on or after January 1, 2016 and Gross Rait is greater than 268,000 lbs</li> </ul> </li> <li>NOTES: <ul> <li>A "Y" will be system generated if the equipment is active and the Wheelset CID's required is not equal to the Axle Count (A024) or equipment</li> <li>Validation rule applies to equipment that has been in Active stat days</li> </ul> </li> <li>Pseudo Equipment Group Equipment needs to be identified as a miscellaneous record while r all elements linked to the original equipment group System Generated Field. Permissible Values for B547 MISC Miscellaneous</li></ul>	irements ue does not on on on on il Load (A266) e number of n the cus for 60 B547
Weight	
Gross Rail Load/Weight Mandatory	A266
The maximum permissible weight on rail of the equipment and the reported in pounds	load,
Affects Rating. Range of Values for A266 Minimum Maximum	

160000	2835000
100000	2033000

Validation Rule for A266

-Gross Rail Load must be equal to the Load Limit (LDLT) plus the Tare Weight (A259)

## NOTES:

Use Table 1 below to determine Gross Rail Load, if Qualification for Increased Gross Rail Load (B344) does not exist.

Load per Axle	Gross Rail Load for 4-
	axle Equipment
25,750 lbs.	103,000 lbs.
35,500 lbs.	142,000 lbs.
44,250 lbs.	177,000 lbs.
55,000 lbs.	220,000 lbs.
65,750 lbs.	263,000 lbs.
78,750 lbs.	315,000 lbs.
71,500 lbs.	263,000 lbs.
78,750 lbs.	315,000 lbs.
	25,750 lbs. 35,500 lbs. 44,250 lbs. 55,000 lbs. 65,750 lbs. 78,750 lbs. 71,500 lbs.

Use Table 2 below to determine Gross Rail Load for 4-axle equipment if Qualification for Increased Gross Rail Load (B344) exists.

TABLE 2 - Qualification for Increased Gross Rail Load (B344)	Journal Size	Gross Rail Load
1	K - 6 1/2" x 9"	286,000 lbs.
1	G – 7" x 12"	286,000 lbs.
1	M – 7" x 9"	286,000 lbs.
2	F - 6 1/2" x 12"	286,000 lbs.
2	K - 6 1/2" x 9"	286,000 lbs.
3	F - 6 1/2" x 12"	268,000 lbs.
3	K - 6 1/2" x 9"	268,000 lbs.

- For multi-unit equipment, report the total gross rail load for the entire set.
- Refer to Field Manual Rule 70 if additional information is required.

A Gross Rail Load less than the listed or calculated values may be entered; however:

- Star Code (A247) must be R or S, and
- Load Limit (LDLT) must also be reduced, ensuring Tare Weight (A259) plus Load Limit (LDLT) equals the reported Gross Rail Load.

For equipment having two or more different journal sizes, see following examples:

Example for Drawbar Connected:

- A 3-unit drawbar connected car has 12 axles.
- The end units (Locations A and B) each have 4 axles with E 6" x 11" journals.
- The intermediate unit (Locations C) has 4 axles with F 6 1/2" x 12" journals

Using TABLE 1, the Gross Rail Load would be:

8 ea. E-6" x 11" journal axles X 55,000 lbs. per axle = 440,000 lbs. + 4 ea. F-6 1/2" x 12" journal axles X 65,750 lbs. per axle = 263,000 lbs. Gross Rail Load = 703,000 lbs.

Example for Articulated Connected:

- A 5-unit articulated intermodal car has 6 trucks (12 axles).
- The end trucks (Locations A and B) each have 2 axles with E 6" x 11" journals.
- The intermediate trucks (Locations C, D, E, and F) each have 2 axles with G  $\,$  7" x 12" journals

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## **Data Specification Manual**

Light

Using TABLE 1, the Gross Rail Load would be:

4 ea. E-6" x 11" journal axles X 55,000 lbs. per axle = 220,000 lbs. + 8 ea. G-7" x 12" journal axles X 78,750 lbs. per axle = 630,000 lbs. Gross Rail Load = 850,000 lbs.

Tare Weight Mandatory
The equipment weight on rail when empty, sometimes referred to as
Weight, reported in pounds
Affects Rating.

#### Range of Values for A259 Minimum Maximum

30000 1350000

## Validation Rule for A259

- Tare Weight (A259) of GOND with a blank Connected Unit Count (A020 must contain values between 30,000 lbs. and 150,000 lbs.

- -Tare Weight (A259) of GOND where Connected Unit Count (A020) is 2, must contain values between 60,000 lbs. and 300,000 lbs.
- -Tare Weight (A259) of GOND where Connected Unit Count (A020) is 3, must contain values between 90,000 lbs. and 450,000 lbs.
- -Tare Weight (A259) of GOND where Connected Unit Count (A020) is 4, must contain values between 120,000 lbs. and 600,000 lbs.
- -Tare Weight (A259) of GOND where Connected Unit Count (A020) is 5, must contain values between 150,000 lbs. and 750,000 lbs.
- -Tare Weight (A259) of GOND where Connected Unit Count (A020) is 6, must contain values between 180,000 lbs. and 900,000 lbs.
- -Tare Weight (A259) of GOND where Connected Unit Count (A020) is 7, must contain values between 210,000 lbs. and 1,050,000 lbs.
- Tare Weight (A259) of GOND where Connected Unit Count (A020) is 8, must contain values between 240,000 lbs. and 1,200,000 lbs.
- -Tare Weight (A259) of GOND where Connected Unit Count (A020) is 9, must contain values between 270,000 lbs. and 1,350,000 lbs.
- Tare Weight (A259) value must be reported to the nearest 100 pounds Weighing Date (A288).

## NOTES:

NOTES:

- Do not report an average Tare Weight for car series, except for Pre-Registered cars
- When cars are made active, the actual Tare Weight must be recorded

Load Limit Ma	ndatory	LDLT	
The maximum permissible weight of the commodity that can be loaded into the			
equipment, reported in pounds			
Used in ETC Generation. Affects Rating.			
Range of Values for LDLT			
Minimum	Maximum		
70000	2565000		
Validation Rul	e for LDLT		
-Load Limit (LDLT) of GOND with a blank Connected Unit Count (A020),			
must contain values between 70,000 lbs. and 285,000 lbs.			
-Load Limit (LDLT) of GOND where Connected Unit Count (A020) is 2, must			
contain values between 140,000 lbs. and 570,000 lbs.			
-Load Limit (LDLT) of GOND where Connected Unit Count (A020) is 3, must			
contain values between 210,000 lbs. and 855,000 lbs.			
-Load Limit (LDLT) of GOND where Connected Unit Count (A020) is 4, must			
contain values between 280,000 lbs. and 1,140,000 lbs.			
-Load Limit (LDLT) of GOND where Connected Unit Count (A020) is 5, must			
contain values between 350,000 lbs. and 1,425,000 lbs.			
-Load Limit (LDLT) of GOND where Connected Unit Count (A020) is 6, must			
contain values between 420,000 lbs. and 1,710,000 lbs.			
	t (LDLT) of GOND where Connected Unit Count (A020)	is 7, must	
	n values between 490,000 lbs. and 1,995,000 lbs.		
	t (LDLT) of GOND where Connected Unit Count (A020)	is 8, must	

- contain values between 560,000 lbs. and 2,280,000 lbs.
- -Load Limit (LDLT) of GOND where Connected Unit Count (A020) is 9, must contain values between 630,000 lbs. and 2,565,000 lbs.

• For connected unit cars report the sum of the load limits for all units in the set.

S.       Weighing Status Mandatory       A28         S.       Indicates the weight information is an estimate or an actual measurement       Indicates the weight information is an estimate or an actual measurement         A259       Value does not carry forward for Single Clone / Multi-Clone.         Permissible Values for A289       A Actual         E       Estimated         V       Verified correct Tare Weight         X       Tare Weight subject to verification (System Generated)         Validation Rule for A289       -         -Equipment cannot be within a series of 10 with identical Tare Weights (A255 refer to Appendix P for further information on resolving tare weight conflit         .020),       -When Status Code changes to Active or Inactive Weighing Status must be reported as Actual (A) or Verified (V) within 60 days of Status Code changes         52,       Weighing Date       A28         The date the equipment was actually weighed       Value does not carry forward for Single Clone / Multi-Clone.         83,       The date the equipment was actually weighed         Value does not carry forward for Single Clone / Multi-Clone.       Range of Values for A288         Minimum       Maximum         1/1/1900       12/31/9999         Validation Rule for A288
A259       Indicates the weight information is an estimate or an actual measurement         A259       Value does not carry forward for Single Clone / Multi-Clone.         Permissible Values for A289       A         A       Actual         E       Estimated         V       Verified correct Tare Weight         X       Tare Weight subject to verification (System Generated)         Validation Rule for A289       -Equipment cannot be within a series of 10 with identical Tare Weights (A259 refer to Appendix P for further information on resolving tare weight conflicter to Appendix P for further information on resolving tare weight conflicter to Appendix P for further information on resolving tare weight conflicter to Appendix P for further information on resolving tare weight conflicter to Appendix P for further information on resolving tare weight conflicter to Appendix P for further information on resolving tare weight conflicter to Appendix P for further information on resolving tare weight conflicter to Appendix P for further information on resolving tare weight conflicter to Appendix P for further information on resolving tare weight conflicter to Appendix P for further information on resolving tare weight conflicter to Appendix P for further information on resolving tare weight conflicter to Appendix P for further information on resolving tare weight conflicter to Appendix P for further information on resolving tare weight conflicter to Appendix P for further information on resolving tare weight conflicter to Appendix P for A288         3,       The date the equipment was actually weighed       A28         5,       Minimum       Maximum
<ul> <li>Permissible Values for A289 <ul> <li>A Actual</li> <li>E Estimated</li> <li>V Verified correct Tare Weight</li> <li>X Tare Weight subject to verification (System Generated)</li> </ul> </li> <li>Validation Rule for A289 <ul> <li>Equipment cannot be within a series of 10 with identical Tare Weights (A255 refer to Appendix P for further information on resolving tare weight conflit</li> <li>When Status Code changes to Active or Inactive Weighing Status must be reported as Actual (A) or Verified (V) within 60 days of Status Code changes</li> </ul> </li> <li>Weighing Date A288 <ul> <li>Weighing Date</li> <li>A288</li> <li>The date the equipment was actually weighed</li> </ul> </li> <li>Value does not carry forward for Single Clone / Multi-Clone.</li> <li>Range of Values for A288 <ul> <li>If Weighing Date is reported the Tare Weight (A259) must be reported</li> <li>When Weighing Date is reported then Weighing Status (A289) must be / (Actual) or V (Verified)</li> <li>If Weighing Date must be on or before the current date</li> <li>Weighing Date cannot be before Built / Rebuilt date</li> </ul> </li> <li>desired</li> <li>Cubic Feet Capacity Mandatory A065</li> <li>The maximum interior cubic feet capacity of the equipment 4</li> </ul>
Permissible Values for A289         A       Actual         E       Estimated         V       Verified correct Tare Weight         X       Tare Weight subject to verification (System Generated)         Validation Rule for A289       -Equipment cannot be within a series of 10 with identical Tare Weights (A259 refer to Appendix P for further information on resolving tare weight conflic         20),       -When Status Code changes to Active or Inactive Weighing Status must be reported as Actual (A) or Verified (V) within 60 days of Status Code change         7       Weighing Date       A28         7       The date the equipment was actually weighed       Value does not carry forward for Single Clone / Multi-Clone.         7       Range of Values for A288       Minimum       Maximum         1/1/1900       12/31/9999       Validation Rule for A288         -If Weighing Date is reported the Tare Weight (A259) must be reported       -When Weighing Date is reported then Weighing Status (A289) must be / (Actual) or V (Verified)         8       -If Weighing Date must be on or before the current date       -Weighing Date cannot be before Built / Rebuilt date         8       ft       Cubic Feet Capacity Mandatory       A06         9       Veighing Date cannot be before Built / Rebuilt date       40         9       Veighing Date cannot be before Built / Rebuilt date       40
Final Actual         E       Estimated         V       Verified correct Tare Weight         X       Tare Weight subject to verification (System Generated)         Validation Rule for A289       -Equipment cannot be within a series of 10 with identical Tare Weights (A259 refer to Appendix P for further information on resolving tare weight conflict         20),       -When Status Code changes to Active or Inactive Weighing Status must be reported as Actual (A) or Verified (V) within 60 days of Status Code changes         7       Weighing Date       A28         7       The date the equipment was actually weighed       Value does not carry forward for Single Clone / Multi-Clone.         7       Range of Values for A288       Minimum       Maximum         1/1/1900       12/31/9999       Validation Rule for A288       -If Weighing Date is reported the Tare Weight (A259) must be reported         7       -When Weighing Date is reported the Tare Weighing Status (A289) must be / (Actual) or V (Verified)       -If Weighing Date must be reported then Weighing Status (A289) must be / (Actual) or V (Verified)         8       -If Weighing Date must be on or before the current date       -Weighing Date must be on or before the current date         7       Weighing Date cannot be before Built / Rebuilt date       -Weighing Date cannot be before Built / Rebuilt date         8       If       Cubic Feet Capacity Mandatory       A06
<ul> <li>V Verified correct Tare Weight</li> <li>X Tare Weight subject to verification (System Generated)</li> <li>Validation Rule for A289         <ul> <li>Equipment cannot be within a series of 10 with identical Tare Weights (A259 refer to Appendix P for further information on resolving tare weight conflict</li> <li>When Status Code changes to Active or Inactive Weighing Status must be reported as Actual (A) or Verified (V) within 60 days of Status Code changes</li> <li>Weighing Date</li> <li>A28</li> <li>The date the equipment was actually weighed</li> <li>Value does not carry forward for Single Clone / Multi-Clone.</li> <li>Range of Values for A288</li> <li>Minimum</li> <li>Maximum</li> <li>1/1/1900</li> <li>12/31/9999</li> </ul> </li> <li>Validation Rule for A288</li> <li></li></ul>
X Tare Weight subject to verification (System Generated) Validation Rule for A289 -Equipment cannot be within a series of 10 with identical Tare Weights (A255 refer to Appendix P for further information on resolving tare weight conflie -When Status Code changes to Active or Inactive Weighing Status must be reported as Actual (A) or Verified (V) within 60 days of Status Code change Weighing Date A28 The date the equipment was actually weighed Value does not carry forward for Single Clone / Multi-Clone. Range of Values for A288 Minimum Maximum 1/1/1900 12/31/9999 Validation Rule for A288 -If Weighing Date is reported the Tare Weight (A259) must be reported -When Weighing Date is reported then Weighing Status (A289) must be / (Actual) or V (Verified) -If Weighing Status (A289) is A (Actual) or V (Verified correct Tare Weight then Weighing Date must be reported -Weighing Date must be on or before the current date -Weighing Date cannot be before Built / Rebuilt date s if Cubic Feet Capacity Mandatory A06 The maximum interior cubic feet capacity of the equipment 4 Used in ETC Generation. Range of Values for A067
Validation Rule for A289         -Equipment cannot be within a series of 10 with identical Tare Weights (A259 refer to Appendix P for further information on resolving tare weight conflit         0),       -When Status Code changes to Active or Inactive Weighing Status must be reported as Actual (A) or Verified (V) within 60 days of Status Code change         Weighing Date       A28         The date the equipment was actually weighed       Value does not carry forward for Single Clone / Multi-Clone.         Range of Values for A288       Minimum         Minimum       Maximum         1/1/1900       12/31/9999         Validation Rule for A288       -If Weighing Date is reported the Tare Weight (A259) must be reported         -When Weighing Date is reported then Weighing Status (A289) must be / (Actual) or V (Verified)         -If Weighing Status (A289) is A (Actual) or V (Verified correct Tare Weight then Weighing Date must be reported         -Weighing Date must be on or before the current date         -Weighing Date must be on or before the current date         -Weighing Date cannot be before Built / Rebuilt date         s if       Cubic Feet Capacity Mandatory         A06       The maximum interior cubic feet capacity of the equipment         Used in ETC Generation.       Range of Values for A067
<ul> <li>-Equipment cannot be within a series of 10 with identical Tare Weights (A255 refer to Appendix P for further information on resolving tare weight conflie</li> <li>-When Status Code changes to Active or Inactive Weighing Status must be reported as Actual (A) or Verified (V) within 60 days of Status Code changes</li> <li>Weighing Date</li> <li>A28</li> <li>The date the equipment was actually weighed</li> <li>Value does not carry forward for Single Clone / Multi-Clone.</li> <li>Range of Values for A288</li> <li>Minimum</li> <li>Maximum</li> <li>1/1/1900</li> <li>12/31/9999</li> <li>Validation Rule for A288</li> <li>-If Weighing Date is reported the Tare Weight (A259) must be reported</li> <li>-When Weighing Date is reported then Weighing Status (A289) must be / (Actual) or V (Verified)</li> <li>-If Weighing Date is reported then Weighing Status (A289) must be / (Actual) or V (Verified)</li> <li>-If Weighing Date must be on or before the current date</li> <li>-Weighing Date cannot be before Built / Rebuilt date</li> <li>s if</li> <li>Cubic Feet Capacity Mandatory</li> <li>A06</li> <li>The maximum interior cubic feet capacity of the equipment</li> <li>Used in ETC Generation.</li> <li>Range of Values for A067</li> </ul>
0), -When Status Code changes to Active or Inactive Weighing Status must be reported as Actual (A) or Verified (V) within 60 days of Status Code change Weighing Date A28 The date the equipment was actually weighed Value does not carry forward for Single Clone / Multi-Clone. Range of Values for A288 <u>Minimum Maximum</u> 1/1/1900 12/31/9999 Validation Rule for A288 -If Weighing Date is reported the Tare Weight (A259) must be reported -When Weighing Date is reported then Weighing Status (A289) must be / (Actual) or V (Verified) -If Weighing Status (A289) is A (Actual) or V (Verified correct Tare Weight then Weighing Date must be reported -Weighing Date must be on or before the current date -Weighing Date cannot be before Built / Rebuilt date s if Cubic Feet Capacity Mandatory A06 The maximum interior cubic feet capacity of the equipment 4 Used in ETC Generation. Range of Values for A067
reported as Actual (A) or Verified (V) within 60 days of Status Code change         Weighing Date       A28         The date the equipment was actually weighed       Value does not carry forward for Single Clone / Multi-Clone.         Range of Values for A288       Minimum         Minimum       Maximum         1/1/1900       12/31/9999         Validation Rule for A288       -If Weighing Date is reported the Tare Weight (A259) must be reported         -When Weighing Date is reported the Weighing Status (A289) must be / (Actual) or V (Verified)         -If Weighing Status (A289) is A (Actual) or V (Verified correct Tare Weight then Weighing Date must be reported         -Weighing Date cannot be before Built / Rebuilt date         s if       Cubic Feet Capacity Mandatory         A06         The maximum interior cubic feet capacity of the equipment       4         Used in ETC Generation.         Range of Values for A067
Weighing Date       A28         The date the equipment was actually weighed       Value does not carry forward for Single Clone / Multi-Clone.         Range of Values for A288       Minimum         1/1/1900       12/31/9999         Validation Rule for A288       -If Weighing Date is reported the Tare Weight (A259) must be reported         -When Weighing Date is reported the Weighing Status (A289) must be / (Actual) or V (Verified)         -If Weighing Status (A289) is A (Actual) or V (Verified correct Tare Weight then Weighing Date must be reported         -Weighing Date must be on or before the current date         -Weighing Date cannot be before Built / Rebuilt date         s if       Cubic Feet Capacity Mandatory         A06         The maximum interior cubic feet capacity of the equipment       4
Weighing Date       A28         The date the equipment was actually weighed       Value does not carry forward for Single Clone / Multi-Clone.         Range of Values for A288       Minimum       Maximum         1/1/1900       12/31/9999       Validation Rule for A288         - If Weighing Date is reported the Tare Weight (A259) must be reported       -When Weighing Date is reported then Weighing Status (A289) must be / (Actual) or V (Verified)         - If Weighing Status (A289) is A (Actual) or V (Verified correct Tare Weight then Weighing Date must be reported       -Weighing Date must be on or before the current date         - Weighing Date cannot be before Built / Rebuilt date       Status (A280)       A06         The maximum interior cubic feet capacity of the equipment       40         Used in ETC Generation.       Range of Values for A067
The date the equipment was actually weighed         Value does not carry forward for Single Clone / Multi-Clone.         Range of Values for A288         Minimum       Maximum         1/1/1900       12/31/9999         Validation Rule for A288         -If Weighing Date is reported the Tare Weight (A259) must be reported         -When Weighing Date is reported then Weighing Status (A289) must be / (Actual) or V (Verified)         -If Weighing Status (A289) is A (Actual) or V (Verified correct Tare Weight then Weighing Date must be reported         -Weighing Date must be on or before the current date         -Weighing Date cannot be before Built / Rebuilt date         Stif         Cubic Feet Capacity Mandatory         A06         The maximum interior cubic feet capacity of the equipment         Used in ETC Generation.         Range of Values for A067
Value does not carry forward for Single Clone / Multi-Clone.         Range of Values for A288         Minimum       Maximum         1/1/1900       12/31/9999         Validation Rule for A288         -If Weighing Date is reported the Tare Weight (A259) must be reported         -When Weighing Date is reported then Weighing Status (A289) must be / (Actual) or V (Verified)         -If Weighing Status (A289) is A (Actual) or V (Verified correct Tare Weight then Weighing Date must be reported         -Weighing Date must be on or before the current date         -Weighing Date cannot be before Built / Rebuilt date         Stif         Cubic Feet Capacity Mandatory         A06         The maximum interior cubic feet capacity of the equipment         Used in ETC Generation.         Range of Values for A067
Range of Values for A288         Minimum       Maximum         1/1/1900       12/31/9999         Validation Rule for A288
Minimum         Maximum           1/1/1900         12/31/9999           Validation Rule for A288           -If Weighing Date is reported the Tare Weight (A259) must be reported           -When Weighing Date is reported then Weighing Status (A289) must be / (Actual) or V (Verified)           -If Weighing Status (A289) is A (Actual) or V (Verified correct Tare Weight then Weighing Date must be reported           -Weighing Date must be on or before the current date           -Weighing Date cannot be before Built / Rebuilt date           if         Cubic Feet Capacity Mandatory         A06           The maximum interior cubic feet capacity of the equipment         4           Used in ETC Generation.         Range of Values for A067
1/1/1900       12/31/9999         Validation Rule for A288         -If Weighing Date is reported the Tare Weight (A259) must be reported         -When Weighing Date is reported then Weighing Status (A289) must be / (Actual) or V (Verified)         -If Weighing Status (A289) is A (Actual) or V (Verified correct Tare Weight then Weighing Date must be reported         -Weighing Date must be on or before the current date         -Weighing Date cannot be before Built / Rebuilt date         if Cubic Feet Capacity Mandatory         A06         The maximum interior cubic feet capacity of the equipment         Used in ETC Generation.         Range of Values for A067
Validation Rule for A288         -If Weighing Date is reported the Tare Weight (A259) must be reported         -When Weighing Date is reported then Weighing Status (A289) must be A (Actual) or V (Verified)         -If Weighing Status (A289) is A (Actual) or V (Verified correct Tare Weight then Weighing Date must be reported         -Weighing Date must be on or before the current date         -Weighing Date cannot be before Built / Rebuilt date         if         Cubic Feet Capacity Mandatory         A06         The maximum interior cubic feet capacity of the equipment         Used in ETC Generation.         Range of Values for A067
<ul> <li>If Weighing Date is reported the Tare Weight (A259) must be reported</li> <li>When Weighing Date is reported then Weighing Status (A289) must be A (Actual) or V (Verified)</li> <li>If Weighing Status (A289) is A (Actual) or V (Verified correct Tare Weight then Weighing Date must be reported</li> <li>Weighing Date must be on or before the current date</li> <li>Weighing Date cannot be before Built / Rebuilt date</li> <li>If Cubic Feet Capacity Mandatory</li> <li>A06</li> <li>The maximum interior cubic feet capacity of the equipment</li> <li>Used in ETC Generation.</li> <li>Range of Values for A067</li> </ul>
<ul> <li>-When Weighing Date is reported then Weighing Status (A289) must be A (Actual) or V (Verified)</li> <li>-If Weighing Status (A289) is A (Actual) or V (Verified correct Tare Weight then Weighing Date must be reported</li> <li>-Weighing Date must be on or before the current date</li> <li>-Weighing Date cannot be before Built / Rebuilt date</li> <li>if</li> <li>Cubic Feet Capacity Mandatory</li> <li>A06</li> <li>The maximum interior cubic feet capacity of the equipment</li> <li>Used in ETC Generation.</li> <li>Range of Values for A067</li> </ul>
<ul> <li>-If Weighing Status (A289) is A (Actual) or V (Verified correct Tare Weight then Weighing Date must be reported</li> <li>-Weighing Date must be on or before the current date</li> <li>-Weighing Date cannot be before Built / Rebuilt date</li> <li>if</li> <li>Cubic Feet Capacity Mandatory</li> <li>A06</li> <li>The maximum interior cubic feet capacity of the equipment</li> <li>Used in ETC Generation.</li> <li>Range of Values for A067</li> </ul>
then Weighing Date must be reported -Weighing Date must be on or before the current date -Weighing Date cannot be before Built / Rebuilt date if Cubic Feet Capacity Mandatory A06 The maximum interior cubic feet capacity of the equipment Used in ETC Generation. Range of Values for A067
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if Cubic Feet Capacity Mandatory A06 The maximum interior cubic feet capacity of the equipment Used in ETC Generation. Range of Values for A067
Cubic Feet Capacity Mandatory       A06         The maximum interior cubic feet capacity of the equipment       Image: Cubic feet capacity of the equipment         Used in ETC Generation.       Range of Values for A067
The maximum interior cubic feet capacity of the equipment Used in ETC Generation. Range of Values for A067
Used in ETC Generation. Range of Values for A067
Range of Values for A067
Minimum Maximum
Minimum         Maximum           400         79200
T NOTES:
• For connected unit cars report the sum of all units cubic capacity.
Plate Codes A, B, C, E, F, G are applicable to Gondolas
Star Code A24
Indicates a reduction of the Load Limit (LDLT) of the equipment per AAR Rule
Affects Rating.
Permissible Values for A247
R Body Capacity less than Truck Capacity
st S Reduced Load Limit
Validation Rule for A247
263,000 lbs. when Journal Size is A, B, C, D, or E
263,000 lbs. when Journal Size is A, B, C, D, or E -Journal Sizes having Star Code of S must have a Gross Weight that is less
st -Journal Sizes having Star Code of S must have a Gross Weight that is less than the calculated Gross Weight with rounding applied
<ul> <li>263,000 lbs. when Journal Size is A, B, C, D, or E</li> <li>-Journal Sizes having Star Code of S must have a Gross Weight that is less than the calculated Gross Weight with rounding applied</li> <li>UnStarred 4 Axle Cars reporting Increased Gross Rail Load (IGRL) of 2 or must have a Gross Weight greater than or equal to 264,000 lbs.</li> </ul>
263,000 lbs. when Journal Size is A, B, C, D, or E         st       -Journal Sizes having Star Code of S must have a Gross Weight that is less than the calculated Gross Weight with rounding applied         st       -UnStarred 4 Axle Cars reporting Increased Gross Rail Load (IGRL) of 2 or must have a Gross Weight greater than or equal to 264,000 lbs.         st       -Starred 4 axle cars with IGRL of 1 must have a Wheel Size of 36 inches
263,000 lbs. when Journal Size is A, B, C, D, or E         st         -Journal Sizes having Star Code of S must have a Gross Weight that is less than the calculated Gross Weight with rounding applied         st         -UnStarred 4 Axle Cars reporting Increased Gross Rail Load (IGRL) of 2 or must have a Gross Weight greater than or equal to 264,000 lbs.         st         -Starred 4 axle cars with IGRL of 1 must have a Wheel Size of 36 inches when Gross Weight is less than 286,000 lbs.
263,000 lbs. when Journal Size is A, B, C, D, or E         -Journal Sizes having Star Code of S must have a Gross Weight that is less than the calculated Gross Weight with rounding applied         st       -UnStarred 4 Axle Cars reporting Increased Gross Rail Load (IGRL) of 2 or must have a Gross Weight greater than or equal to 264,000 lbs.         st       -Starred 4 axle cars with IGRL of 1 must have a Wheel Size of 36 inches when Gross Weight is less than 286,000 lbs.         st       -Starred 4 Axle Cars with Increased Gross Rail Load (IGRL) reported must
263,000 lbs. when Journal Size is A, B, C, D, or E         -Journal Sizes having Star Code of S must have a Gross Weight that is less than the calculated Gross Weight with rounding applied         t       -UnStarred 4 Axle Cars reporting Increased Gross Rail Load (IGRL) of 2 or must have a Gross Weight greater than or equal to 264,000 lbs.         t       -Starred 4 axle cars with IGRL of 1 must have a Wheel Size of 36 inches when Gross Weight is less than 286,000 lbs.         t       -Starred 4 Axle Cars with Increased Gross Rail Load (IGRL) reported must have a Journal Size of K, G, or M
t       263,000 lbs. when Journal Size is A, B, C, D, or E         t       -Journal Sizes having Star Code of S must have a Gross Weight that is less than the calculated Gross Weight with rounding applied         t       -UnStarred 4 Axle Cars reporting Increased Gross Rail Load (IGRL) of 2 or must have a Gross Weight greater than or equal to 264,000 lbs.         t       -Starred 4 axle cars with IGRL of 1 must have a Wheel Size of 36 inches when Gross Weight is less than 286,000 lbs.         t       -Starred 4 Axle Cars with Increased Gross Rail Load (IGRL) reported must

AAR qualification for increased Rail Load Code designating AAR approval for operating 4-axle equipment at a gross rail load greater than 263,000 lbs per



## Gondola

## **Data Specification Manual**

## AAR Rule 88

## Permissible Values for B344

- Rule 88 IGRL Code 1 (> 263,000 lbs. and <= 286,000 lbs. GRL per AAR 1 Specification S-286)
- 2 Rule 88 IGRL Code 2 (> 263,000 lbs. and <= 286,000 lbs. GRL)
- Rule 88 IGRL Code 3 (> 263,000 lbs. and <= 268,000 lbs. GRL) 3

## Validation Rule for B344

- -Equipment having Qualification for Increased Gross Rail Load of 3, and a Gross Rail Load (A266) less than 268,000 lbs, must have Star Code (A247) of S.
- -Equipment having Qualification for Increased Gross Rail Load of 1 or 2, and a Gross Rail Load (A266) less than 286,000 lbs, must have Star Code (A247) of S.
- -4-axle equipment with Gross Rail Load (A266) greater than 263,000 lbs. and less than 315,000 lbs., and Star Code (A247) blank, must report Qualification for Increased Gross Rail Load.
- -4-axle equipment having Qualification for Increased Gross Rail Load of 1. 2, or 3 must have a Wheel Diameter (A294) of 36 or 38
- -4-axle equipment having Qualification for Increased Gross Rail Load of 2 or 3 must have a Journal Size (A147) of F or K
- -4-axle equipment having Qualification for Increased Gross Rail Load of 1 must have a Journal Size (A147) of K, G, or M
- -4-axle equipment having Qualification for Increased Gross Rail Load of 3 must have Gross Rail Load (A266) that does not exceed 268.000 lbs
- -4-axle equipment having Qualification for Increased Gross Rail Load of 1 or 2 must have Gross Rail Load (A266) that does not exceed 286,000 lbs

Dimension				
Plate Code Mandatory A046				
Indicates the extreme height and width clearance of the equipment				
Affects Rating.				
Permissible Values for A046				
B Plate Code B				
C Plate Code C				
E Plate Code E				
F Plate Code F				
G Clearance Code G				
N Plate Code N				
NOTES:				
<ul> <li>For a description of Plate Codes, please see Appendix J at the back of this manual.</li> </ul>				
<ul> <li>Report B: If clearance does not exceed Plate B</li> </ul>				
<ul> <li>Report C: If clearance is greater than Plate B. but does not exceed Plate C</li> <li>Report E: If clearance is greater than Plates B and C, but does not exceed Plate E.</li> </ul>				
<ul> <li>Report F: If clearance is greater than Plates B, C and E, but does not exceed Plate F</li> </ul>				
<ul> <li>Report G: If clearance exceeds Plates B, C, E, F, and N.</li> </ul>				
<ul> <li>Report N: If clearance is greater than Plates B, C, E, and F, but does not exceed Plate N.</li> </ul>				
• There is no AAR Plate G. Clearance Code G is included in Umler to represent				
equipment that does not fit any existing AAR clearance plates.				
For ARTICULATED/MULTI-UNIT SET report the most restrictive clearance				
plate of UNIT in the set.				
Outside Length Mandatory OSLG				

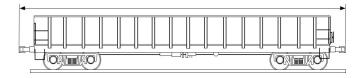
Bottom, Inside Length less than 36 feet) cannot be less than 24 feet -Outside Length (OSLG) on freight cars must exceed the Inside Length (A135) by 2 feet or more

-Outside Length on a GT ore jenny (Mechanical Designation - GT, Flat

- -Outside Length (OSLG) on freight cars (except refrigerator cars with Mechanical Designation RB, RBL, RP, RPL, or RC) must not exceed Inside Length (A135) by more than 16 feet
- -Outside Length (OSLG) of GOND with a blank Connected Unit Count (A020), must contain values between 24 feet and 88 feet
- -Outside Length (OSLG) of GOND where Connected Unit Count (A020) is 2, must contain values between 48 feet and 176 feet
- -Outside Length (OSLG) of GOND where Connected Unit Count (A020) is 3, must contain values between 72 feet and 264 feet
- -Outside Length (OSLG) of GOND where Connected Unit Count (A020) is 4, must contain values between 96 feet and 352 feet
- -Outside Length (OSLG) of GOND where Connected Unit Count (A020) is 5, must contain values between 120 feet and 440 feet
- -Outside Length (OSLG) of GOND where Connected Unit Count (A020) is 6, must contain values between 144 feet and 528 feet
- -Outside Length (OSLG) of GOND where Connected Unit Count (A020) is 7, must contain values between 168 feet and 616 feet
- -Outside Length (OSLG) of GOND where Connected Unit Count (A020) is 8, must contain values between 192 feet and 704 feet
- -Outside Length (OSLG) of GOND where Connected Unit Count (A020) is 9, must contain values between 216 feet and 792 feet

### NOTES:

- For connected unit cars report the maximum coupled length of the set.
- Round fraction to the higher inch, e.g., 05 1/4" = 06"



The outside extreme width of the equipment Affects Rating. Displayed in feet and inches on the Web. Stored in inches.

- Range of Values for A186
- Minimum Maximum

**Outside Extreme Width Mandatory** 

- 8 ft 5 inches 11 ft 6 inches
- Validation Rule for A186
  - -Outside Extreme Width must not exceed 10 feet 8 inches for Plate Codes B. C. E. F. or N

## NOTES:

- For connected unit cars report the dimension of the largest unit in the set.
- Round fraction to the higher inch, e.g., 05 1/4" = 06"
- If equipment operates with removable cover Roof Type (A226) code 2, report dimension with cover installed.

	Outside Extreme	e Height Mandatory	A185
	Height from top	of rail to extreme projecting height	•
	Affects Rating. D	visplayed in feet and inches on the Web. Stored in i	nches.
	Range of Values	for A185	
	Minimum	Maximum	
	4 ft 0 inches	18 ft 0 inches	
	Validation Rule for A185 -Outside Extreme Height for Plate Codes B must be less than or equal to 15 feet 1 inch		
	-Outside Extreme Height for Plate Codes C or I must be less than or equal		
	to 15 fee	et 6 inches	
	-Outside Extr	eme Height for Plate Code E must be less than or e	qual to 15

feet 9 inches

Range of Values for OSLG

Minimum

28 ft 0 inches

Maximum

792 ft 0 inches

The outside length over pulling faces of couplers in normal position Affects Rating. Displayed in feet and inches on the Web. Stored in inches.

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A186

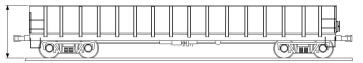


## Data Specification Manual

- -Outside Extreme Height for Plate Code F must be less than or equal to 17 feet 0 inch
- -Outside Extreme Height for Plate Code N must be less than or equal to 17 feet 1 inch

#### NOTES:

- For connected unit cars report the dimension of the largest unit in the set.
- Round fraction to the higher inch, e.g., 05 1/4" = 06"



## Outside Height Extr Width Mandatory

A187

The highest point at which the extreme width of the equipment occurs Displayed in feet and inches on the Web. Stored in inches.

## Range of Values for A187

Minimum Maximum

1 ft 0 inches	18 ft 0 inches
T IT O IIICHES	TOTEOHICHES

### Validation Rule for A187

- -Outside Extreme Width (A186) for Plate Code B must not exceed 10 feet 8 inches if Outside Height Extreme Width is 13 feet 10 inches or less
- -Outside Extreme Width (A186) for Plate Code B must not exceed 10 feet 7 inches if Outside Height Extreme Width is 13 feet 11 inches
- -Outside Extreme Width (A186) for Plate Code B must not exceed 10 feet 6 inches if Outside Height Extreme Width is 14 feet 0 inches
- -Outside Extreme Width (A186) for Plate Code B must not exceed 10 feet 4 inches if Outside Height Extreme Width is 14 feet 1 inches
- -Outside Extreme Width (A186) for Plate Code B must not exceed 10 feet 3 inches if Outside Height Extreme Width is 14 feet 2 inches
- -Outside Extreme Width (A186) for Plate Code B must not exceed 10 feet 2 inches if Outside Height Extreme Width is 14 feet 3 inches
- -Outside Extreme Width (A186) for Plate Code B must not exceed 10 feet 0 inches if Outside Height Extreme Width is 14 feet 4 inches
- -Outside Extreme Width (A186) for Plate Code B must not exceed 9 feet 9 inches if Outside Height Extreme Width is 14 feet 5 inches
- -Outside Extreme Width (A186) for Plate Code B must not exceed 9 feet 5 inches if Outside Height Extreme Width is 14 feet 6 inches
- -Outside Extreme Width (A186) for Plate Code B must not exceed 9 feet 2 inches if Outside Height Extreme Width is 14 feet 7 inches
- -Outside Extreme Width (A186) for Plate Code B must not exceed 8 feet 10 inches if Outside Height Extreme Width is 14 feet 8 inches
- -Outside Extreme Width (A186) for Plate Code B must not exceed 8 feet 6 inches if Outside Height Extreme Width is 14 feet 9 inches
- -Outside Extreme Width (A186) for Plate Code B must not exceed 8 feet 3 inches if Outside Height Extreme Width is 14 feet 10 inches
- -Outside Extreme Width (A186) for Plate Code B must not exceed 7 feet 11 inches if Outside Height Extreme Width is 14 feet 11 inches
- -Outside Extreme Width (A186) for Plate Code B must not exceed 7 feet 6 inches if Outside Height Extreme Width is 15 feet 0 inches

- -Outside Extreme Width (A186) for Plate Code B must not exceed 7 feet 4 inches if Outside Height Extreme Width is 15 feet 1 inches
- -Outside Extreme Width (A186) for Plate Code C must not exceed 10 feet 8 inches if Outside Height Extreme Width is 14 feet 3 inches or less
- -Outside Extreme Width (A186) for Plate Code C must not exceed 10 feet 7 inches if Outside Height Extreme Width is 14 feet 4 inches
- -Outside Extreme Width (A186) for Plate Code C must not exceed 10 feet 6 inches if Outside Height Extreme Width is 14 feet 5 inches
- -Outside Extreme Width (A186) for Plate Code C must not exceed 10 feet 4 inches if Outside Height Extreme Width is 14 feet 6 inches
- -Outside Extreme Width (A186) for Plate Code C must not exceed 10 feet 3 inches if Outside Height Extreme Width is 14 feet 7 inches
- -Outside Extreme Width (A186) for Plate Code C must not exceed 10 feet 2 inches if Outside Height Extreme Width is 14 feet 8 inches
- -Outside Extreme Width (A186) for Plate Code C must not exceed 10 feet 0 inches if Outside Height Extreme Width is 14 feet 9 inches
- -Outside Extreme Width (A186) for Plate Code C must not exceed 9 feet 9 inches if Outside Height Extreme Width is 14 feet 10 inches
- -Outside Extreme Width (A186) for Plate Code C must not exceed 9 feet 5 inches if Outside Height Extreme Width is 14 feet 11 inches
- -Outside Extreme Width (A186) for Plate Code C must not exceed 9 feet 2 inches if Outside Height Extreme Width is 15 feet 0 inches
- -Outside Extreme Width (A186) for Plate Code C must not exceed 8 feet 10 inches if Outside Height Extreme Width is 15 feet 1 inches
- -Outside Extreme Width (A186) for Plate Code C must not exceed 8 feet 6 inches if Outside Height Extreme Width is 15 feet 2 inches
- -Outside Extreme Width (A186) for Plate Code C must not exceed 8 feet 3 inches if Outside Height Extreme Width is 15 feet 3 inches
- -Outside Extreme Width (A186) for Plate Code C must not exceed 7 feet 11 inches if Outside Height Extreme Width is 15 feet 4 inches
- -Outside Extreme Width (A186) for Plate Code C must not exceed 7 feet 8 inches if Outside Height Extreme Width is 15 feet 5 inches
- -Outside Extreme Width (A186) for Plate Code C must not exceed 7 feet 4 inches if Outside Height Extreme Width is 15 feet 6 inches
- -Outside Extreme Width (A186) for Plate Code E must not exceed 10 feet 8 inches if Outside Height Extreme Width is 15 feet 2 inches or less
- -Outside Extreme Width (A186) for Plate Code E must not exceed 10 feet 6 inches if Outside Height Extreme Width is 15 feet 3 inches
- -Outside Extreme Width (A186) for Plate Code E must not exceed 10 feet 3 inches if Outside Height Extreme Width is 15 feet 4 inches
- -Outside Extreme Width (A186) for Plate Code E must not exceed 9 feet 6 inches if Outside Height Extreme Width is 15 feet 5 inches
- -Outside Extreme Width (A186) for Plate Code E must not exceed 8 feet 8 inches if Outside Height Extreme Width is 15 feet 6 inches

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- -Outside Extreme Width (A186) for Plate Code E must not exceed 7 feet 11 inches if Outside Height Extreme Width is 15 feet 7 inches
- -Outside Extreme Width (A186) for Plate Code E must not exceed 7 feet 1 inches if Outside Height Extreme Width is 15 feet 8 inches
- -Outside Extreme Width (A186) for Plate Code E must not exceed 6 feet 3 inches if Outside Height Extreme Width is 15 feet 9 inches
- -Outside Extreme Width (A186) for Plate Code F must not exceed 10 feet 8 inches if Outside Height Extreme Width is 16 feet 3 inches or less
- -Outside Extreme Width (A186) for Plate Code F must not exceed 10 feet 7 inches if Outside Height Extreme Width is between 16 feet 4 inches and 16 feet 6 inches
- -Outside Extreme Width (A186) for Plate Code F must not exceed 10 feet 6 inches if Outside Height Extreme Width is 16 feet 7 inches
- -Outside Extreme Width (A186) for Plate Code F must not exceed 10 feet 3 inches if Outside Height Extreme Width is 16 feet 8 inches
- -Outside Extreme Width (A186) for Plate Code F must not exceed 10 feet 0 inches if Outside Height Extreme Width is 16 feet 9 inches
- -Outside Extreme Width (A186) for Plate Code F must not exceed 9 feet 8 inches if Outside Height Extreme Width is 16 feet 10 inches
- -Outside Extreme Width (A186) for Plate Code F must not exceed 9 feet 5 inches if Outside Height Extreme Width is 16 feet 11 inches
- -Outside Extreme Width (A186) for Plate Code F must not exceed 9 feet 2 inches if Outside Height Extreme Width is 17 feet 0 inches
- -Outside Extreme Width (A186) for Plate Code B must not exceed 8 feet 3 inches if Outside Height Extreme Width is 14 feet 10 inches
- -Outside Extreme Width (A186) for Plate Code C must not exceed 8 feet 3 inches if Outside Height Extreme Width is 15 feet 3 inches
- -Outside Extreme Width (A186) for Plate Code N must not exceed 10 feet 8 inches if Outside Height Extreme Width (A187) is 16 feet 9 inches or less
- -Outside Extreme Width (A186) for Plate Code N must not exceed 10 feet 6 inches if Outside Height Extreme Width (A187) is 16 feet 10 inches
- -Outside Extreme Width (A186) for Plate Code N must not exceed 10 feet 4 inches if Outside Height Extreme Width (A187) is 16 feet 11 inches
- -Outside Extreme Width (A186) for Plate Code N must not exceed 10 feet 2 inches if Outside Height Extreme Width (A187) is 17 feet 0 inches
- -Outside Extreme Width (A186) for Plate Code N must not exceed 9 feet 11 inches if Outside Height Extreme Width (A187) is 17 feet 1 inch

#### NOTES:

- For connected unit cars report the dimension of the largest unit in the set.
- Round fraction to the higher inch, e.g., 05 1/4" = 06"

Outside Upper Eaves Width				
The width between the outside uppermost corners of the equipment				
Displayed in feet and inches on the Web. Stored in inches.				
Range of Values for A194				
Minimum	Maximum			
4 ft 0 inches	10 ft 10 inches			
Validation Rule for A194				

- -Outside Upper Eaves Width (A194) is mandatory for Gondolas built or rebuilt on or after June 18, 2020
- -Outside Upper Eaves Width must be less than or equal to the Outside Extreme Width (A186)
- -Outside Upper Eaves Width must be less than or equal to the Outside Lower Eaves Width (A190)
- -Outside Upper Eaves Width for Plate Code B must not exceed 10 feet 8 inches if Outside Upper Eaves Height (A193) is 13 feet 10 inches or less
- -Outside Upper Eaves Width for Plate Code B must not exceed 10 feet 8 inches if Outside Upper Eaves Height (A193) is 13 feet 10 inches or less
- -Outside Upper Eaves Width for Plate Code B must not exceed 10 feet 7 inches if Outside Upper Eaves Height (A193) is 13 feet 11 inches -Outside Upper Eaves Width for Plate Code B must not exceed 10 feet
- 6 inches if Outside Upper Eaves Height (A193) is 14 feet 0 inches -Outside Upper Eaves Width for Plate Code B must not exceed 10 feet
- 4 inches if Outside Upper Eaves Height (A193) is 14 feet 1 inches -Outside Upper Eaves Width for Plate Code B must not exceed 10 feet 3 inches if Outside Upper Eaves Height (A193) is 14 feet 2 inches
- -Outside Upper Eaves Width for Plate Code B must not exceed 10 feet 2 inches if Outside Upper Eaves Height (A193) is 14 feet 3 inches -Outside Upper Eaves Width for Plate Code B must not exceed 10 feet
- 0 inches if Outside Upper Eaves Height (A193) is 14 feet 4 inches -Outside Upper Eaves Width for Plate Code B must not exceed 9 feet 9
- inches if Outside Upper Eaves Height (A193) is 14 feet 5 inches -Outside Upper Eaves Width for Plate Code B must not exceed 9 feet 5 inches if Outside Upper Eaves Height (A193) is 14 feet 6 inches
- -Outside Upper Eaves Width for Plate Code B must not exceed 9 feet 2 inches if Outside Upper Eaves Height (A193) is 14 feet 7 inches
- -Outside Upper Eaves Width for Plate Code B must not exceed 8 feet 10 inches if Outside Upper Eaves Height (A193) is 14 feet 8 inches -Outside Upper Eaves Width for Plate Code B must not exceed 8 feet 6
- inches if Outside Upper Eaves Height (A193) is 14 feet 9 inches -Outside Upper Eaves Width for Plate Code B must not exceed 8 feet 3 inches if Outside Upper Eaves Height (A193) is 14 feet 10 inches
- -Outside Upper Eaves Width for Plate Code B must not exceed 7 feet 11 inches if Outside Upper Eaves Height (A193) is 14 feet 11 inches
- -Outside Upper Eaves Width for Plate Code B must not exceed 7 feet 8 inches if Outside Upper Eaves Height (A193) is 15 feet 0 inches -Outside Upper Eaves Width for Plate Code B must not exceed 7 feet 4
- Outside Opper Laves Width for Plate Code B must not exceed 7 feet 4 inches if Outside Upper Eaves Height (A193) is 15 feet 1 inches
   Outside Upper Eaves Width for Plate Code C must not exceed 10 feet 8 inches if Outside Upper Eaves Height (A193) is 14 feet 3 inches or
- less -Outside Upper Eaves Width for Plate Code C must not exceed 10 feet 7 inches if Outside Upper Eaves Height (A193) is 14 feet 4 inches -Outside Upper Eaves Width for Plate Code C must not exceed 10 feet 6 inches if Outside Upper Eaves Height (A193) is 14 feet 5 inches -Outside Upper Eaves Width for Plate Code C must not exceed 10 feet 4 inches if Outside Upper Eaves Height (A193) is 14 feet 6 inches -Outside Upper Eaves Width for Plate Code C must not exceed 10 feet 3 inches if Outside Upper Eaves Height (A193) is 14 feet 7 inches -Outside Upper Eaves Width for Plate Code C must not exceed 10 feet 2 inches if Outside Upper Eaves Height (A193) is 14 feet 8 inches -Outside Upper Eaves Width for Plate Code C must not exceed 10 feet 0 inches if Outside Upper Eaves Height (A193) is 14 feet 9 inches -Outside Upper Eaves Width for Plate Code C must not exceed 9 feet 9 inches if Outside Upper Eaves Height (A193) is 14 feet 10 inches -Outside Upper Eaves Width for Plate Code C must not exceed 9 feet 5 inches if Outside Upper Eaves Height (A193) is 14 feet 11 inches -Outside Upper Eaves Width for Plate Code C must not exceed 9 feet 2 inches if Outside Upper Eaves Height (A193) is 15 feet 0 inches -Outside Upper Eaves Width for Plate Code C must not exceed 8 feet 10 inches if Outside Upper Eaves Height (A193) is 15 feet 1 inches -Outside Upper Eaves Width for Plate Code C must not exceed 8 feet 6

inches if Outside Upper Eaves Height (A193) is 15 feet 2 inches

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## Umler®

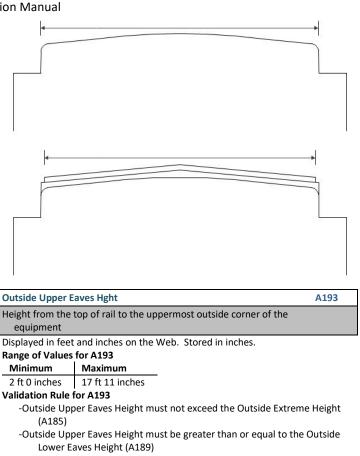
## Data Specification Manual

-Outside Upper Eaves Width for Plate Code C must not exceed 8 feet 3 inches if Outside Upper Eaves Height (A193) is 15 feet 3 inches -Outside Upper Eaves Width for Plate Code C must not exceed 7 feet 11 inches if Outside Upper Eaves Height (A193) is 15 feet 4 inches -Outside Upper Eaves Width for Plate Code C must not exceed 7 feet 8 inches if Outside Upper Eaves Height (A193) is 15 feet 5 inches -Outside Upper Eaves Width for Plate Code C must not exceed 7 feet 4 inches if Outside Upper Eaves Height (A193) is 15 feet 6 inches -Outside Upper Eaves Width for Plate Code E must not exceed 10 feet 8 inches if Outside Upper Eaves Height (A193) is 15 feet 2 inches -Outside Upper Eaves Width for Plate Code E must not exceed 10 feet 6 inches if Outside Upper Eaves Height (A193) is 15 feet 3 inches -Outside Upper Eaves Width for Plate Code E must not exceed 10 feet 3 inches if Outside Upper Eaves Height (A193) is 15 feet 4 inches -Outside Upper Eaves Width for Plate Code E must not exceed 9 feet 6 inches if Outside Upper Eaves Height (A193) is 15 feet 5 inches -Outside Upper Eaves Width for Plate Code E must not exceed 8 feet 8 inches if Outside Upper Eaves Height (A193) is 15 feet 6 inches -Outside Upper Eaves Width for Plate Code E must not exceed 7 feet 11 inches if Outside Upper Eaves Height (A193) is 15 feet 7 inches -Outside Upper Eaves Width for Plate Code E must not exceed 7 feet 1 inches if Outside Upper Eaves Height (A193) is 15 feet 8 inches -Outside Upper Eaves Width for Plate Code E must not exceed 6 feet 3 inches if Outside Upper Eaves Height (A193) is 15 feet 9 inches -Outside Upper Eaves Width for Plate Code F must not exceed 10 feet 8 inches if Outside Upper Eaves Height (A193) is 16 feet 3 inches -Outside Upper Eaves Width for Plate Code F must not exceed 10 feet 7 inches if Outside Upper Eaves Height (A193) is between 16 feet 4 inches and 16 feet 6 inches -Outside Upper Eaves Width for Plate Code F must not exceed 10 feet 6 inches if Outside Upper Eaves Height (A193) is 16 feet 7 inches -Outside Upper Eaves Width for Plate Code F must not exceed 10 feet 3 inches if Outside Upper Eaves Height (A193) is 16 feet 8 inches -Outside Upper Eaves Width for Plate Code F must not exceed 10 feet 0 inches if Outside Upper Eaves Height (A193) is 16 feet 9 inches -Outside Upper Eaves Width for Plate Code F must not exceed 9 feet 8 inches if Outside Upper Eaves Height (A193) is 16 feet 10 inches -Outside Upper Eaves Width for Plate Code F must not exceed 9 feet 5 inches if Outside Upper Eaves Height (A193) is 16 feet 11 inches -Outside Upper Eaves Width for Plate Code F must not exceed 9 feet 2 inches if Outside Upper Eaves Height (A193) is 17 feet 0 inches -Outside Upper Eaves Width for Plate Code N must not exceed 10 feet 8 inches if Outside Upper Eaves Height (A193) is 16 feet 9 inches or less -Outside Upper Eaves Width for Plate Code N must not exceed 10 feet 6 inches if Outside Upper Eaves Height (A193) is 16 feet 10 inches -Outside Upper Eaves Width for Plate Code N must not exceed 10 feet 4 inches if Outside Upper Eaves Height (A193) is 16 feet 11 inches -Outside Upper Eaves Width for Plate Code N must not exceed 10 feet 2 inches if Outside Upper Eaves Height (A193) is 17 feet 0 inches

-Outside Upper Eaves Width for Plate Code N must not exceed 9 feet 11 inches if Outside Upper Eaves Height (A193) is 17 feet 1 inch

#### NOTES:

- For connected unit cars report the dimension of the largest unit in the set
- Round fraction to the higher inch, eg., 05 1/4" = 06"



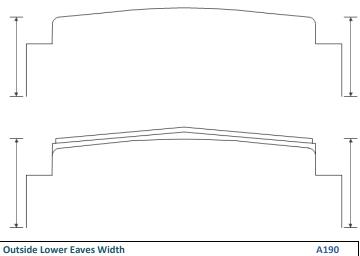
- Outside Upper Eaves Height for Plate Code B must not exceed 15 feet 1 inch

- Outside Upper Eaves Height for Plate Code C must not exceed 15 feet 6 inches
- -Outside Upper Eaves Height for Plate Code E must not exceed 15 feet 9 inches
- -Outside Upper Eaves Height for Plate Code F must not exceed 17 feet 0 inches

-Outside Upper Eaves Height for Plate Code N must not exceed 17 feet 1 inch

#### NOTES:

- For connected unit cars report the dimension of the largest unit in the set.
- If equipment operates with removable cover Roof Type (A226) code 2, report dimension with cover installed.



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## Data Specification Manual

## Width over lower eaves at sides of car (see diagram)

Displayed in feet and inches on the Web. Stored in inches.

## Range of Values for A190

Minimum Maximum

7 ft 0 inches 10 ft 10 inches

## Validation Rule for A190

- -Outside Lower Eaves Width must not exceed the Outside Extreme Width (A186)
- -Outside Lower Eaves Width must be greater than or equal to Outside Upper Eaves Width (A194)
- -Outside Lower Eaves Width must be reported if Outside Lower Eaves Height (A189) is reported
- -Outside Lower Eaves Width must not exceed the Outside Extreme Width (A186)
- -Outside Lower Eaves Width must be greater than or equal to Outside Upper Eaves Width (A194)
- -Outside Lower Eaves Width must be reported if Outside Lower Eaves Height (A189) is reported
- -Outside Lower Eaves Width for Plate Code B must not exceed 10 feet 8 inches if Outside Lower Eaves Height (A189) is 13 feet 10 inches or less
- -Outside Lower Eaves Width for Plate Code B must not exceed 10 feet 7 inches if Outside Lower Eaves Height (A189) is 13 feet 11 inches -Outside Lower Eaves Width for Plate Code B must not exceed 10 feet
- 6 inches if Outside Lower Eaves Height (A189) is 14 feet 0 inches -Outside Lower Eaves Width for Plate Code B must not exceed 10 feet 3 inches if Outside Lower Eaves Height (A189) is 14 feet 2 inches
- -Outside Lower Eaves Width for Plate Code B must not exceed 10 feet 2 inches if Outside Lower Eaves Height (A189) is 14 feet 3 inches -Outside Lower Eaves Width for Plate Code B must not exceed 10 feet
- 0 inches if Outside Lower Eaves Height (A189) is 14 feet 4 inches -Outside Lower Eaves Width for Plate Code B must not exceed 9 feet 9
- inches if Outside Lower Eaves Height (A189) is 14 feet 5 inches -Outside Lower Eaves Width for Plate Code B must not exceed 9 feet 5
- inches if Outside Lower Eaves Height (A189) is 14 feet 6 inches -Outside Lower Eaves Width for Plate Code B must not exceed 9 feet 2 inches if Outside Lower Eaves Height (A189) is 14 feet 7 inches
- -Outside Lower Eaves Width for Plate Code B must not exceed 8 feet 10 inches if Outside Lower Eaves Height (A189) is 14 feet 8 inches
- -Outside Lower Eaves Width for Plate Code B must not exceed 8 feet 3 inches if Outside Lower Eaves Height (A189) is 14 feet 10 inches -Outside Lower Eaves Width for Plate Code B must not exceed 7 feet
- 11 inches if Outside Lower Eaves Height (A189) is 14 feet 11 inches -Outside Lower Eaves Width for Plate Code B must not exceed 7 feet 8 inches if Outside Lower Eaves Unicht (A180) is 15 feet 0 inches 8
- inches if Outside Lower Eaves Height (A189) is 15 feet 0 inches -Outside Lower Eaves Width for Plate Code B must not exceed 7 feet 4 inches if Outside Lower Eaves Height (A189) is 15 feet 1 inches
- -Outside Lower Eaves Width for Plate Code C must not exceed 10 feet 8 inches if Outside Lower Eaves Height (A189) is 14 feet 3 inches or less
- -Outside Lower Eaves Width for Plate Code C must not exceed 10 feet 7 inches if Outside Lower Eaves Height (A189) is 14 feet 4 inches -Outside Lower Eaves Width for Plate Code C must not exceed 10 feet 6 inches if Outside Lower Eaves Height (A189) is 14 feet 5 inches -Outside Lower Eaves Width for Plate Code C must not exceed 10 feet 4 inches if Outside Lower Eaves Height (A189) is 14 feet 6 inches -Outside Lower Eaves Width for Plate Code C must not exceed 10 feet 3 inches if Outside Lower Eaves Height (A189) is 14 feet 7 inches -Outside Lower Eaves Width for Plate Code C must not exceed 10 feet 2 inches if Outside Lower Eaves Height (A189) is 14 feet 8 inches -Outside Lower Eaves Width for Plate Code C must not exceed 10 feet 0 inches if Outside Lower Eaves Height (A189) is 14 feet 9 inches -Outside Lower Eaves Width for Plate Code C must not exceed 9 feet 9 inches if Outside Lower Eaves Height (A189) is 14 feet 10 inches -Outside Lower Eaves Width for Plate Code C must not exceed 9 feet 5 inches if Outside Lower Eaves Height (A189) is 14 feet 11 inches -Outside Lower Eaves Width for Plate Code C must not exceed 9 feet 2 inches if Outside Lower Eaves Height (A189) is 15 feet 0 inches -Outside Lower Eaves Width for Plate Code C must not exceed 8 feet 10 inches if Outside Lower Eaves Height (A189) is 15 feet 1 inches -Outside Lower Eaves Width for Plate Code C must not exceed 8 feet 6 inches if Outside Lower Eaves Height (A189) is 15 feet 2 inches -Outside Lower Eaves Width for Plate Code C must not exceed 8 feet 3 inches if Outside Lower Eaves Height (A189) is 15 feet 3 inches -Outside Lower Eaves Width for Plate Code C must not exceed 7 feet 11 inches if Outside Lower Eaves Height (A189) is 15 feet 4 inches -Outside Lower Eaves Width for Plate Code C must not exceed 7 feet 8

inches if Outside Lower Eaves Height (A189) is 15 feet 5 inches

- Outside Lower Eaves Width for Plate Code C must not exceed 7 feet 4 inches if Outside Lower Eaves Height (A189) is 15 feet 6 inches
   Outside Lower Eaves Width for Plate Code E must not exceed 10 feet 8 inches if Outside Lower Eaves Height (A189) is 15 feet 2 inches or less
- -Outside Lower Eaves Width for Plate Code E must not exceed 10 feet 6 inches if Outside Lower Eaves Height (A189) is 15 feet 3 inches
- -Outside Lower Eaves Width for Plate Code E must not exceed 10 feet 3 inches if Outside Lower Eaves Height (A189) is 15 feet 4 inches -Outside Lower Eaves Width for Plate Code E must not exceed 9 feet 6
- inches if Outside Lower Eaves Height (A189) is 15 feet 5 inches -Outside Lower Eaves Width for Plate Code E must not exceed 8 feet 8 inches if Outside Lower Eaves Height (A189) is 15 feet 6 inches
- -Outside Lower Eaves Width for Plate Code E must not exceed 7 feet 11 inches if Outside Lower Eaves Height (A189) is 15 feet 7 inches -Outside Lower Eaves Width for Plate Code E must not exceed 7 feet 1
- inches if Outside Lower Eaves Width for Plate Code L must not exceed 10 feet 8 -Outside Lower Eaves Width for Plate Code F must not exceed 10 feet 8

inches if Outside Lower Eaves Height (A189) is 16 feet 3 inches or less

- -Outside Lower Eaves Width for Plate Code F must not exceed 10 feet 7 inches if Outside Lower Eaves Height (A189) is between 16 feet 4 inches and 16 feet 6 inches
- -Outside Lower Eaves Width for Plate Code F must not exceed 10 feet 6 inches if Outside Lower Eaves Height (A189) is 16 feet 7 inches -Outside Lower Eaves Width for Plate Code F must not exceed 10 feet 3
- inches if Outside Lower Eaves Height (A189) is 16 feet 8 inches -Outside Lower Eaves Width for Plate Code F must not exceed 10 feet 0 inches if Outside Lower Eaves Height (A189) is 16 feet 9 inches
- -Outside Lower Eaves Width for Plate Code F must not exceed 9 feet 8 inches if Outside Lower Eaves Height (A189) is 16 feet 10 inches
- -Outside Lower Eaves Width for Plate Code F must not exceed 9 feet 5 inches if Outside Lower Eaves Height (A189) is 16 feet 11 inches
- -Outside Lower Eaves Width for Plate Code F must not exceed 9 feet 2 inches if Outside Lower Eaves Height (A189) is 17 feet 0 inches -Outside Lower Eaves Width for Plate Code N must not exceed 10 feet
- 8 inches if Outside Lower Eaves Height (A189) is 16 feet 9 inches or less

-Outside Lower Eaves Width for Plate Code N must not exceed 10 feet 6 inches if Outside Lower Eaves Height (A189) is 16 feet 10 inches
-Outside Lower Eaves Width for Plate Code N must not exceed 10 feet 4 inches if Outside Lower Eaves Height (A189) is 16 feet 11 inches
-Outside Lower Eaves Width for Plate Code N must not exceed 10 feet 2 inches if Outside Lower Eaves Height (A189) is 17 feet 0 inches
-Outside Lower Eaves Width for Plate Code N must not exceed 9 feet

11 inches if Outside Lower Eaves Height (A189) is 17 feet 1 inch

### NOTES:

- Round fraction to the higher inch, e.g., 05 1/4" = 06"
- For connected unit cars report the dimension of the largest unit in the set.

Outside Lower E	aves Hght	A189			
Height from top of rail to lower eaves at side of car (see diagrams)					
Displayed in feet	Displayed in feet and inches on the Web. Stored in inches.				
Range of Values	for A189				
Minimum	Maximum				
8 ft 0 inches	17 ft 0 inches				
Validation Rule	for A189				
-Outside Low	ver Eaves Height must not exceed the Outsi	de Extreme Height			
(A185)					
-Outside Low	ver Eaves Height for Plate Codes A, B or H m	ust not exceed 15			
feet 1 in	ch				
-Outside Low	ver Eaves Height for Plate Codes C or I must	not exceed 15			
feet 6 in	ches				
-Outside Low	ver Eaves Height for Plate Code E must not e	exceed 15 feet 9			
inches					
-Outside Low	ver Eaves Height for Plate Code F must not e	exceed 17 feet 0			
inches	inches				
-Outside Low	-Outside Lower Eaves Height for Plate Code N must not exceed 17 feet 1				
inch					
NOTES:					
<ul> <li>Round fraction to the higher inch, e.g., 05 1/4" = 06"</li> </ul>					
• For connected unit cars report the dimension of the largest unit in the set.					

Inside Length Mandatory

Mandatory A=Used in ETC Generation
------------------------------------

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= Affects Rating

June 2024



	Da	ta Specification Ma	nual		
The inside length permanent bu	of the equipment from end to end inside walls, lining	gs, and		INSIDE LENGTH (A135)	
Used in ETC Gene inches.	eration. Displayed in feet and inches on the Web. Sto				
Range of Values				ANLE ANLE PACING SPACING (8020) (8020)	
Minimum	Maximum				
21 ft 0 inches	77 ft 0 inches	-	-	TRUCK CENTER LENGTH (A276)     OUTSIDE LENGTH (OSLG)	
-	h on an Ore Jenny (Mechanical Description GT) must	be less			
	h/Inside Platform Length must be less than or equal t	o Bulkhea	l Top V	Vidth	B038
Outside I	Length (OSLG)	Describe	s the w	idth of the bulkhead	
NOTES:		Value do	es not o	carry forward for Equipment Group Change. Displa	yed in feet
	n to the lower inch, e.g., 05 1/4" = 05" unit cars report the shortest dimension of a unit in t		Values	s on the Web. Stored in inches. s for B038 Maximum	
Inside Width Ma	ndatory	A138 8 ft 0 ir		11 ft 7 inches	
			51105		
	of the equipment from side walls and linings				
	eration. Displayed in feet and inches on the Web. Sto		eight A	Abov Pltfrm	B035
inches. Range of Values	for 4138		-	eight of the bulkhead	
Minimum	Maximum			carry forward for Equipment Group Change. Displa	ved in feet
6 ft 0 inches	10 ft 10 inches			s on the Web. Stored in inches.	yeu in reet
Validation Rule f				s for B035	
-Inside Width/Ins	ide Platform Width must not exceed Outside Extrem	-		Maximum	
NOTES:		8 ft 0 ir	ches	11 ft 8 inches	
	unit cars report the shortest dimension of a unit in t	he set.			
	· · · · · · · · · · · · · · · · · · ·				
Inside Height Ma	indatory	A133		Door	
The inside height	of the equipment from the floor to the top of the sic	le, or to End Doo	Width	n	A082
the lowest poi	nt of the interior ceiling	• A The widt	n of the	e end door opening in inches	
Used in ETC Gene	eration. Displayed in feet and inches on the Web. Sto			t and inches on the Web. Stored in inches.	
inches.			Values	s for A082	
Range of Values	for A133	Minim	ım	Maximum	
Minimum	Maximum	1 ft 0 ir	ches	10 ft 6 inches	
1 ft 0 inches	15 ft 6 inches			for A082	
	or A133-Inside Height must not exceed Outside Extre			Vidth must be reported for Drop-End Gondolas (Me	echanical
Height (A185)		NOTES:	esigna	ation of GB; Gondola End Door must be Drop End)	
NOTES:	and a second state of the state	- Dever	fractio	on to the lower inch, e.g., 05 1/4" = 05"	
	unit cars report the shortest dimension of a unit in t	ic set.		ed unit cars report the dimension of the smallest er	nd door width
<ul> <li>Round traction</li> </ul>	to the lower inch, e.g., $05 \ 1/4" = 05$		nit in th	•	
Truck Contor Lon	orth	A276			
Truck Center Len	<u> </u>	End Doo	Heigh	t	A080
-	een the centers of the two truck systems	The heig	nt of th	e end door opening in inches	
Affects Rating. D Range of Values	isplayed in feet and inches on the Web. Stored in inc for A276	ines.		at and inches on the Web. Stored in inches.	
Minimum	Maximum			s for A080	
17 ft 0 inches	67 ft 0 inches	Minim	ım	Maximum	
Validation Rule f	1	1 ft 0 ir	ches	10 ft 11 inches	
	r Length is required if the equipment has a Built Date	(BLDT) Validatio	n Rule	for A080	
	It Date (RBDT) that is on or after June 18, 2020	-End		leight must be reported when Gondola With Drop	Ends (B103)
-Truck Center	r Length is required for cars with an Outside Length (	JSLG   01	s Y		
greater t	han 62 feet 6 inches			leight must not be reported if End Door Width (A08	sz) is not
NOTES:		End	eporte		cronortad
	unit cars report the dimension of the largest unit in	the setEnd NOTES:	DOOL H	leight must be reported if End Door Width (A082) i	sieported
<ul> <li>Round fraction</li> </ul>	n to the higher inch, e.g., 05 1/4" = 06"		fractio	on to the lower inch, e.g., 05 1/4" = 05"	
				ed unit cars report the dimension of the smallest er	nd door height
			nit in th	•	
		<u> </u>			
		Gondola	With D	Drop Ends	B103
		Indicates	the eq	uipment has drop end doors	
		Used in I	TC Ger	neration.	
		Permissi	alo Vali	ues for B103	

Permissible Values for B103

=Mandatory	=Used in ETC Generation	= Affects Rating
Mandatory	=Used in ETC Generation	= Affects Rating

Umler®

Gondola

## Data Specification Manual

	Body Material A03
Specification	The material that composes the body of the equipment
-	Permissible Values for A030
Truck Count B256	00 High Strength Steel (Over 100ksi Yield
The total number of trucks on the equipment	Strength)
System Generated Field. This element is not eligible for Input.	01 Aluminum
Range of Values for B256 Minimum   Maximum	04 Combination
2 6	18 Stainless Steel
2 0	19 Standard Steel
Axle Count Mandatory A024	30 Wood
The total number of axles on the equipment	Center Of Gravity Empty A04
Affects Rating.	When empty, indicates the height from Top of Rail to the Center of Gravity
Range of Values for A024	Affects Rating.
Minimum Maximum	Range of Values for A045
4 36	Minimum Maximum
Validation Rule for A024 -Axle Count must be greater than or equal to 4	31 70
-Axie Count must be greater than or equal to 4 -Axie Count for an articulated car must be greater than or equal to	Validation Rule for A045
$((Connected Unit Count (A020) \times 2) + 2)$	-All cars that exceed Plate Code (A046) C must report Center of Gravity
-Axle Count for a draw bar connected car must be greater than or equal to	Empty except for cars with Equipment Type Code (UMET) of J
(Connected Unit Count (A020) x 4)	-All Gondolas with an Equipment Type Code (UMET) of E or G must report Center of Gravity Empty
-Total Axle Count must match sum of truck axle counts	-Center of Gravity Empty must be reported with the Mechanical
	Designation (UMMD) of LG, MWD, or MW
Wheel Bearing Type Mandatory B191	
Indicates the wheel bearing code for the equipment	Remote Monitoring Device B17
Affects Rating. Permissible Values for P101	Indicates the equipment is equipped with a location monitoring device
Permissible Values for B191 P Plain R Roller	Permissible Values for B176
Validation Rule for B191	Y Yes
-Cars with Plain Bearings will have a Transportation Code (TCOD) and	N No
Transportation Condition Code (TCCD) of either YA, S_, SX, or XJ	AEI High Temperature Tag B00
-Equipment cannot have Plain Bearings if Built Date (BLDT) is on or after	
January 1, 1993	Indicates the equipment is equipped with a high temperature AEI tag
	Permissible Values for B006 Y High Temperature Tag
Bearing Shielded From HBD B021	Y High Temperature Tag
Indicates the bearing is shielded from the hot box detector	Floor Cradle/Trough Eqpd A10
Permissible Values for B021 Y Yes	Indicates the equipment has a floor cradle or trough
1 165	
	Permissible Values for A103 Y Yes
Brake Shoe Type Mandatory B026	Permissible Values for A103
Brake Shoe Type Mandatory     B026       Indicates the type of brake shoe on the equipment     •	Permissible Values for A103 Y Yes Validation Rule for A103 -Steel Coil Aluminum Loading must not be reported, if the Floor
Brake Shoe Type Mandatory       B026         Indicates the type of brake shoe on the equipment       •         Permissible Values for B026       •	Permissible Values for A103         Y       Yes         Validation Rule for A103         -Steel Coil Aluminum Loading must not be reported, if the Floor         Cradle/Trough Orientation and Floor Cradle/Trough Equipped
Brake Shoe Type Mandatory B026 Indicates the type of brake shoe on the equipment •	Permissible Values for A103         Y       Yes         Validation Rule for A103         -Steel Coil Aluminum Loading must not be reported, if the Floor         Cradle/Trough Orientation and Floor Cradle/Trough Equipped         are not reported
Brake Shoe Type Mandatory     B026       Indicates the type of brake shoe on the equipment     •       Permissible Values for B026     C       C     Tread Conditioning	Permissible Values for A103         Y       Yes         Validation Rule for A103         -Steel Coil Aluminum Loading must not be reported, if the Floor         Cradle/Trough Orientation and Floor Cradle/Trough Equipped         are not reported         -Floor Cradle/Trough Orientation (B093) must be reported, if the
Brake Shoe Type Mandatory       B026         Indicates the type of brake shoe on the equipment       •         Permissible Values for B026       •         C       Tread Conditioning         H       High Friction Composite	Permissible Values for A103         Y       Yes         Validation Rule for A103         -Steel Coil Aluminum Loading must not be reported, if the Floor         Cradle/Trough Orientation and Floor Cradle/Trough Equipped         are not reported
Brake Shoe Type Mandatory       B026         Indicates the type of brake shoe on the equipment       ●         Permissible Values for B026       ○         C       Tread Conditioning         H       High Friction Composite         L       Low Friction Composite/Cast Iron         CC Side Bearing Type       A146	Permissible Values for A103         Y       Yes         Validation Rule for A103         -Steel Coil Aluminum Loading must not be reported, if the Floor         Cradle/Trough Orientation and Floor Cradle/Trough Equipped         are not reported         -Floor Cradle/Trough Orientation (B093) must be reported, if the         Floor Cradle/Trough Equipped (A103) is reported
Brake Shoe Type Mandatory       B026         Indicates the type of brake shoe on the equipment       ●         Permissible Values for B026       ○         C       Tread Conditioning         H       High Friction Composite         L       Low Friction Composite/Cast Iron         CC Side Bearing Type       A146         Indicates the travel range of the constant contact side bearings installed on the	Permissible Values for A103         Y       Yes         Validation Rule for A103         -Steel Coil Aluminum Loading must not be reported, if the Floor         Cradle/Trough Orientation and Floor Cradle/Trough Equipped         are not reported         -Floor Cradle/Trough Orientation (B093) must be reported, if the         Floor Cradle/Trough Orientation (B093) must be reported         Floor Cradle/Trough Orien         B09         Indicates the direction of the floor cradle or trough in relationship to the
Brake Shoe Type Mandatory       B026         Indicates the type of brake shoe on the equipment       ●         Permissible Values for B026       ●         C       Tread Conditioning         H       High Friction Composite         L       Low Friction Composite/Cast Iron         CC Side Bearing Type       A146         Indicates the travel range of the constant contact side bearings installed on th equipment	Permissible Values for A103         Y       Yes         Validation Rule for A103         -Steel Coil Aluminum Loading must not be reported, if the Floor         Cradle/Trough Orientation and Floor Cradle/Trough Equipped         are not reported         -Floor Cradle/Trough Orientation (B093) must be reported, if the         Floor Cradle/Trough Orientation (B093) must be reported, if the         Floor Cradle/Trough Orientation (B093) must be reported         Indicates the direction of the floor cradle or trough in relationship to the         equipment body
Brake Shoe Type Mandatory       B026         Indicates the type of brake shoe on the equipment       ●         Permissible Values for B026       C         C       Tread Conditioning         H       High Friction Composite         L       Low Friction Composite/Cast Iron         CC Side Bearing Type       A146         Indicates the travel range of the constant contact side bearings installed on th equipment         Permissible Values for A146	Permissible Values for A103         Y       Yes         Validation Rule for A103         -Steel Coil Aluminum Loading must not be reported, if the Floor         Cradle/Trough Orientation and Floor Cradle/Trough Equipped         are not reported         -Floor Cradle/Trough Orientation (B093) must be reported, if the         Floor Cradle/Trough Equipped (A103) is reported         Ploor Cradle/Trough Orien         B09         Indicates the direction of the floor cradle or trough in relationship to the         equipment body         Used in ETC Generation.
Brake Shoe Type Mandatory       B026         Indicates the type of brake shoe on the equipment       ●         Permissible Values for B026       ●         C       Tread Conditioning         H       High Friction Composite         L       Low Friction Composite/Cast Iron         CC Side Bearing Type       A146         Indicates the travel range of the constant contact side bearings installed on the equipment	Permissible Values for A103         Y       Yes         Validation Rule for A103         -Steel Coil Aluminum Loading must not be reported, if the Floor         Cradle/Trough Orientation and Floor Cradle/Trough Equipped         are not reported         -Floor Cradle/Trough Orientation (B093) must be reported, if the         Floor Cradle/Trough Orientation (B093) must be reported, if the         Floor Cradle/Trough Orientation (B093) must be reported         e         Indicates the direction of the floor cradle or trough in relationship to the         equipment body         Used in ETC Generation.         Permissible Values for B093
Brake Shoe Type Mandatory       B026         Indicates the type of brake shoe on the equipment       ●         Permissible Values for B026       C         C       Tread Conditioning         H       High Friction Composite         L       Low Friction Composite/Cast Iron         CC Side Bearing Type       A146         Indicates the travel range of the constant contact side bearings installed on th equipment         Permissible Values for A146         LC       Long Travel Constant Contact         SC       Short Travel Constant Contact	Permissible Values for A103         Y       Yes         Validation Rule for A103         -Steel Coil Aluminum Loading must not be reported, if the Floor         Cradle/Trough Orientation and Floor Cradle/Trough Equipped         are not reported         -Floor Cradle/Trough Orientation (B093) must be reported, if the         Floor Cradle/Trough Orientation (A103) is reported         Ploor Cradle/Trough Orien         B09         Indicates the direction of the floor cradle or trough in relationship to the         equipment body         Used in ETC Generation.         Permissible Values for B093         L       Longitudinal         T       Transverse
Brake Shoe Type Mandatory       B026         Indicates the type of brake shoe on the equipment       ●         Permissible Values for B026       C         C       Tread Conditioning         H       High Friction Composite         L       Low Friction Composite/Cast Iron         CC Side Bearing Type       A146         Indicates the travel range of the constant contact side bearings installed on th equipment         Permissible Values for A146         LC       Long Travel Constant Contact	Permissible Values for A103         Y       Yes         Validation Rule for A103         -Steel Coil Aluminum Loading must not be reported, if the Floor         Cradle/Trough Orientation and Floor Cradle/Trough Equipped         are not reported         -Floor Cradle/Trough Orientation (B093) must be reported, if the         Floor Cradle/Trough Orientation (A103) is reported         Ploor Cradle/Trough Orien         B09         Indicates the direction of the floor cradle or trough in relationship to the         equipment body         Used in ETC Generation.         Permissible Values for B093         L       Longitudinal         T       Transverse         Validation Rule for B093
Brake Shoe Type Mandatory       B026         Indicates the type of brake shoe on the equipment       ●         Permissible Values for B026       C         C       Tread Conditioning         H       High Friction Composite         L       Low Friction Composite/Cast Iron         CC Side Bearing Type       A146         Indicates the travel range of the constant contact side bearings installed on th equipment         Permissible Values for A146         LC       Long Travel Constant Contact         SC       Short Travel Constant Contact         Validation Rule for A146	Permissible Values for A103         Y       Yes         Validation Rule for A103         -Steel Coil Aluminum Loading must not be reported, if the Floor         Cradle/Trough Orientation and Floor Cradle/Trough Equipped         are not reported         -Floor Cradle/Trough Orientation (B093) must be reported, if the         Floor Cradle/Trough Orientation (B093) must be reported, if the         Floor Cradle/Trough Orien         B09         Indicates the direction of the floor cradle or trough in relationship to the         equipment body         Used in ETC Generation.         Permissible Values for B093         L       Longitudinal         T       Transverse         Validation Rule for B093         -Floor Cradle/Trough Orientation (B093) must be reported, if the Floor
Brake Shoe Type Mandatory       B026         Indicates the type of brake shoe on the equipment       ●         Permissible Values for B026       C         C       Tread Conditioning         H       High Friction Composite         L       Low Friction Composite/Cast Iron         CC Side Bearing Type       A146         Indicates the travel range of the constant contact side bearings installed on th equipment         Permissible Values for A146         LC       Long Travel Constant Contact         SC       Short Travel Constant Contact         Validation Rule for A146         -Equipment having Qualification for Increased Gross Rail Load (B344) of 1	Permissible Values for A103         Y       Yes         Validation Rule for A103         -Steel Coil Aluminum Loading must not be reported, if the Floor         Cradle/Trough Orientation and Floor Cradle/Trough Equipped         are not reported         -Floor Cradle/Trough Orientation (B093) must be reported, if the         Floor Cradle/Trough Orientation (B093) must be reported, if the         Floor Cradle/Trough Orien         B09         Indicates the direction of the floor cradle or trough in relationship to the         equipment body         Used in ETC Generation.         Permissible Values for B093         L       Longitudinal         T       Transverse         Validation Rule for B093         -Floor Cradle/Trough Orientation (B093) must be reported, if the Floor         Cradle/Trough Equipped (A103) is reported
Brake Shoe Type Mandatory       B026         Indicates the type of brake shoe on the equipment       ●         Permissible Values for B026       C         C       Tread Conditioning         H       High Friction Composite         L       Low Friction Composite/Cast Iron         CC Side Bearing Type       A146         Indicates the travel range of the constant contact side bearings installed on th equipment         Permissible Values for A146         LC       Long Travel Constant Contact         SC       Short Travel Constant Contact         Validation Rule for A146         -Equipment having Qualification for Increased Gross Rail Load (B344) of 1	Permissible Values for A103         Y       Yes         Validation Rule for A103         -Steel Coil Aluminum Loading must not be reported, if the Floor         Cradle/Trough Orientation and Floor Cradle/Trough Equipped         are not reported         -Floor Cradle/Trough Orientation (B093) must be reported, if the         Floor Cradle/Trough Orientation (A103) is reported         Ploor Cradle/Trough Orien         B09         Indicates the direction of the floor cradle or trough in relationship to the         equipment body         Used in ETC Generation.         Permissible Values for B093         L       Longitudinal         T       Transverse         Validation Rule for B093         -Floor Cradle/Trough Orientation (B093) must be reported, if the Floor
Brake Shoe Type Mandatory       B026         Indicates the type of brake shoe on the equipment <ul> <li>Permissible Values for B026</li> <li>C Tread Conditioning</li> <li>H High Friction Composite</li> <li>L Low Friction Composite/Cast Iron</li> </ul> A146 <ul> <li>Indicates the travel range of the constant contact side bearings installed on the equipment</li> <li>Permissible Values for A146             <li>LC Long Travel Constant Contact</li> <li>SC Short Travel Constant Contact</li> <li>Validation Rule for A146             <li>-Equipment having Qualification for Increased Gross Rail Load (B344) of 1             must have Constant Contact Side Bearing Type of LC         </li> </li></li></ul> Empty/Load Device Eqpd     B075	Permissible Values for A103         Y       Yes         Validation Rule for A103         -Steel Coil Aluminum Loading must not be reported, if the Floor Cradle/Trough Orientation and Floor Cradle/Trough Equipped are not reported         -Floor Cradle/Trough Orientation (B093) must be reported, if the Floor Cradle/Trough Quipped (A103) is reported         Permissible Values for B093         L       Longitudinal         T       Transverse         Validation Rule for B093         -Floor Cradle/Trough Orientation (B093) must be reported, if the Floor Cradle/Trough Orientation (B093)
Brake Shoe Type Mandatory       B026         Indicates the type of brake shoe on the equipment <ul> <li>Permissible Values for B026</li> <li>C Tread Conditioning</li> <li>H High Friction Composite</li> <li>L Low Friction Composite/Cast Iron</li> </ul> A146          CC Side Bearing Type       A146          Indicates the travel range of the constant contact side bearings installed on the equipment         Permissible Values for A146          LC       Long Travel Constant Contact         SC       Short Travel Constant Contact         Validation Rule for A146            -Equipment having Qualification for Increased Gross Rail Load (B344) of 1       must have Constant Contact Side Bearing Type of LC          Empty/Load Device Eqpd       B075          Indicates a system that determines if the equipment is empty or loaded, and       then varies the braking forces accordingly	Permissible Values for A103         Y       Yes         Validation Rule for A103         -Steel Coil Aluminum Loading must not be reported, if the Floor         Cradle/Trough Orientation and Floor Cradle/Trough Equipped         are not reported         -Floor Cradle/Trough Orientation (B093) must be reported, if the         Floor Cradle/Trough Orientation (B093) must be reported, if the         requipment body         Used in ETC Generation.         Permissible Values for B093         L       Longitudinal         T       Transverse         Validation Rule for B093         -Floor Cradle/Trough Orientation (B093) must be reported, if the Floor         Cradle/Trough Orientation (B093) must be reported, if the Floor         Cradle/Trough Orientation used for Mechanical Designation         (UMMD) of GBS or GBSR         Coil Steel/Alum. Loading
Brake Shoe Type Mandatory       B026         Indicates the type of brake shoe on the equipment <ul> <li>Permissible Values for B026</li> <li>C Tread Conditioning</li> <li>H High Friction Composite</li> <li>L Low Friction Composite/Cast Iron</li> <li>CC Side Bearing Type</li> <li>A146</li> <li>Indicates the travel range of the constant contact side bearings installed on th equipment</li> <li>Permissible Values for A146</li> <li>LC Long Travel Constant Contact</li> <li>SC Short Travel Constant Contact</li> <li>Validation Rule for A146</li> <li>-Equipment having Qualification for Increased Gross Rail Load (B344) of 1 must have Constant Contact Side Bearing Type of LC</li> <li>Empty/Load Device Eqpd</li> <li>B075</li> <li>Indicates a system that determines if the equipment is empty or loaded, and</li> </ul>	Permissible Values for A103         Y       Yes         Validation Rule for A103         -Steel Coil Aluminum Loading must not be reported, if the Floor         Cradle/Trough Orientation and Floor Cradle/Trough Equipped         are not reported         -Floor Cradle/Trough Orientation (B093) must be reported, if the         Floor Cradle/Trough Orientation (B093) must be reported, if the         Floor Cradle/Trough Orien       B09         Indicates the direction of the floor cradle or trough in relationship to the         equipment body       Used in ETC Generation.         Permissible Values for B093       L         L       Longitudinal       T         -Floor Cradle/Trough Orientation (B093) must be reported, if the Floor       Cradle/Trough Orientation (B093) must be reported, if the Floor         Cradle/Trough Equipped (A103) is reported       -Floor Cradle/Trough Orientation used for Mechanical Designation         (UMMD) of GBS or GBSR       -Floor Cradle/Trough Orientation used for Mechanical Designation

## Umler®

## Data Specification Manual

## P

Permissible Values for B132	WABT W
Y Yes	-If ECP Brak
Light Density B124	entere
Indicates the equipment is designed to carry low density commodities such as wood chips and similar products	-If ECP Brak reporta
Used in ETC Generation.	Slack Adjuster
Permissible Values for B124	The slack adjus
Y Yes Validation Rule for B124	Value does not
-Gondolas with Light Density applies only to Mechanical Designations (UMMD)	Permissible Va
of GTS, GTR, GBR, GBS, GBSR, GSS, GWS, GWSR, MWD, LG, or MW	A Group A
	E Group E J Group J
Connected Unit Count A020	O Group (
Indicates the number of units within an articulated or multi-unit equipment	1 Interna
Affects Rating. Range of Values for A020	Validation Rule
Minimum Maximum	- Slack Adjust after Jan
2 9	- If Slack Adju
Validation Rule for A020	(B540) m
-Connected Unit Count must equal the number of Unit Segments	- If Slack Adju
-Unit Segment Component elements must not be reported if the Connected Unit Count is not reported	be repor NOTES:
-Unit Segment Component elements must be reported if Connected Unit	Permissible
Count is reported	slack adjuste
Intermediate Conn Style B115	Brake Cylinder
Indicates the method by which two or more pieces of equipment are connected	Identifies the lo
Permissible Values for B115 A Articulated Connector	Permissible Va B Body M
D Drawbar Connector	T Truck N
Validation Rule for B115	Validation Rule
-Intermediate Connector Style is required for multi-unit equipment	- Brake Cyli
<ul> <li>Intermediate Connector Style must not be reported for single unit equipment</li> </ul>	rebuilt
equipment	Equipment Bui
Operating Brakes Mandatory A182	Identifies the o
The number of air brake control valves on the equipment (excludes hand	Permissible Va
brakes). One control valve consists of a service portion, emergency portion,	ACFX AC
and pipe bracket. Example: DB-60 control valve	ALST Als
Permissible Values for A182 1 2 3 4 5	ARI AR BERW Be
6 7 8 9	BETH Be
Validation Rule for A182	BSP Be
-Operating Brakes must be reported for all equipment	CFF Ca
-Operating Brakes (A182) must be 1 for non-articulated equipment with an Axle Count (A024) equal to 4	CNCF Ca
all Axie Coulli (A024) Equal to 4	CONC Co CURR Cu
ECP Brake Type B327	DARB Da
Indicates the type of electronic controlled pneumatic brake used on the	DIFC Dit
equipment	EDSP ES ERSB Eb
Permissible Values for B327	EVAN EV
N Not Equipped	FCA Fre
O Overlay - Both ECP & Air Brake S Stand Alone - ECP Only	FMC FN
Validation Rule for B327	FREU Fre GMB Gr
-Equipment must have a value entered for ECP Brake Type if built or rebuilt	GSC Gr
after June 28, 2012	GUN4 GL
	GUND Gu
ECP Brake Builder B328	HST Ha
The manufacturer of the electronic controlled pneumatic brake used on the	HYUN Hy JAC Jol
equipment	
Permissible Values for B328	JKFO JK-

- Permissible Values for B328
- NYAB New York Air Brake

## /ABTEC

le for B328

- ke Type (B327) is Stand Alone or Overlay then a value must be ed for ECP Brake Builder
- ke Type (B327) is Not Equipped then ECP Brake Builder is not table

1												
	Slack /	Adjuster G	roup					B	538			
ļ	The slack adjuster group on the equipment per AAR Field Manual Rule #8											
l	Value does not carry forward for Single Clone / Multi-Clone.											
	Permissible Values for B538											
l	A	Group A		Group B	С	Group C	D	Group D	)			
	E	Group E	F	Group F	G	Group G	н	Group F				
1	J	Group J	L	Group L	M	Group M	N	Group N				
ł	0	Group O		Group P	Q	Group Q	R	Group R				
1	1	Internal	2	Unequipped				P. 1				
1	Validation Rule for B538											
	- Sla	-	-	o is mandatory	y for all e	quipment bu	ilt or	rebuilt on	or			
		after Janu	, ,									
	- If S			up is reported		hen Brake Cy	linder	Mount Ty	уре			
				eported as "T"		N		DO	- 1			
I	- If S			up is "1" or "2	r, then S	olack Adjuste	r CID (	в359) mu	st not			
1		be reporte	ed.									
	NOTES		alue - C	"1 _ Int- · · "	idont''	c choolel !	· k ~~	intod :	rnal			
				"1 – Internal" brake cylinde		special truc	к mou	intea inter	ııdl			
	slac	دہ aujuster	within	brake cylinde								
٦l	D !	Cultural	Acres -	Vinc					540			
Į.		Cylinder N			1			B	540			
1				f the brake cy	under				*			
I		issible Valu		8540	_	_	_	-	_			
	B	Body Mo										
	T	Truck Mo		•								
		ation Rule		-	ا المع	fer - "		b				
	- E					- Brake Cylinder Mount Type is mandatory for all equipment built or						
	rebuilt on or after January 1, 2016											
		. count u	n or all	er January 1,	2016							
				er January 1,	2016				025			
		ment Builc	der				_	A	035			
	Identif	ment Builc fies the ori	<b>ler</b> ginal m	anufacturer o		uipment		A	)35 *			
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	Identifi Permi: ACF> ALST ARI BETH BSP CFF CNCL CON CURI DARI DIFC ECSE EVAI FCA FMCC FREL GME	ment Build fies the ori issible Valu X ACF T Alst ARI W Berth Beth Can F Carr IC Con R Curr B Darl C Difc P ESTI B Darl C Difc P ESTI B Ebe N Eval Frei C FMC J Free 3 Gree	Jer ginal m Jes for A industr om Industr wick Foo hlehem adian C ros De F icarrill ry Rail S by co RATEGI, nezer R ns Prodi ght Car C Corpo uhauf Co	anufacturer o A035 ries ies Car Works Steel Corpora ar & Foundry errocarril, SA ervice AS DUL S. DE I ailcar ucts America ration orporation	f the equ	ipment		A				
	Identifi Permi: ACF> ALST ARI BETH BSP CFF CNCL CON CURI DARI DIFC EDSF ERSE EVAI FCA FMCC FREL GME GSC	ment Build fies the ori issible Valu X ACF F Alst ARI W Bern H Beth Can F Carr IC Con R Curr B Darf C Difc C Difc C Difc C EST B Ebe N Evan Frei C FMC J Freu 3 Gree	Jer ginal m Jes for A industr om Industr wick Foo hlehem adian C ros De F carrill ry Rail S by co RATEGI, nezer R nezer R nezer R nezer R dight Car C Corpo uhauf Car C Corpo uhauf Car enbrier enville S	anufacturer o A035 ries ies Car Works Steel Corpora ar & Foundry errocarril, SA iervice AS DUL S. DE I ailcar ucts America ration orporation Steel Car	f the equ ation	ipment		A				
	Identifi Permi: ACF> ALST ARI BETH BSP CFF CNCL CON CURI DARI DIFC EDSF EVAI FCA FMCC FREL GME GSC GUN	ment Build fies the ori issible Value X ACF F Alst ARI W Bern H Beth Can F Carr IC Con R Curr B Darf C Difc C Difc C Difc C Difc C F EST B Ebe N Evau Frei C FRO U Freu 3 Grey Grey 14 Gun	Jer ginal m Jes for A industr om Industr wick Foo hlehem adian C ros De F carrill ry Rail S by co RATEGI, nezer R ns Prod ght Car C Corpo uhauf Co enbrier enville S aderson	anufacturer o A035 ries ies Car Works Steel Corpora ar & Foundry errocarril, SA ervice AS DUL S. DE I ailcar ucts America ration orporation Steel Car - Trenton Wo	f the equ ation	ipment		A				
	Identifi Permi: ACF> ALST ARI BER\ BSP CFF CNCI CON CUR DAR DIFC EDSF ERSE EVAR FCA FMCC FREL GME GSC GUN GUN	ment Build fies the ori issible Valu X ACF F Alst ARI W Bern H Beth Can F Carr IC Con R Curl B Darl C Difc P ESTI B Ebe N Evan Frei C FMC J Freu G Greu ID Gun	Jer ginal m Jes for A Findustr om Industr wick Foo hlehem hlehem adian C ros De F carrill ry Rail S by o RATEGIA nezer R ns Prod ght Car C Corpo Jhauf C	anufacturer o A035 ries ies car Works Steel Corpora ar & Foundry errocarril, SA ervice AS DUL S. DE I ailcar ucts America ration orporation Steel Car - Trenton Wo Inc	f the equ ation R.L.	ipment		A				
	Identifi Permia ALST ALST ARI BERV BERV BERV BERV CFF CNCI CON CUR DARI DIFC CON CUR DARI DIFC EDSF ERSE EVAI FCA FMCC FREL GME GSC GUN GUN	ment Build fies the ori issible Valu X ACF F Alst ARI W Bern H Beth Can F Carr IC Con R Curl B Darl C DifC P ESTI B Ebe N Evan Frei C FMC J Freu G Greu IA Gun Haw	Jer ginal m Jes for A Findustr om Industr wick Foo hlehem hlehem adian C ros De F carrill ry Rail S by RATEGIA nezer R ns Prod ght Car C Corpo Jhauf Co enbrier enville S nderson derson vker Sid	anufacturer o A035 ries ies car Works Steel Corpora ar & Foundry errocarril, SA ervice AS DUL S. DE I ailcar ucts America ration orporation Steel Car - Trenton Wo Inc	f the equ ation R.L.	ipment		A				
	Identifi Permi: ALST ALST ALST ARI BERV BERV BSP CFF CNCI CON CUR DAR DIFC CON CUR DAR DIFC EDSF ERSE EVAI FCA FMCC FREL GME GSC GUN GUN HST	ment Build fies the ori issible Valu X ACF F Alst ARI W Bern H Beth Can F Carr IC Con R Curr B Darl C Difc P ESTI B Darl C Difc P ESTI B Ebe N Evan Frei C FMC J Freu G Greu Haw N Hyu	Jer ginal m Jes for A Industrivitation industrivitation industrivitation industrivitation industrivitation industrivitation industrivitation industriation i	anufacturer o A035 ries ies car Works Steel Corpora ar & Foundry errocarril, SA ervice AS DUL S. DE I ailcar ucts America ration orporation Steel Car - Trenton Wo Inc deley	f the equ ation R.L.	ipment		A				
	Identifi Permi: ALST ALST ALST ALST ALST ALST ALST ALST	ment Build fies the ori issible Valu X ACF F Alst ARI W Bern H Beth Can F Carr IC Con R Curr B Darl C Difc P ESTI B Darl C Difc P ESTI B Ebe N Evai Frei C FMC U Freu C Freu C Grev I Grev I Gun Haw N Hyu	Jer ginal m Jes for A Industrivick For hlehem adian C ros De F carrill ry Rail S by o RATEGIA nezer R ns Prodi ght Car C Corpo Jhauf Ca C corpo C corpo	anufacturer o A035 ries ies car Works Steel Corpora ar & Foundry errocarril, SA ervice AS DUL S. DE I ailcar ucts America ration orporation Steel Car - Trenton Wo Inc	f the equ ation R.L.	ipment						
	Identifi Permi: ACF> ALST ALST ALST BETH BSP CFF CNCI CON CUR DAR DIFC EDSF ERSE EVAI FCA FMCL GME GSC GUN GUN HST HYUU JAC	ment Build fies the ori issible Valu X ACF F Alst ARI W Bern H Bett Can F Carr IC Con R Curr B Darl C Difc P ESTI B Darl C Difc P ESTI B Ebe N Eval Frei C FMC G Gree IA Gun Haw N Hyu Johr D JK-C	Jer ginal m Jes for A Industr wick For hlehem adian C ros De F carrill ry Rail S by o RATEGI nezer R ns Prod ght Car C Corpo Jhauf Ca c Corpo Jhauf Ca C LLC	anufacturer o A035 ries ies car Works Steel Corpora ar & Foundry Ferrocarril, SA ervice AS DUL S. DE I ailcar ucts America ration orporation Steel Car - Trenton Wo Inc deley America Corp	f the equ ation R.L.	ipment		A				
	Identifi Permi: ALST ALST ALST ALST ALST ALST ALST ALST	ment Build fies the ori issible Valu X ACF F Alst ARI W Bern H Bett Can F Carr IC Con R Curr B Darl C Difc P ESTI B Darl C Difc P ESTI B Ebe N Eval Frei C FMC G Gree IA Gun Haw N Hyu Johr D JK-C	Jer ginal m Jes for A Industrivitation industrivitation industrivitation industrivitation industrivitation industrivitation industriation industriation ght Car C Corpo Juhauf Car C Corpo Juhauf Car C Corpo Juhauf Car C Corpo Juhauf Car C Corpo Juhauf Car C Corpo Juhauf Car Siderson inderson vker Sid indai instown	anufacturer o A035 ries ies car Works Steel Corpora ar & Foundry Ferrocarril, SA ervice AS DUL S. DE I ailcar ucts America ration orporation Steel Car - Trenton Wo Inc deley America Corp	f the equ ation R.L.	ipment						



	Data Specific	ation Manual
KRCX	Kimball Railcar Services	Air Hose Arrangement B524
MRNE	Marine Industries	The type of trainline air hose arrangement
MULT	Multiple	Permissible Values for B524
NACA	National Alabama Corporation	A S-424 Angle Cock Location
NSC	National Steel Car	B S-425 Angle Cock Location on Cars Equipped with AAR Type F Coupler
NYC	New York Central Railroad	C S-426 Angle Cock Location on Cars with Floating Sills
ORTN	Ortner	D S-427 Angle Cock and Air Brake Hose Location on Cars with Excessive
PCF PORW	Pacific Car & Foundry Thrall-Winder	Overhang Preventing Compliance with AAR Standards
PORW	Pullman-Standard	E S-428 Angle Cock Location on Cars Equipped with AAR Type F Coupler
PSP	Pullman-Standard, Division of Trinity Industries	and Cushioned Underframe
THRL	Thrall	F S-4003 (Former Standard)
TRAN	Tranzrail	G S-4003x (Former Standard Retrofitted to Meet All Dimensions Except
TREN	Trenton Works	Height)
TRIN	Trinity	H S-4003-05 (Current Standard Train Line Arrangement for Cars with F-
UNKN	Unknown	Shank Couplers)
V	OWNER RAILROAD	I S-4021 Angle Cock and Brake Hose Location on Cars with EOCC (E and
VERM	Vertex	F)
	n Rule for A035	J S-4021 Coupler Mounted Bracket End Arrangement
	oment Builder must be populated if the Built Date (BLDT) is July 1,	K S-4028 Train Line Arrangement with Displaceable Union on Cars with
	010 or newer	EOCC and Couplers Not Exceeding 45 in. in Length
	ment built or rebuilt on or after July 1, 2010 cannot have a	L S-4029 Train Line Arrangement with Displaceable Union on Cars with
	guipment Builder of Unknown	EOCC and Couplers Exceeding 45 in. in Length
	ment with a Built Date (BLDT) on or after July 1, 2010 cannot have	M S-4030 Trolley Arrangement on Cars with EOCC and E-Shank Couplers
	n Equipment Builder Code of OWNER RAILROAD.	Validation Rule for B524
-Equip	ment Builder can have a value of MULT only if the equipment has	-Air Hose Arrangement must be reported for this equipment if it is Built or
	nultiple units.	Rebuilt on or after April 22, 2014.
		NOTES:
Builder Lo	t Code B030	<ul> <li>If any of the following conditions apply, Air Hose Arrangement (B524) must be reported for cars Built or Rebuilt on or after April 22, 2014:</li> </ul>
	dentifier for a group of equipment built by one manufacturer under	<ul> <li>Draft Gear Type (B073) at any location is C or E.</li> </ul>
-	ne builder specification	<ul> <li>Connected Unit Count (A020) is reported.</li> </ul>
	-	<ul> <li>Outside Length (OSLG) is greater than or equal to 70 feet (840 inches).</li> </ul>
	nfidential. Value does not carry forward for Single Clone / Multi-	<ul> <li>The overhang is greater than 5 feet 6 inches (66 inches). Overhang is</li> </ul>
Clon		calculated as follows:
	n Rule for B030	° 0.5 * (Outside Length, in inches, minus Truck Center Length, in inches,
	nent built or rebuilt on or after June 28, 2012 must have a value for	minus 31 inches)
Bui	lder Lot Code	<ul> <li>For all other equipment, reporting Air Hose Arrangement is optional.</li> </ul>
Built Cour	ntry B031	
The count	ry where the equipment was constructed	4-Pressure ABT Receiver Eqpd B539
Data is Co		Identifies if the equipment is equipped with a 4-pressure air brake test receiver
	le Values for B031	Value does not carry forward for Single Clone / Multi-Clone.
	Canada MX Mexico	Permissible Values for B539
	Jnited States	E Equipped
00 0		N Not Equipped
Rebuilt Co	Duntry B170	NOTES:
		<ul> <li>An "E" will be system generated if a 4-Pressure ABT is reported on the</li> </ul>
	rry where the equipment was re-constructed	equipment.
	le Values for B170	
	Canada MX Mexico	Feature
US L	Jnited States	Floor Material A104
		Describes the type of construction material used for the equipment floor
	ctorization B096	Used in ETC Generation.
	the equipment owner assumes responsibility for applying	Permissible Values for A104
reflecto	prization tape	00 High Strength Steel (Over 100ksi Yield Strength)
Permissib	le Values for B096	01 Aluminum
P R	eflectorization Plan	05 Composite Nailable (considered same as wood
W R	eflectorization Waiver	14 Other
	n Rule for B096	15 Other, Reinforced
-Refle	ectorization is mandatory for all equipment after November 28, 2015.	19 Standard Steel
		23 Steel Nailable (includes alternate wood and steel floor
Bottom O	utlet Count B142	24 Steel Nailable, Reinforced (includes alternate wood and steel floor
The numb	er of bottom unloading devices on the equipment	25 Standard Steel, Reinforced
	Values for B142	30 Wood
Minimu		33 Wood, Double, Reinforced
0	9	34 Wood Floor with Steel Protective Plates (includes perforated steel)
-	н та Г	
		1

## Umler®

B268

B592

## **Data Specification Manual**

**B094** 

- Wood Floor, Reinforced, with Steel Protective Plates (includes 35 perforated steel)
- Wood Floor, Reinforced 36

## Validation Rule for A104

- Equipment Built or Rebuilt on or after January 1, 2000 cannot have a value of Other, or Other, Reinforced

**Gondola Floor Design** 

## Describes the equipment floor design

## Used in ETC Generation.

- Permissible Values for B094 D
  - Depressed Bottom F Flat Bottom
- NOTES:
- Gondola Floor Design must be reported if Mechanical Designation (UMMD) is GT

Wood Racks Covering Floor B233	Validation Ru -Cross Bar Cou
Reinforcement of the equipment floor using wood racks	-Cross Bar Cou
Permissible Values for B233	GBSR
Y Yes	
	Roof Type
Lining Material A158	Describes the
Describes the type of construction material used in the lining of equipment	Permissible V
Permissible Values for A158	1 Trough
17 Sheet Metal	2 Remov
26 Synthetic	5 Other
28 Unlined	Validation Ru
30 Wood	-Trough H
Bulkhead Type B034	Mech HTR, d
	-Removab
Identifies the type of bulkhead attached to the equipment	Desig
Value does not carry forward for Equipment Group Change.	-Round Ro
Permissible Values for B034 F Fixed	Gond
Validation Rule for B034	of XP,
-Gondola Bulkhead Types are only applicable for Mechanical Designation	-Other typ
(UMMD) of GTS, GTR, GBR, GBS, GBSR, GSS, GWS, GWSR, LG, MWD,	Gond
or MW	HTR, (
	-Mechanic HTR, d
Removable Cover Equipped B060	111K, 0
Indicates the equipment is equipped with a removable cover	Clean Out Do
Permissible Values for B060	Indicates the e
Y Yes	Permissible V
Validation Rule for B060	Y Yes
-Removable Cover Equipped is not applicable to Gondolas with Mechanical	
Designation (UMMD) of GB or GS	
Lading Strap Anchor Eqpd B121	
Indicates the equipment has fixed devices or design features which provide	<b>Original Cost</b>
connection points for straps or bands securing the lading	The original m
Permissible Values for B121	Data is Confid
Y Yes	Clone.
Validation Rule for B121	Range of Valu
-Lading Strap Anchor Locations are not applicable to Gondolas with the	Minimum
Mechanical Designation (UMMD) of GT	0
	Validation Ru
Tie Down Assembly Non-FA B271	-Original C & Bet
Identifies equipment having a tie down assembly, for a non flat car	-Original C
Permissible Values for B271	Bette
Y Yes	-Railroad r
Validation Rule for B271	STWH
-Tie Down Assembly Non-FA Equipped is not applicable to Gondolas with	
Mechanical Designations (UMMD) of GB, GS, or GT	

## ule for B592

equipped gondola

Range of Values for B592

Minimum Maximum

9

**Cross Bar Equipped** 

Y Yes

GBS or GBSR

**Cross Bar Count** 

1

Permissible Values for B268

Validation Rule for B268

ount (B592) must be reported, if Cross Bar Equipped (B268) is Y-Yes ount only applies to Mechanical Designation (UMMD) of GBS or

-Cross Bar Equipped (B268) only applies to Mechanical Designation (UMMD) of

The number of coil load divider bars (cross bars) that is standard to a specially

Identifies the equipment has a cross bar for securing the load

Roof Type	A226			
Describes the type of roof or hatches on the equipment				
Permissible Values for A226				
1 Trough hatch in roof				
2 Removable roof				
5 Other types of roof openings				
Validation Rule for A226				
-Trough Hatch Roofs are only applicable to Gondolas and Hop	opers with			
Mechanical Designation (UMMD) of GBR, GBSR, GWSR, H	HKR, HMSR,			
HTR, or LO				
-Removable Roofs are only applicable to Gondolas with Mech	nanical			
Designation (UMMD) of GBR, GBSR, GWSR, or GTR				
-Round Roof Hatches at centerline of cars are only applicable	-			
Gondolas, or Covered Hoppers with Mechanical Designa	tion (UMMD)			
of XP, GTR, or LO				
-Other types of Roofs are only applicable to Hoppers, or Spec	ialized			
Gondolas with Roofs with Mechanical Designation (UMN	/ID) of LO,			
HTR, or GTR				
-Mechanical Designations (UMMD) of GBR, GBSR, GWSR, GT	R, HKR, HMSR,			
HTR, or LO require that Roof Type be set				
Clean Out Door Equipped	B600			

equipment is equipped with a clean out door /alues for B600

Cost				
Original Cost			A184	
The original ma	anufacturer sel	lling price	۲	
Data is Confide	ential. Value do	oes not carry forward for Single Clone	/ Multi-	
Clone.				
Range of Value	es for A184			
Minimum	Maximum			
0	9999999	-		
Validation Rul	e for A184			
-Original C	ost must be eq	ual to the Ledger Value if there are no	Additions	
& Betterments.				
-Original Cost must be equal to the Ledger Value if Additions &				
Betterments Indicator is not reported.				
-Railroad n	narked freight o	cars except MISC, LOCO, TRLR, CONT,	CHSS,	

H, EOTD, and PSGR are required to have an Original Cost

## Umler

A317

## **Data Specification Manual**

-Private marked freight cars except MISC, LOCO, TRLR, CONT, CHSS, STWH, EOTD, and PSGR are required to have an Original Cost if Built Date (BLDT) is on or after January 1, 2015

#### NOTES:

- Original Cost is never altered. It is the cost of the equipment to the original owner.
- For railroad-marked cars, report in US dollars the original ledger value of the original owner For cars rebuilt, report the cost prescribed in MR Interchange Rule 88 and Circular Letter OT-24
- The original cost is used in the settlement of AAR Interchange Rule 107 Office Manual.
- For connected unit cars report the total original cost for all units in the set. •
- Numeric, applicable to all railroad-marked cars Also, applicable to privately marked covered hopper (LO) cars.
- Raise all cents to the next dollar, e.g. \$5,501.02 = 0005502

	13 to the flext dollar, e.g. \$5,501.02 - 0005502		Range of Value	es for A317
Ledger Value		A150	Minimum	Maximum
The sum of ori	ginal cost and additions & betterments		1	999999
Data is Confide	ential. Value does not carry forward for Single Clone / M	ulti-	Validation Rul	e for A317
Clone.				g an individual ac
Range of Valu	es for A150		A&B Type (A	.318), A&B Pos/N
Minimum	Maximum		reported	
0	9999999			
Validation Rul	e for A150		A&B Date Don	e
-Original C	ost must be equal to the Ledger Value if there are no Add	litions	The date of the	e individual addit
& Bet	erments.		Data is Confide	ential. Value doe
•	lue must equal the Original Cost (A184) plus the addition		Clone.	
	ments, if Total A&B (A003) has been reported. Otherwise	е	Range of Valu	es for A319
Ledge	r Value should equal Original Cost (A184).		Minimum	Maximum
				12/31/9999
Total A&B		A003	Validation Rul	
System genera	ted sum of all reported amounts in A&B Amount (A317),	in LIS		ering an individu
dollars		11 05		in all 4 fields.
			-Addition a	and Betterment D
	ential. System Generated Field. This element is not eligib		(BLDT)	).
•	alue does not carry forward for Single Clone / Multi-Clon	e.	• •	& Betterments D
Range of Valu				
Minimum	Maximum		A&B Type	
0	99999999			lividual addition a
NOTES:	arked care report the curp of all additions and betterma	n+c		ential. Value doe
	arked cars, report the sum of all additions and betterme the car. This value is for record keeping purposes only and		Clone.	
	eport Ledger Value.	wiii not	Permissible Va	luce for A219
				neral - Capitalize
	Cars report the additions and betterments as qualified ur	ider AAR		tial load of histor
	Rule 107 for determination of settlement value.	tha data	da	
	s are costs of all new components applied subsequent to as built or rebuilt and carried in the capital investment a		Validation Rul	
	ents are costs of all improvements of components of exist			equipment, only o
	nt through the substitution of superior parts for inferior p	•	INIT.	equipment, only t
	ent to the date the car was built of rebuilt.	Jails		ering an individu
	ed unit cars report the total Truck Location A for all units	in tho		in all 4 fields.
set		mule	Value	in an 4 neias.
set				
Ind for Pos/Ne	g Total A&B	A128		Car
A code indicat	ng the positive or negative adjustment to the original cos	st of the	Pool Number	
equipment			Unique numbe	er used to indicate
Data is Confide	ential. System Generated Field. This element is not eligib	le for	purpose	
	alue does not carry forward for Single Clone / Multi-Clon			n antation Carles
Permissible Va				portation Codes.
N Negati			Back.	alue does not car
- 0			Dduk.	
A&B Pos/Neg	Ind	A316	Pool Control	
A code indicat	ng the positive or negative adjustment to the individual a	addition	Pool Control	
and bettern	ient			ated Field. Used
Data is Confide	ential. Value does not carry forward for Single Clone / M	ulti-		is not eligible for
Clone.	,	-	NOTES:	is not engine for
			1 10123.	

#### Permissible Values for A316

Negative Ρ Positive Ν

- Validation Rule for A316
- -When entering an individual Addition & Betterment, you must enter a value in all 4 fields.
- -The A&B Indicator is required when Additions & Betterments are reported.
- -The A&B Indicator must not be reported if Additions & Betterments are not reported.

#### A&B Amount

## The amount of the individual addition and betterment added to or subtracted from the original cost of the equipment

Data is Confidential. Value does not carry forward for Single Clone / Multi-Clone.

## no of Values for A217

addition & betterment; A&B Date Done (A319), Neg Ind (A316), and A&B Amount (A317) must be

	A&B Date Dor	ne	A319				
	The date of the	e individual addition and betterment					
	Data is Confidential. Value does not carry forward for Single Clone / Multi-						
	Clone.						
	Range of Valu						
	Minimum	Maximum					
	1/1/1900	12/31/9999					
	Validation Rul						
		ering an individual Addition & Betterment, you must er in all 4 fields.	iter a				
1	-Addition a	and Betterment Date Done cannot be earlier than Built	Date				
	(BLDT	).					
	-Additions	& Betterments Date Done cannot be later than today's	date.				
	A&B Type		A318				
		dividual addition and betterment as defined by Rule 107	7				
	Data is Confidential. Value does not carry forward for Single Clone / Multi-						
	Clone.						
		alues for A318					
	GNRL Ge	eneral - Capitalized Additions and Betterments					
		tial load of historical A&B amount as of Umler 4.6 imple	mentation				
	Validation Rul	e for A318					
	-For each e INIT.	equipment, only one Individual A&B Type can have a va	lue of				
		ering an individual Addition & Betterment, you must er in all 4 fields.	iter a				
1		Car Management					
	Pool Number		P001				
	Unique numbe purpose	er used to indicate the grouping of equipment for a part	icular				
		portation Codes. Affects Rating. This element is not el alue does not carry forward for Equipment Group Chan	•				

# arry forward for Equipment Group Change / Add

A310	Pool Control TCPC	
al addition	Pool Control	
	System Generated Field. Used for Transportation Codes. Affects Rating. This	
Multi-	element is not eligible for Input, Output or Query.	
	NOTES	

=Mandatory ▲=Used in ETC Generation

= Affects Rating

2

G Μ

0

U

NOTES:

NOTES:

**User Routing Instructions** 

Used for Transportation Codes.

Mark canceled

**Umler Transportation Code** 

eligible for Input.

**Trailer Service Rule 2** 

Owner requested return

Unassigned equipment

Permissible Values for TCUR



**Data Specification Manual** 

TCUR

TCOD

• For further explanation reference Appendices C and E.

The routing instruction reported by the user

Contaminated commodity service

For further explanation reference Appendix E.

• For further explanation reference Appendix E.

The type of assigned service, empty routing or restriction of the equipment

System Generated Field. Used for Transportation Codes. This element is not

System Generated Field. Used for Transportation Codes. This element is not eligible for Input.

#### NOTES:

For further explanation reference Appendix E.5.

Loading Authority Fleet Status B597

Identifies when a car is listed on a fleet in the Loading Authority application

System Generated Field. This element is not eligible for Input. Value does not carry forward for Single Clone / Multi-Clone.

Permissible Values for B597

Yes

S Suspended

NOTES:

- When equipment is on a fleet the Loading Authority (LA) application will update the flag to 'Y - Yes'. When equipment is removed from a fleet the LA application will remove the 'Y - Yes'.
- When equipment is on a LA fleet that is suspended the LA application will update the flag to 'S - Suspended'. When the equipment is on a LA fleet that is no longer suspended the LA application will update the flag to 'Y - Yes'.
- **Transportation Cond Code** TCCD **Train Service** The AAR or FRA interchange restriction code **Restricted Speed Empty** B180 System Generated Field. Used for Transportation Codes. This element is not Describes the maximum restricted speed the equipment can travel when empty eligible for Input. NOTES Range of Values for B180 For further explanation reference Appendix E. Minimum Maximum 5 95 **Mechanical Restriction** тсме User reported or system generated type of mechanical restriction **Restricted Speed Loaded** B181 Used for Transportation Codes. Describes the maximum restricted speed the equipment can travel when loaded Permissible Values for TCME S Scrap AAR Interchange Restriction Range of Values for B181 Х Υ **FRA Interchange Prohibited** Minimum Maximum NOTES: 5 95 • For further explanation reference Appendix D.1 B189 Shove Car to Rest **Mech Restriction Reason** TCMR Identifies the car must be moved to rest by locomotive The explanation of the Mechanical Restriction (TCME) Permissible Values for B189 Used for Transportation Codes. Υ Yes Permissible Values for TCMR Restricted Due to Age (Over 40-AAR, Over 50-FRA) А **B188** Shove Adj. Car to Rest Restricted Due to Air Brakes R Identifies the adjacent car must be shoved to rest by locomotive С Restricted Due to Axles Permissible Values for B188 D **Restricted Due to Couplers and Couplers Parts** Yes Υ F **Restricted Due to Couplers Yokes** G Restricted Due to Draft Gears **Train Position Sensitive** B211 J Restricted Due to Journal Bearing and Journal Lubrication Ν **Restricted Due to Trucks** Indicates there is a physical reason, limiting its position on a train Ρ Restricted Due to Truck Side Frames Permissible Values for B211 Т **Restricted Due to Trucks Bolsters** Υ Yes U Restricted by AAR or Owner w Restricted Due to Wheels **End of Train Only** B277 Х Restricted Due to Scrap or Early Warning Indicates the equipment must be placed at the end of the train (including per Ζ Restricted Due to Umler Conflict (Not Valid for User Input) AAR RP-2001) NOTES: Permissible Values for B277 For further explanation reference Appendix D.2. Yes Υ The assignment of the Transportation Codes S\_, SX, XA, XZ and YA generate the Rate Indicator Code 6 to the CHARM file to zero (0) rate the car hire and mileage rate. **Check Trailing Tonnage** B044 Indicates the equipment has restrictions on trailing tonnage Sys Gen Routing Inst TCGR Permissible Values for B044 The routing instruction generated by the system

γ Yes

=Conditionally Mandatory June 2024 Mandatory =Used in ETC Generation = Affects Rating - 51 -



Gondola	ι	Jm	ler®							Gondola
	Data St	pecific	ation Ma	nual						
Permissible Va A Restric			in PT • A cha Load • Re • Gi • Ec	C stop ange in ed Net ebuilt D ross Ra quipme	value for Braking R Date (RBD il Load/W ent Type C	atio to rese	ng elemen et to blank )		ause the Owne	er-Provided
Cooper Rating	z Exception B2	73			-	Fruck (	omn	onen	te	
	cooper rating (weight distribution model of the equipment), f	for	Aula Cra	e elie e F			Jointh	Ullell	13	<b>D020</b>
	ement across bridges				Distance N	de centers o	on the sa	me truck		B020
A Excess	alues for B273 ive Cooper Rating r Rating in Excess of E66		Affects Permiss 53	Rating. sible Va 53 Inc	alues for B					
Clearance Exc	eption B2	75	54 55	54 Inc 55 Inc						
	ipment containing nonstandard dimension		60	60 Inc						
A Excess B Excess	<b>alues for B275</b> ive Outside Extreme Height (A185) ive Outside Extreme Width (A186) ier unique clearance issues		61 62 63 64 65	61 Inc 62 Inc 63 Inc 64 Inc 65 Inc	ches ches ches					
Loaded Net Bi	raking Ratio B5.	51	66	66 Inc						
Indicates calcu	ulated minimum loaded net braking ratio per AAR Specificatio	ons in	68	68 Inc						
	uilt or rebuilt date (in percent).		70 71	70 Inc 71 Inc						
	nerated Field. This element is not eligible for input. alues for B551		72	72 Inc						
- 11.0			73	73 Inc						
- 8.5			74 76	74 Inc 76 Inc						
	y enter a documented alternative minimum loaded net brakin field that is greater than the system calculated Loaded Net	g	78 99	78 Inc Axle S	ches Space Unk	nown				
-	rted, the Owner-Provided Loaded Net Braking Ratio will be us	sed	Truck A	xle Co	unt Manda	atory				B252
	ping distance calculations.				f axles per					•
Loaded Net	n value for the following elements will cause the Owner-Provid t Braking Ratio to reset to blank: Date (RBDT)	ded	Minim 2		es for B25 Maximu 4					
	hil Load/Weight (A266)				e for B252				(	
	ent Type Code (UMET) .oad Device Egpd (B075)		- Su	m of Ti	ruck Axle (	Counts mus	t equal A	xle Count	: (A024)	
			Journal	Size M	landatory					A147
Empty Braking	g Ratio B5.	53	The size	of the	journal b	earing				•
	ulated empty braking ratio per AAR Specifications in place on	built	Affects	•						
	ate (in percent). nerated Field. This element is not eligible for input.		Permiss A	sible Va 3-3/4	alues for A X 7 B		X8 C	5 X 9		
Range of Valu	<b>C</b> .		D	5-1/2			F		2 X 12	
Minimum	Maximum			7 X 12			X 9 M	17X9		
15.0 NOTES:	38.0				e for A147		Size B an	d Star Cou	de (A247) is no	ot
	ring Ratio is determined as follows;:				•				of 103,000 lbs	
	Date (BLDT) or Rebuilt Date (RBDT) is less than 1/1/1972, then		-4-a	•	•				de (A247) is no	
Empty B	raking Ratio will be set to blank.		-4-a		-			. ,	of 142,000 lbs de (A247) is n	
Owner-Provid	led Empty Braking Ratio B5.	54		popula	ated, must	have Gros	s Rail Loa	d (A266) (	of 177,000 lbs	5.
	wner supplied alternate empty braking ratio (in percent).		-4-a		•				de (A247) is no	
Range of Valu	es for B554		-4-a		-			. ,	of 220,000 lbs ode (A247) is n	
Minimum 15.0	Maximum 38.0			popula	ated, and	Qualificatio	n for Incr	eased Gro	oss Rail Load (	B344) is
NOTES:	30.0		1.2						:66) of 263,000 ode (A247) is n	
Owner may	y enter a documented alternative minimum loaded net brakin field that is greater than the system calculated Loaded Net tio (B551).	Ig	-4-d	popula	ated, and		n for Incr	eased Gro	oss Rail Load (	

• When reported, the Owner-Provided Loaded Net Braking Ratio will be used

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## Data Specification Manual

-4-axle equipment with Journal Size G or M, Star Code (A247) is not
populated, and Qualification for Increased Gross Rail Load (B344) is
not populated, must have Gross Rail Load (A266) of 315,000 lbs.
-4-axle equipment with Journal Size G, K, or M, Star Code (A247) is not
populated, and Qualification for Increased Gross Rail Load (B344) of 1,
must have Gross Rail Load (A266) of 286,000 lbs.
NOTES:

• A, B and C Journal Classes are prohibited in Interchange per Rule 90.B.4

Wheel Diame	ter Mandatory	A294
The diameter		A254
Affects Rating	alues for A294	
33 33 Inc		
38 38 Inc		
Validation Rul		
-Equipmer	nt with Qualification for Increased Gross Rail	Load (B344) of 1,
	ournal Size (A147) of G or M, must have Whe	
-Equipmer	nt with Qualification for Increased Gross Rail	Load (B344) of 1,
	ournal Size (A147) of K, must have Wheel Dia	
	ted Unit Count (A020) is not reported, differ	ent Wheel
Diame	eters cannot be reported	
Stability Devic	e Equipped	B199
		6133
Affects Rating	bility device is present on the truck	
	alues for B199	
Y Yes		
Bolster Comp	onent ID	B351
	onent ID from Component Registry	
	ential. This element is not eligible for Input.	Value does not carry
forward	for Single Clone / Multi-Clone.	
Sideframe Co	mponent ID	B352
	mponent ID from Component Registry	5052
	ential. This element is not eligible for Input.	Value does not carr
	for Single Clone / Multi-Clone.	
Wheelset Con		B350
	from Component Registry	
	ential. This element is not eligible for Input.	Value does not carr
forward	for Single Clone / Multi-Clone.	
	Draft System Compone	nts
Coupler Code		A057
Defines the ed	uipment coupler type	
	alues for A057	
BE60AHT	Type E (Rule 16) - BE60AHT	
BE60BHT	Type E Obsolete (Rule 16) - BE60BHT	
BE63AHT	Type E Obsolete (Rule 16) - BE63AHT	
BE63HT	Type E (Rule 16) - BE63HT	
BE67HT	Type E (Rule 16) - BE67HT	
E42BEX	Type E/F (Rule 17) - E42BEX	
E50ARE	Type E/F (Rule 17) - E50ARE	
E50BEX	Type E/F (Rule 17) - E50BEX	
E60CC	Type E (Rule 16) - E60CC	
E60CE	Type E (Rule 16) - E60CE Type E (Rule 16) - E60CEX	
E60CEX E60CHT	Type E (Rule 16) - E60CEX Type E (Rule 16) - E60CHT	
E60CHTE	Type E (Rule 16) - E60CHTE	
E60CHTQ	Type E (Rule 16) - E60CHTQ	
	Type E (Rule 16) - E60DC	

on wandan	
E60DE	Type E (Rule 16) - E60DE
E60EE	Type E (Rule 16) - E60EE
E61	Type E Obsolete (Rule 16) - E61
E67AHT	Type E (Rule 16) - E67AHT
E67BC	Type E (Rule 16) - E67BC
E67BE	Type E (Rule 16) - E67BE
E67BHT	Type E (Rule 16) - E67BHT
E67BHTE	Type E (Rule 16) - E67BHTE
E67CC	Type E (Rule 16) - E67CC
E67CE	Type E (Rule 16) - E67CE
E68AHT	Type E/F Obsolete (Rule 17) - E68AHT
E68AHTE	Type E/F Obsolete (Rule 17) - E68AHTE
E68BC	Type E/F (Rule 17) - E68BC
E68BE	Type E/F (Rule 17) - E68BE
E68BHT	Type E/F (Rule 17) - E68BHT
E68BHTE	Type E/F (Rule 17) - E68BHTE
E68BHTQ	Type E/F (Rule 17) - E68BHTQ
E68CE	Type E/F (Rule 17) - E68CE
E68DE	Type E/F Obsolete (Rule 17) - E68DE
E69AE	Type E/F (Rule 17) - E69AE
E69AHTE	Type E/F (Rule 17) - E69AHTE
E69BE	Type E/F (Rule 17) - E69BE
E69CE	Type E/F (Rule 17) - E69CE
E69CEX	Type E/F (Rule 17) - E69CEX
E69HTE	Type E/F (Rule 17) - E69HTE
E69LCE	Type E/F (Rule 17) - E69LCE
EB7AHT	Type E (Rule 16) - EB7AHT
EF204CE	Type E/F (Rule 17) - EF204CE
EF306CE	Type E/F (Rule 17) - EF306CE
EF511AE	Type E/F (Rule 17) - EF511AE
EF511BE	Type E/F (Rule 17) - EF511BE
EF511CE	Type E/F (Rule 17) - EF511CE
EF511DE	Type E/F (Rule 17) - EF511DE
EF511LCE	Type E/F (Rule 17) - EF511LCE
	Type $E/F$ (Rule 17) - $EF511WE$
EF511WE	
EF512CE	Type E/F (Rule 17) - EF512CE
EF512WE	Type E/F (Rule 17) - EF512WE
EF528WE	Type E/F (Rule 17) - EF528WE
EFROTARY	Type E/F Rotary - EFROTARY
EFSPEC	Type E/F Special - EFSPEC
EFUNK	Type E/F Unknown - EFUNK
EK323CE	Type E (Rule 16) - EK323CE (Long Travel)
EK324CE	Type E (Rule 16) - EK324CE (Long Travel)
ESPEC	Type E Special - ESPEC
EUNK	Type E Unknown - EUNK
F70BHT	Type F Obsolete (Rule 18) - F70BHT
F70BHTE	Type F Obsolete (Rule 18) - F70BHTE
F70CC	Type F (Rule 18) - F70CC
F70CE	Type F (Rule 18) - F70CE
F70CHT	Type F (Rule 18) - F70CHT
F70CHTE	Type F (Rule 18) - F70CHTE
	Type F (Rule 18) - F70DE
F70DE	
F70HT	Type F Obsolete (Rule 18) - F70HT
F71CHT	Type F (Rule 18) - F71CHT
F72HT	Type F (Rule 18) - F72HT
F73AC	Type F (Rule 18) - F73AC
F73AE	Type F (Rule 18) - F73AE
F73AHT	Type F (Rule 18) - F73AHT
F73AHTE	Type F (Rule 18) - F73AHTE
F73BE	Type F (Rule 18) - F73BE
F73HTE	Type F Obsolete (Rule 18) - F73HTE
F79BHT	Type F Obsolete (Rule 18) - F79BHT
F79BHTE	Type F Obsolete (Rule 18) - F79BHTE
F79CC	Type F (Rule 18) - F79CC
F79CE	Type F (Rule 18) - F79CE
F79CHT	
	1 VDE F (Rule 18) - F/9CH1
F79CHTF	Type F (Rule 18) - F79CHT Type F (Rule 18) - F79CHTE
F79CHTE F79DE	Type F (Rule 18) - F79CHT Type F (Rule 18) - F79CHTE Type F (Rule 18) - F79DE

Type E (Rule 16) - E60DC

E60DC



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	Data S
FF205E	Type F (Rule 18) - FF205E
FF218AE	Type F (Rule 18) - FF218AE
FR201E	Type F (Rule 18) Rotary - FR201E
FR205AE	Type F (Rule 18) Rotary - FR205AE
FR205BE	Type F (Rule 18) Rotary - FR205BE Type F (Rule 18) Rotary - FR205E
FR205E FR206E	Type F (Rule 18) Rotary - FR205E Type F (Rule 18) Rotary - FR206E
FR206EA	Type F (Rule 18) Rotary - FR206EA
FR207AE	Type F (Rule 18) Rotary - FR207AE
FR207E	Type F (Rule 18) Rotary - FR207E
FR208AE	Type F (Rule 18) Rotary - FR208AE (without wear insert)
FR208E	Type F (Rule 18) Rotary - FR208E (with wear insert)
FR209E	Type F (Rule 18) Rotary - FR209E
FR301E	Type F (Rule 18) Rotary - FR301E
FR304E	Type F (Rule 18) Rotary - FR304E (with wear plate)
FR304WE FROTARY	Type F (Rule 18) Rotary - FR304WE (without wear plate) Type E/F Rotary - FROTARY
FSPEC	Type F Special - FSPEC
FUNK	Type F Unknown - FUNK
\$700AE	Type E (Rule 16) - S700AE
SBE60CC	Type E (Rule 16) - SBE60CC
SBE60CE	Type E (Rule 16) - SBE60CE
SBE60DC	Type E (Rule 16) - SBE60DC
SBE60DE	Type E (Rule 16) - SBE60DE
SBE60DREX	Type E (Rule 16) - SBE60DREX
SBE60EE SBE60EEX	Type E (Rule 16) - SBE60EE Type E (Rule 16) - SBE60EEX
SBE67BC	Type E (Rule 16) - SBE67BC
SBE67BE	Type E (Rule 16) - SBE67BE
SBE67CC	Type E (Rule 16) - SBE67CC
SBE67CE	Type E (Rule 16) - SBE67CE
SBE67CREX	Type E (Rule 16) - SBE67CREX
SBE67DE	Type E (Rule 16) - SBE67DE
SBE68BC	Type E/F (Rule 17) - SBE68BC
SBE68BE	Type E/F (Rule 17) - SBE68BE
SBE68CE SBE68CREX	Type E/F (Rule 17) - SBE68CE Type E/F (Rule 17) - SBE68CREX
SBE68DE	Type E/F (Rule 17) - SBE68DE
SBE68WEX	Type E/F (Rule 17) - SBE68WEX
SBE69AE	Type E/F (Rule 17) - SBE69AE
SBE69BE	Type E/F (Rule 17) - SBE69BE
SBE69BREX	Type E/F (Rule 17) - SBE69BREX
SBE69CE	Type E/F (Rule 17) - SBE69CE
SE60CC	Type E (Rule 16) - SE60CC
SE60CE	Type E (Rule 16) - SE60CE Type E (Rule 16) - SE60CHT
SE60CHT SE60CHTE	Type E (Rule 16) - SEGOCHTE
SE60DC	Type E (Rule 16) - SE60DC
SE60DE	Type E (Rule 16) - SE60DE
SE60DEX	Type E (Rule 16) - SE60DEX
SE60EE	Type E (Rule 16) - SE60EE
SE67BC	Type E (Rule 16) - SE67BC
SE67BE	Type E (Rule 16) - SE67BE
SE67BHT SE67BHTE	Type E (Rule 16) - SE67BHT Type E (Rule 16) - SE67BHTE
SE67CC	Type E (Rule 16) - SE67CC
SE67CE	Type E (Rule 16) - SE67CE
SE68BC	Type E/F (Rule 17) - SE68BC
SE68BE	Type E/F (Rule 17) - SE68BE
SE68BHT	Type E/F (Rule 17) - SE68BHT
SE68BHTE	Type E/F (Rule 17) - SE68BHTE
SE68CE	Type E/F (Rule 17) - SE68CE
SE69AE	Type E/F (Rule 17) - SE69AE Type E/F (Rule 17) - SE69BE
SE69BE SE69CE	Type E/F (Rule 17) - SE69BE Type E/F (Rule 17) - SE69CE
SF70CC	Type F (Rule 18) - SF70CC
SF70CE	Type F (Rule 18) - SF70CE
SF70CHT	Type F (Rule 18) - SF70CHT

ier		Gondola
ation Manual		
SF70CHTE SF70DE SF79CC SF79CE SF79CHT	Type F (Rule 18) - SF70CH <sup>-</sup> Type F (Rule 18) - SF70DE Type F (Rule 18) - SF79CC Type F (Rule 18) - SF79CE Type F (Rule 18) - SF79CH <sup>-</sup>	
SF79CHTE SF79DE	Type F (Rule 18) - SF79CH Type F (Rule 18) - SF79DE	ΓE
Validation Rul		
-If Rotary (	Coupler Style is reported, ther	n Coupler Code must be a rotary
-Coupler C was b	Code is a rotary coupler, then ode of Type E Obsolete (Rule uilt or rebuilt before July 31, 2	
	s built or rebuilt before July 3	le 17) can only be reported if the
-Coupler C		18) can only be reported if the car
-Coupler C		r cannot be reported for cars Built
		e and should report code DOBS; ted in interchange as discussed
Unknown:	-	n or if the code stamped on the EFUNK, or LOCOUNK should be
coupler boo owner and	ies that have been manufact are not listed in the attached	have been created to decline ured specifically for the equipment table. ot be reported for equipment Built
or Rebuilt s	nce August 12, 2014.	
Coupler Style	Vandatory	B058
Describes the	pasic coupler design of the eq	uipment • 🔺
Used in ETC G	eneration. Affects Rating.	
Permissible V	lues for B058	
B Botton	Shelf D Double S	helf
P Plain	R Rotary	
Validation Ru		
-		f Car or End Of Car, Inches of Travel
	ot be reported	
•		r or End Of Car is reported then
	ivel (B061) must also be repo n Type (B073) is E then Couple	er Style (B058) cannot be reported
as L or R		
Inches of Trav	el	B061
The number o	inches a draft system will tra	vel
Used in ETC G	eneration. Affects Rating.	
Range of Valu		
Minimum	Maximum	
1 Validation Bul	30 for <b>P061</b>	
Validation Rul		er Of Car or End Of Car Inches of
Trave	(B061) cannot be reported	er Of Car or End Of Car, Inches of
	stem Type (B073) of Center O oches of Travel (B061) must a	of Car or End Of Car is reported

Inches of Tra	vel	B061
The number	of inches a draft system will travel	<b>▲</b>
Used in ETC (	Generation. Affects Rating.	
Range of Val	ues for B061	
Minimum	Maximum	
1	30	
Validation Ru	le for B061	
-If Draft S	ystem Type (B073) is not Center Of Car or End	Of Car, Inches of
Trav	el (B061) cannot be reported	
-If Draft S	ystem Type (B073) of Center Of Car or End Of C	Car is reported
then	Inches of Travel (B061) must also be reported	
-Inches o	f Travel cannot be greater than 20 for equipme	nt with a Built
Date	(BLDT) on or after January 1, 1974	
Draft System	Type Mandatory	B073
Describes the	draft gear/underframe cushion type	•
Used in ETC (	Generation. Affects Rating.	
Permissible \	alues for B073	
C Cushi	oning at Center of Car (COC)	



## Data Specification Manual

- S Standard Draft Gear
- Х Devices with less than 6 inches buff travel approved under AAR Standard S-060
- Devices with 6 to 10 inches of buff travel γ approved under AAR Standard S-060

## Validation Rule for B073

- If Draft System Type (B073) is Standard Draft Gear (S), Inches of Travel (B061) cannot be reported
- If Draft System Type (B073) is reported as C, E, X, or Y then Inches of Travel (B061) must also be reported
- If Draft System Type (B073) of X, or Y is reported then Draft Gear Group/Cushion Unit Pocket (B562) cannot be reported
- If Draft System Type (B073) X is reported, the Inches of Travel (B061) value must be greater than or equal to 1 and less than 6
- If Draft System Type (B073) Y is reported, the Inches of Travel (B061) value must be greater than or equal to 6 and less than or equal to 10
- If Draft System Type (B073) is S then Draft Gear Group/Cushion Unit Pocket (B562) may only be A, B, C, D, E, F, G, H, J, K, L, M, N, P, Q, R, S, or Z (AAR Rule 21)
- -If Draft System Type (B073) is E then Draft Gear Group/Cushion Unit Pocket (B562) may only be EOC-1,EOC-1D, EOC-1B, EOC-2, EOC-2D, EOC-2B, EOC-3, EOC-3B, EOC-4, EOC-4B, EOC-5, EOC-5D, EOC-5B, EOC-6, EOC-6D, EOC-6B, EOC-7, EOC-7B, EOC-8, EOC-8B, EOC-8F, EOC-9, EOC-9B, EOC-9D, EOC-9E, EOC-10, EOC-10D, EOC-10B, EOC-10F, EOC-11, EOC-11D, EOC-11B, EOC-12, EOC-12D, EOC-12B, EOC-13, EOC-13B, EOC-14, EOC-14B, EOC-15, EOC-15D, EOC-15B, EOC-16, EOC-16D, EOC-16B, EOC-17, EOC-17D, EOC-17B, EOC-18, EOC-18D, EOC-18B, EOC-19, EOC-19B, EOC-20, EOC-20B, EOC-21, EOC-21B, EOC-22, EOC-22B, EOC-23, EOC-23B, EOC-24, EOC-24B, EOC-25E, EOC-26B, EOC-26F, or EOC-27D, or EOC-27E (AAR Rule 59)

## Draft Gear Group/Cushion Unit Pocket

Draft Gear Group/Cushion Unit Pocket value as listed in AAR Field Manual Interchange Rule 21 and 59

Carry forward for Single Clone / Multi-Clone / Restencil / Add-Back / Equipment Group Change.

Permissible Values for B562EOC-1,EOC-1D, EOC-1B, EOC-2, EOC-2D, EOC-2B, EOC-3, EOC-3B,EOC-4, EOC-4B, EOC-5, EOC-5D, EOC-5B, EOC-6, EOC-6D, EOC-6B, EOC-7, EOC-7B, EOC-8, EOC-8B, EOC-8F, EOC-9, EOC-9B, EOC-9D, EOC-9E, EOC-10, EOC-10D, EOC-10B, EOC-10F, EOC-11, EOC-11D, EOC-11B, EOC-12, EOC-12D, EOC-12B, EOC-13, EOC-13B, EOC-14, EOC-14B, EOC-15, EOC-15D, EOC-15B, EOC-16, EOC-16D, EOC-16B, EOC-17, EOC-17D, EOC-17B, EOC-18, EOC-18D, EOC-18B, EOC-19, EOC-19B, EOC-20, EOC-20B, EOC-21, EOC-21B, EOC-22, EOC-22B, EOC-23, EOC-23B, EOC-24, EOC-24B, EOC-25E, EOC-26B, EOC-26F, EOC-27D, EOC-27E, COC-1, COC-2, COC-3, COC-4, COC-5, COC-6, COC-7, COC-8 (AAR Rule 59).

#### A, B, C, D, E, F, G, H, J, K, L, M, N, P, Q, R, Z (AAR Rule 21).

#### Validation Rule(s) for B562

- -Draft Gear Group/Cushion Unit Pocket (B562) is mandatory for equipment built on or after June 13, 2019, unless Draft System Type (B073) is reported as X or Y
- -If Draft Gear Group/Cushion Unit Pocket (B562) is not equal to A, B, C, D, E, F, G, H, J, K, L, M, N, P, Q, R, or Z, then Cushion Unit Type (B563) must be populated
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-6, EOC-7, EOC-7B, EOC-8, EOC-8B, EOC-9, EOC-9B, EOC-9D, EOC-10, EOC-10B, EOC-10D, EOC-14, EOC-14B, EOC-18D, EOC-23, EOC-23B, EOC-24, EOC-25E, EOC-26B, or EOC-27D then the Cushion Unit Type (B563) must be 1
- When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-9E, EOC-26F, or EOC-27E, then the Cushion Unit Type (B563) must be 2
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-11, EOC-12, EOC-13, EOC-13B, EOC-15, EOC-15B, EOC-15D, EOC-17, EOC-17B, EOC-17D, EOC-18, EOC-18B, EOC-19, EOC-19B, EOC-20, EOC-20B, EOC-21, EOC-21B, EOC-22, EOC-22B, EOC-24B, COC-3, COC-5, or COC-7 then the Cushion Unit Type (B563) must be 1 or 2
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-8F or EOC-
- 10F then the Cushion Unit Type (B563) must be 2 or 3 -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-5, EOC-5B, EOC-5D, EOC-6, EOC-6B, EOC-6D EOC-11B, EOC-11D, EOC-12B, EOC-12D, or COC-4 then the Cushion Unit Type (B563) must be 1, 2, or 3
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-16, EOC-16B, EOC-16D, or COC-1 then the Cushion Unit Type (B563) must be 1, 2, or 4

- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-2B, EOC-2D, EOC-3, EOC-3B, EOC-4, EOC-4B, or COC-2 then the Cushion Unit Type (B563) must be 1, 2, 3, or 4
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-1, EOC-1B, EOC-1D, or EOC-2 then the Cushion Unit Type (B563) must be 1, 2, 3, 4, or S
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-8 then the Cushion Unit Type (B563) must be 1, 2, 3, 4, or 5
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-1D, EOC-2,EOC-2D, EOC-2B, EOC-3, EOC-3B, EOC-5, EOC-5D, EOC-5B, EOC-6D, EOC-7, EOC-7B, EOC-9, EOC-9B, EOC-9D, EOC-9E, EOC-10D, EOC-11, EOC-11B, EOC-11D, EOC-12D, EOC-14, EOC-14B, EOC-15, EOC-15D, EOC-15B, EOC-16D, EOC-17D, EOC-23, EOC-23B, EOC-27D, or EOC-27E then the Inches of Travel (B061) must be 10
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-16, EOC-16B, EOC-19, EOC-19B, EOC-22, EOC-22B, or EOC-25E then the inches of travel must be 12
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-20 or EOC-20B then the Inches of Travel (B061) must be 14
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-1B, EOC-4, EOC-4B, EOC-6, EOC-6B, EOC-8, EOC-8B, EOC-8F, EOC-10, EOC-10B, EOC-10F, EOC-12, EOC-12B, EOC-13, EOC-13B, EOC-17, EOC-17B, EOC-18, EOC-18D, EOC-18B, EOC-21, EOC-21B, EOC-24, or EOC-24B then the Inches of Travel (B061) must be 15
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-2, COC-3, COC-4, COC-5, COC-6, or COC-8 then the Inches of Travel (B061) must be 20
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-1, and Cushion Unit Type (B563) is 1 or 2, then the Inches of Travel (B061) must be 20
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-1, and Cushion Unit Type (B563) is 4, then the Inches of Travel (B061) must be 18
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-7, and Cushion Unit Type (B563) is 2, then the Inches of Travel (B061) must be 20
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-7, and Cushion Unit Type (B563) is 1, then the Inches of Travel (B061) must be 30
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-1 then the Inches of Travel (B061) must be 10, 12, or 15
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-26, then the Inches of Travel (B061) must be 18

#### Note:

B562

Reference AAR Field Manual Interchange Rule(s) 21 and 59.

#### **Cushion Unit Type**

Cushion Unit Type value as listed in AAR Field Manual Interchange Rule 21 and 59

Carry forward for Single Clone / Multi-Clone / Restencil / Add-Back / Equipment Group Change

## Permissible Values for B563

- 1 Type 1
- 2 Type 2
- 3 Type 3
- 4 Type 4
- 5 Type 5
- S Type S

## Validation Rule(s) for B563

- Cushion Unit Type (B563) is mandatory for equipment built on or after June 13.2019.
- -If Draft Gear Group/Cushion Unit Pocket (B562) is not equal to A, B, C, D, E, F, G, H, J, K, L, M, N, P, Q, R, or Z, then Cushion Unit Type (B563) must be populated.

-When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-6, EOC-7, EOC-7B, EOC-8, EOC-8B, EOC-9, EOC-9B, EOC-9D, EOC-10, EOC-10B, EOC-10D, EOC-14, EOC-14B, EOC-18D, EOC-23, EOC-23B, EOC-24, EOC-25E, or EOC-26B then the Cushion Unit Type (B563) must be 1.

-When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-9E, EOC-26F, or EOC-27E, then the Cushion Unit Type (B563) must be 2

-When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-11, EOC-12, EOC-13, EOC-13B, EOC-15, EOC-15B, EOC-15D, EOC-17, EOC-17B, EOC-17D, EOC-18, EOC-18B, EOC-19, EOC-19B, EOC-20, EOC-20B, EOC-21, EOC-21B, EOC-22, EOC-22B, EOC-24B, COC-3, COC-5, or COC-7 then the Cushion Unit Type (B563) must be 1 or 2.

**B563** 

## Umler®

A300

A065

## Data Specification Manual

- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-8F or EOC-10F then the Cushion Unit Type (B563) must be 2 or 3.
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-5, EOC-5B, EOC-5D, EOC-6, EOC-6B, EOC-6D EOC-11B, EOC-11D, EOC-12B, EOC-12D, or COC-4 then the Cushion Unit Type (B563) must be 1, 2, or 3.
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-16, EOC-16B, EOC-16D, or COC-1 then the Cushion Unit Type (B563) must be 1, 2, or 4.
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-2B, EOC-2D, EOC-3, EOC-3B, EOC-4, EOC-4B, or COC-2 then the Cushion Unit Type (B563) must be 1, 2, 3, or 4.

-When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-1, EOC-1B, EOC-1D, or EOC-2 then the Cushion Unit Type (B563) must be 1, 2, 3, 4, or S.

- -When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-8 then the Cushion Unit Type (B563) must be 1, 2, 3, 4, or 5.
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-1, and Cushion Unit Type (B563) is 1 or 2, then the Inches of Travel (B061) must be 20.
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-1, and Cushion Unit Type (B563) is 4, then the Inches of Travel (B061) must be 18.
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-7, and Cushion Unit Type (B563) is 2, then the Inches of Travel (B061) must be 20.
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-7, and Cushion Unit Type (B563) is 1, then the Inches of Travel (B061) must be 30.

### Note:

Reference AAR Field Manual Interchange Rule(s) 21 and 59.

Coupler Component ID	B353
Coupler Component ID from Component Registry	
Data is Confidential. This along out is not aligible featurest	Malus dass ast sources

Data is Confidential. This element is not eligible for Input. Value does not carry forward for Single Clone / Multi-Clone.

Cushioning Unit Component ID	B361
Component ID from Component Registry	

Data is Confidential. This element is not eligible for Input. Value does not carry forward for Single Clone / Multi-Clone.

#### **Unit Segment Components Unit Equipment Group** A307 Describes the equipment type of the platform Affects Rating. Permissible Values for A307 BOXC Box Car FLAT Flat Car GOND HOPP Gondola Hopper IFI T Intermodal Flat TANK Tank Car VFLT Vehicular Flat Validation Rule for A307 -Unit Equipment Group cannot be reported if the Connected Unit Count (A020) is not reported -Unit Equipment Group must be reported if Connected Unit Count (A020) is reported **Unit Tare Weight** A299 The unit segment weight on rail when empty, sometimes referred to as Light Weight, reported in pounds Range of Values for A299 Minimum Maximum 30000 150000 Validation Rule for A299

- -Unit Tare Weight must not be reported if the Connected Unit Count (A020) is not reported
- -Unit Tare Weight must be reported if Connected Unit Count (A020) is reported

-Unit Tare Weight for Gondolas must be greater than or equal 30,000 lbs.
-Unit Tare Weight for Gondolas must be less than or equal 150,000 lbs.
-Unit Segment Tare Weights must add up to the Total Tare Weight (A259)
-Unit Tare Weight (A299) value must be reported to the nearest 100 pounds

### Unit Load Limit

The maximum permissible weight of the commodity that can be loaded into the unit segment, reported in pounds

## Range of Values for A300

Minimum Maximum

70000 300000

#### Validation Rule for A300

- -Unit Load Limit can not be reported if the Connected Unit Count (A020) is not reported
- -Unit Load Limit must be reported if Connected Unit Count (A020) is reported
- -Unit Segment Load Limits must add up to the Load Limit (LDLT)

#### **Unit Cubic Feet Capacity**

The calculated interior dimensions of the unit segment in cubic feet	
Range of Valu	es for A065
Minimum	Maximum

400	8800
Validation Rul	e for A065

- alidation Rule for AU65
- -Unit Cubic Feet Capacity must not be reported if the Connected Unit Count (A020) is not reported
- -Unit Cubic Feet Capacity requires Connected Unit Count (A020)
   -Unit Cubic Feet Capacity for Gondolas or Hoppers must be greater than or equal 400 cubic feet
- -Unit Cubic Feet Capacity for Gondolas must be less than or equal 8800 cubic feet
- -Unit Cubic Feet Capacity must add up to the Cubic Feet Capacity (A067).

## **Brake System Components**

Emergency Brake Valve CID	B354
Component ID from Component Registry	
Data is Confidential. This element is not eligible for Input. Value does forward for Single Clone / Multi-Clone.	s not carry
Emergency Valve COTS Date	B567
Brake valve emergency portion recondition date	
<ul> <li>System generated element. This element is not eligible for Input. Valucarry forward for Single Clone / Multi-Clone.</li> <li>NOTES:</li> <li>Emergency Valve COTS Date is system-generated from a Emergency Valve Inspection.</li> </ul>	
Emergency Valve OEM Warranty Date	B568
Brake valve emergency portion Original Equipment Manufacturer war	rranty date
<ul> <li>System generated element. This element is not eligible for Input. Valucarry forward for Single Clone / Multi-Clone.</li> <li>NOTES:</li> <li>Emergency Valve OEM Date is system-generated from a Emergency Valve Inspection.</li> </ul>	
Emergency Valve Part Number	B569
Brake valve emergency portion part number	

System generated element. This element is not eligible for Input. Value does not

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**DU13** 

Gondola	Umler®		
Dat	a Specifica	ation Manual	
carry forward for Single Clone / Multi-Clone. <b>NOTES:</b> • Emergency Valve Part Number is system-generated from a Emergency Valve Inspection.	cy Brake	ABT Due Date (Repair Track) The due date of the air brake t	
Service Brake Valve CID	B357	System Generated Field. This	
Component ID from Component Registry		carry forward for Add Ba	
Data is Confidential. This element is not eligible for Input. Value does n forward for Single Clone / Multi-Clone. Service Valve COTS Date Brake valve service portion recondition date	B564	ABT 5-8 Year Due Date The 5-8 year due date for the a (Repair Track) System Generated Field. This	
<ul> <li>System generated element. This element is not eligible for Input. Value carry forward for Single Clone / Multi-Clone.</li> <li>NOTES:</li> <li>Service Valve COTS Date is system-generated from a Service Brake V Inspection.</li> </ul>		Carry forward for Add Ba Car Grade The grading of the interior con Value does not carry forward f	
Service Valve OEM Warranty Date Brake valve service portion Original Equipment Manufacturer warranty	B565 date	Change. Permissible Values for CG01 A A-Grade A	
<ul> <li>System generated element. This element is not eligible for Input. Value carry forward for Single Clone / Multi-Clone.</li> <li>NOTES:</li> <li>Service Valve OEM Date is system-generated from a Service Brake Value Inspection.</li> </ul>	does not	B B-Grade B C C-Grade C D D-Holes in Floor or Side K K-Contaminated (syste only) U U-Unfit for Lading	
Service Valve Part Number	B566	X X-Grade A Contains Re	
Brake valve service portion part number System generated element. This element is not eligible for Input. Value carry forward for Single Clone / Multi-Clone.	e does not	Y Y-Grade B Contains Re Z Z-Grade C Contains Re	
NOTES: Service Valve Part Number is system-generated from a Service Brake Va Inspection.	alve	Car Grade Inspection Date The date of the grading of the Value does not carry forward f	
Slack Adjuster CID	B359	Change.	
Component ID from Component Registry Data is Confidential. This element is not eligible for Input. Value does n forward for Single Clone / Multi-Clone.	not carry	Car Grade Inspection Time The time of the grading of the Value does not carry forward f Change.	
Miscellaneous			
Commercial Owner CIF	B049	Car Grade Location SPLC	
The Customer Identification File (CIF) number for a commercial owner a specific location	at a	The SPLC of the grading location Value does not carry forward f Change.	
Commercial Lessee CIF	B048	Car Grade Inspection SCAC	
The Customer Identification File (CIF) number for a commercial lessee a specific location	at a	The shop SCAC grading locatio Value does not carry forward f Change.	
Umler Effective Date	EFDT	Increation Date Date	
The date the rating activity (pre-registration, modification, etc.) is expeoccur	cted to	Inspection Date Done The date the inspection was co	

	The due date of the air brake test per AAK Field Manual Rule 3
	System Generated Field. This element is not eligible for Input. Value does not carry forward for Add Back.
	ABT 5-8 Year Due Date DU58
1	The 5-8 year due date for the air brake test (ABT) after the ABT Due Date (Repair Track)
	System Generated Field. This element is not eligible for Input. Value does not carry forward for Add Back.
	Car Grade CG01
	The grading of the interior condition of the equipment
	Value does not carry forward for Single Clone / Multi-Clone / Equipment Group
ıl	Change.
	Permissible Values for CG01
I	A A-Grade A
	B B-Grade B
	C C-Grade C
	D D-Holes in Floor or Sides, Gates may be missing
	K K-Contaminated (system generated by waybill
	only) U U-Unfit for Lading
	X X-Grade A Contains Refuse
	Y Y-Grade B Contains Refuse
	Z Z-Grade C Contains Refuse
	Car Grade Inspection Date CG02
	The date of the grading of the interior condition of the equipment
	Value does not carry forward for Single Clone / Multi-Clone / Equipment Group
	Change.
I	Car Grade Inspection Time CG03
	The time of the grading of the interior condition of the equipment
1	Value does not carry forward for Single Clone / Multi-Clone / Equipment Group Change.
	Car Grade Location SPLC CG04
	The SPLC of the grading location
	Value does not carry forward for Single Clone / Multi-Clone / Equipment Group Change.
1	Car Grade Inspection SCAC CG05
1	The shop SCAC grading location
1	Value does not carry forward for Single Clone / Multi-Clone / Equipment Group Change.
	Inspection Date Done DTDN
	The date the inspection was completed; used for all inspection types reported
	on equipment
	Value does not carry forward for Single Clone / Multi-Clone / Add Back. Validation Rule for DTDN
	-The inspection date must not be 60 days before the Build Date
	Inspection Due Date INDD
	The due date of the next inspection; used for all inspection types reported on
	equipment

Inspection

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System Generated Field. This element is not eligible for Input. Value does not carry forward for Add Back.

This element is not eligible for Query. Does not Carry Forward.

-Effective Date cannot be set to more than 13 months in the future.

• Effective Date will default to the 1st of the following month that equipment

Validation Rule for EFDT

is registered

NOTES:



## Data Specification Manual

	<u> </u>	ation Manual	
Inspection Performer	PERF	Insp Emergency Valve Part Number	B575
The SCAC that completed the inspection; used for all inspection types re	eported	Brake valve emergency portion part number	
on equipment Value does not carry forward for Single Clone / Multi-Clone / Add Back		System generated element. This element is not eligible for carry forward for Single Clone / Multi-Clone.	Input. Value does not
Inspection Reporter	REPT	Insp Service Valve Location Mandatory	B576
The SCAC that reported the inspection; used for all inspection types rep equipment	orted on	Brake valve service portion location	•
Value does not carry forward for Single Clone / Multi-Clone / Add Back	i.	. Value does not carry forward for Single Clone / Multi-Clor	ie.
Location/SPLC	SPLC	Insp Emergency Valve Location Mandatory	B577
The SPLC of the inspecting location; used for all inspection types reported		Brake valve emergency portion location reported on an em inspection	ergency brake valve
equipment Value does not carry forward for Single Clone / Multi-Clone / Add Back		Value does not carry forward for Single Clone / Multi-Clone	2.
Air Brake Test Device	B523		
Indicates the type of test device used to perform the Air Brake Test	*		
Value does not carry forward for Single Clone / Multi-Clone / Add Back Permissible Values for B523 A Automatic (Non 4-Pressure) M Manual P Automatic (4-Pressure) Validation Rule for B523 -Air Brake Test Device (B523) must be reported for Air Brake Test insp reported on or after December 10, 2020			
Insp Service Valve COTS Date	B570		
Brake valve service portion recondition date			
<ul> <li>Value does not carry forward for Single Clone / Multi-Clone / Add Back.</li> <li>NOTES:</li> <li>Reports of 9999 will be allowed in case the date is illegible and the vacannot be replaced immediately.</li> <li>Valid date format: MMYY</li> </ul>			
Insp Service Valve OEM Warranty Date	B571		
<ul> <li>Brake valve service portion Original Equipment Manufacturer warranty</li> <li>Value does not carry forward for Single Clone / Multi-Clone / Add Back.</li> <li>NOTES:</li> <li>Reports of 999999 will be allowed in case the date is illegible and the cannot be replaced immediately.</li> <li>Valid date format: MMYYYY</li> </ul>			
Insp Service Valve Part Number	B572		
Brake valve service portion part number			
Value does not carry forward for Single Clone / Multi-Clone / Add Back.			
Insp Emergency Valve COTS Date	B573		
Brake valve emergency portion recondition date			
Value does not carry forward for Single Clone / Multi-Clone / Add Back. NOTES:			
<ul> <li>Reports of 9999 will be allowed in case the date is illegible and the vacannot be replaced immediately.</li> <li>Valid date format: MMYY</li> </ul>	alve		
Insp Emergency Valve OEM Warranty Date	B574		
<ul> <li>Brake valve emergency portion Original Equipment Manufacturer warra</li> <li>System generated element. This element is not eligible for Input. Value carry forward for Single Clone / Multi-Clone.</li> <li>NOTES:</li> <li>Reports of 999999 will be allowed in case the date is illegible and the expert has real-production.</li> </ul>	does not		
<ul><li>cannot be replaced immediately.</li><li>Valid date format: MMYYYY</li></ul>			

## Umler®

Data Specification Manual

## Hopper

## Hopper

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Status Code (USCD)	
	61
Equipment ID (0001)	61
Mechanical Designation (UMMD)	
Equipment Type Code (UMET)	61
Maint of Way Service Type (B403)	61
Built Date (BLDT)	61
Rebuilt / ILS Date (RBDT)	61
Rebuilt Flag (RBFL)	61
Owner (UMOW)	
Lessee (LESE)	
Lessee (LESE)	
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Maintenance Party (MNPT)	
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Car Grade Inspection Date (CG02)	.80
Car Grade Inspection Time (CG03)	
Car Grade Location SPLC (CG04)	.80
Car Grade Inspection SCAC (CG05)	.80
Inspection Date Done (DTDN)	.80
Inspection Due Date (INDD)	
Inspection Performer (PERF)	.81
Inspection Reporter (REPT)	
Location/SPLC (SPLC)	.81
Air Brake Test Device (B523)	
Insp Service Valve COTS Date (B570)	
Insp Service Valve OEM Warranty Date (B571)	.81
Insp Service Valve Part Number (B572)	.81
Insp Emergency Valve COTS Date (B573)	.81
Insp Emergency Valve OEM Warranty Date (B574)	.81
Insp Emergency Valve Part Number (B575)	.81
Insp Service Valve Location (B576)	
Insp Emergency Valve Location (B577)	.81



## Data Specification Manual

USCD

0001

## General

## Status Code Mandatory

Identifies the current operational state

#### Does not Carry Forward. Permissible Values for USCD

I INACTIVE

#### A ACTIVE P PRE-REGISTERED

NOTES:

- For Restencil and Clone process the initial Status of a car should be Pre-Registered.
- All Add-Back processes should initially set the Status to Pre-Registered
- A Pre-registered car will automatically have its Status changed to Active for the initial change when TRAIN detects three (3) movements on the car
- If the Status changes to Active due to movement and the car was created from a Restencil, the Prior Equipment ID (PRID) or source car will have its status changed to Inactive automatically by Umler

## Equipment ID

## The equipment stenciled number

### Validation Rule for 0001

- -Equipment Number must not be larger than 6 digits (i.e., 999999) NOTES:
- Equipment ID includes the mark and number stenciled on the equipment. Marks can be up to 4 characters and number up to 6 digits (i.e., ABCD999999).
- Up to 500 cars can be added or updated in a transaction.
- When adding an equipment record, ensure that Prior Equipment ID (PRID) is reported, unless the equipment is new.

#### Mechanical Designation Mandatory UMMD Equipment description without physical dimensions Used in ETC Generation. Used for Transportation Codes. Permissible Values for UMMD Hopper-Doors Hinged Lengthwise, Dumping Inside/Outside of Rails ΗK HKR Hopper-With Roof, Doors Hinged Lengthwise, Dumping Inside/Outside of Rails HKS Hopper-Specially Equipped with Roof, Doors Hinged Lengthwise, Dumping Inside/Outside of Rails HМ Hopper-2 Compartments, Doors Hinged Crosswise, Dumping **Between Rails** HMA Hopper-2 Compartments, Doors Hinged Lengthwise, Dumping **Between Rails** HMS Hopper-Specially Equipped, 2 Compartments, Doors Hinged Crosswise, Dumping Between Rails HMSR Hopper-Specially Equipped with Roof, 2 Compartments, Doors Hinged Crosswise, Dumping Between Rails ΗT Hopper-3 or more Compartments, Doors Hinged Crosswise, Dumping **Between Rails** HTA Hopper-3 or more Compartments, Doors Hinged Lengthwise, Dumping Between Rails Hopper-With Roof, 3 or more Compartments, Doors Hinged HTR Crosswise, Dumping Between Rails Hopper-Specially Equipped, 3 or more Compartments, Doors Hinged HTS Crosswise, Dumping Between Rails LM Hopper-Specially Equipped for demountable containers Hopper-Covered 10 MWB MoW - Ballast Car MoW - Hopper MWH Equipment Type Code UMET An alpha numeric code that describes the physical attributes of equipment System Generated Field. This element is not eligible for Input. NOTES: Please Refer to Appendix I for More information Regarding ETC Generation

# Maint of Way Service Type B403 Identifies equipment Maintenance Of Way function Value data at any forward for Faultment Court

Value does not carry forward for Equipment Group Change.

## Permissible Values for B403

- C2 Crane / Boom Support Car
- F4 Flat-Wheel Sets
- T4 Training Car

## T8 Track Geometry Car

## Validation Rule for B403

- Maint of Way Service Type can only be listed on records where the Equipment Group (0002) or Pseudo Equipment Group (B547) is listed as MISC

Built Date Mandatory	BLDT
The date the construction of the equipment is complete	
Data is Confidential. Used for Transportation Codes. Affects Rating. not carry forward for Single Clone / Multi-Clone.	Value does

#### Range of Values for BLDT

tange of value	
Minimum	Maximum

1/1/1900	12/31/9999	
· · · · · ·		

### Validation Rule for BLDT

-Built Date must be within the last 99 years -Built Date must not be in the future for equipment in Active Status -Prior and target equipment's Built Date (BLDT) must match for

- restenciling
- -Built Date cannot be updated within 30 days of the End of Service Date (B078)

### NOTES:

- Data is public for railroad marked equipment.
- For connected unit cars report the oldest car in the set.

Rebuilt / ILS Date	RBDT
The date the re-construction of the equipment is complete	
Data is Confidential. Value does not carry forward for Single Clone / I Clone.	Multi-
Range of Values for RBDT Minimum   Maximum	
1/1/1900 12/31/9999	
Validation Rule for RBDT	
<ul> <li>-Rebuilt/Increased Life Service Date must be after the Built Date (I -Rebuilt Date must not be more than 70 years after the Built Date -Rebuilt Date is required for Extended Service Code (A096) 1, 2, or Increased Life Service</li> <li>-Rebuilt Date is required for Extended Service Code (A096) R for R</li> </ul>	(BLDT) 3 for
or V for 65 years of service	ebuiit,
-If Rebuilt Date is reported then the Extended Service Code (A096 be reported as R for Rebuilt, V, 1, 2, or 3 for Increased Life Ser	
NOTES:	
<ul> <li>Railroad cars applicable only to cars meeting status as provided in Accounting Rules, and the AAR Mechanical Interchange Rule 88, Of Manual.</li> </ul>	fice
<ul> <li>Private cars applicable to all cars meeting AAR Mechanical Interc Rule 88, Section C, Office Manual and Sections A and B of the Field</li> </ul>	
<ul> <li>Private covered hopper cars qualifying under the provisions of Ite</li> </ul>	
Note 1, Freight Tariff 6007-series for the purpose of determining ca	ars' age for
calculating the mileage rates.	
<ul> <li>For connected unit cars report the oldest car in the set. Do not report</li> </ul>	ort Rebuilt
Date unless car has been approved by the AAR.	
Rebuilt Flag	RBFL
Identifies the equipment is nearing its end of life cycle	
Data is Confidential. System Generated Field. This element is not elig Input. Permissible Values for RBFL N No Y Yes	ible for
Owner Mandatory	UMOW
Primary reporting mark of the railroad or private company owning the	e car 🔎
Value does not carry forward for Single Clone / Multi-Clone / Single F Multi-Restencil.	Restencil /
NOTES:	

 Report the primary reporting mark of the railroad or private company owning the car. When car's lease or lien is held by a bank, trust holder, capital lease company, etc. not having an assigned mark, report the primary reporting mark affiliated with the stenciled reporting mark.

●=Mandatory ▲=Used in ETC Generation = Affects Rating −61 − = Conditionally Mandatory	June 2024
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Data Specific	ation Manual
Lessee LESE	Status Change Reason USCR
The reporting mark of the company leasing the equipment Value does not carry forward for Single Clone / Multi-Clone / Single Restencil /	Identifies the reason for the current operational state System Generated Field. This element is not eligible for Input. Does not Carry
Multi-Restencil. Validation Rule for LESE -Umler Owner (UMOW) and Lessee are not allowed to be equal -Lessee cannot be a child reporting mark. NOTES: In order to assign privately marked cars to a pool, a railroad reporting mark must be reported.	Forward. Permissible Values for USCR I Initial Load M Movement O Status Changed Manually R Restencil NOTES: If movement is detected on equipment, status is changed to Active. If an equipment record is changed to Active, any prior equipment record is
Equipment Group Mandatory 0002	placed in Inactive status.
Identifies the various major car types	
Used for Transportation Codes. Affects Rating.	Status Change Date         USCT           Identifies the effective date of the current operational state
Maintenance Party MNPT	System Generated Field. This element is not eligible for Input. Does not Carry
The parent reporting mark of the company responsible for the maintenance and repairs of the equipment	Forward.
Does not Carry Forward.	Extended Service Mandatory A096
	A code indicating the eligibility of an increase to the life cycle
Mark Owner Category B201	Used for Transportation Codes. Value does not carry forward for Single Clone / Multi-Clone.
The company that owns the stenciled mark on the car	Permissible Values for A096
System Generated Field. This element is not eligible for Input. Value does not carry forward for Single Restencil / Multi-Restencil / Equipment Group Change / Add Back.         Permissible Values for B201         B       US Private         C       Canadian Private         F       Foreign Private         H       Canadian Class II         I       Canadian Class I         J       Mexican Class I         K       Canadian Class III         M       Mexican Private         N       US Private Steamship         O       Canadian Private Steamship         Q       Foreign Private Steamship         R       US Class II Railroad         V       US Class II Railroad         V       Mexican Class III Railroad	<ul> <li>1 Ist ILS Inspection, additional 5 years of Service</li> <li>2 2nd ILS Inspection, additional 5 years of service (10 years total)</li> <li>3 3rd ILS Inspection, additional 5 years of service (15 years total)</li> <li>C Built New between January 1, 1964 - June 30, 1974, Certified for 50 Years of Service, Built New Before July 1, 1974 &amp; Received AAR Waiver</li> <li>E Built new from July 1, 1974, Qualified for 50 Years Service</li> <li>N Built Before January 1, 1964, Qualified for 40 Years Service</li> <li>R Rule 88, Rebuilt cars</li> <li>U Built between January 1, 1964 - June 30, 1974, Qualified for 40 Years &amp; eligible for certification for 50 Years Service</li> <li>V Car is certified (FRA Waiver &amp; AAR) for 65 years of service from date built new from January 1, 1964</li> <li>Validation Rule for A096</li> <li>-If Rebuilt Date (RBDT) is reported, then the Extended Service Code (A096) must be reported as R for Rebuilt, V, 1, 2, or 3 for Increased Life Service</li> <li>-Extended Service Code of C cannot be reported if the car was built before January 1, 1964 or on/after July 1, 1974</li> <li>-Extended Service Code of E cannot be reported if the car was built before July 1, 1974</li> <li>-Extended Service Code of N cannot be reported if the car was built before January 1, 1964 or on/after July 1, 1974</li> <li>-Extended Service Code of U cannot be reported if the car was built before January 1, 1964 or on/after July 1, 1974</li> <li>-Extended Service Code of U cannot be reported if the car was built before January 1, 1964 or on/after July 1, 1974</li> <li>-Extended Service Code of U cannot be reported if the car was built before January 1, 1964 or on/after July 1, 1974</li> <li>NOTES:</li> <li>Value is used to calculate End of Service Date (B078).</li> <li>Rebuilt Date (RBDT) is required for Extended Service Code (A096) R for</li> </ul>
Prior Equipment ID PRID	Rebuilt, or V for 65 years service.
The previous reporting mark and number of the equipment	• Rebuilt Date (RBDT) is required for Extended Service Code (A096) 1, 2, 3, and
Value does not carry forward for Single Clone / Multi-Clone. Validation Rule for PRID -Prior and target equipment's Built Date (BLDT) must match -The Prior Equipment ID (0001) must belong to the same or comparable	V for Increased Life Service. End of Service Date B078
Equipment Group (0002) as the current car initial and number	Indicates the date of the end of equipment life
NOTES: Prior ID anables againment records to share the same historical lineage	Data is Confidential. System Generated Field. This element is not eligible for
<ul> <li>Prior ID enables equipment records to share the same historical lineage.</li> <li>Equipment Identification Number (EIN) is a generated id that enables these equipment records to share inspections and transaction history.</li> </ul>	<ul> <li>Input.</li> <li>NOTES:</li> <li>Data becomes non-confidential two years prior to End of Service Date.</li> </ul>
Last Update Date B122	Do Not Load After B590
Date of the last Umler element change	Equipment should not be loaded after date shown in the element
System Generated Field. This element is not eligible for Input.	Data is Confidential. Validation Rules for B590 Do Not Load After (RE00) cannot be updated thirty days prior to the date
Equipment Add Date B082	-Do Not Load After (B590) cannot be updated thirty days prior to the date shown in the element.
Date the reporting mark and number was added to the Umler system System Generated Field. This element is not eligible for Input.	-Do Not Load After (B590) cannot be updated within thirty days of the End of Service Date (B078).



Hopper Un	nier Hopper
Data Speci	fication Manual
<ul> <li>-Do Not Load After (B590) date cannot be on or after the End of Service (B078) date.</li> <li>NOTES:</li> <li>The element will be initially populated by End of Service (B078) minus 30 days.</li> <li>Data becomes non-confidential thirty days prior to the Do Not Load After (B590) date.</li> </ul>	Permissible Values for A070         0       Zero-Rated Due to Conflict Errors         2       Private Mileage Rate         6       Zero-Rated - Scrap (S_,SX), AAR Overage (XA), FRA Overage (YA), Umler Conflict - CHR 1/Tarriff 6007 (XZ). Zero-Rated Private Owner Election to Zero Rate [See Private Zero Rate (B150)].         M       Railroad Market Rate         Q       Zero-Rated Railroad Market Rate Due to Conflict Errors         NOTES: <ul> <li>If unit is zero-rated, correction of conflicts will reinstate the appropriate rate indicator code.</li> </ul>
Equipment Identification EINN Unique equipment identifier regardless of stenciled mark	
System Generated Field. This element is not eligible for Input.	Private Zero Rate B150
NOTES: • Specify the Prior ID (PRID) on equipment records to ensure the historical	Indicates a private car is subject to contractual agreement, nullifying mileage rates
lineage is preserved. Equipment with the same EIN share history and inspections.	Affects Rating. Permissible Values for B150 Y Yes
Info Conflict Status B355	NOTES:
Indicates that an Informational Conflict exists on the Equipment record	• Reporting "Y" generates Rate Indicator (A070) value 6 and a zero rate.
System Generated Field. This element is not eligible for Input. Value does not carry forward for Single Clone / Multi-Clone.	
	First Movement Date USAT
Conflict Status B050	The first movement date under the stenciled mark of the equipment
Identifies the escalation level of equipment in active conflict	This element is not eligible for Input. Does not Carry Forward.
System Generated Field. Affects Rating. This element is not eligible for Input. Value does not carry forward for Add Back.	Environment Add Commons
Permissible Values for B050	Equipment Add Company B083
1 Subject to Zero-Rating 2 Subject to Restricted in Interchange 3 Subject to Deletion	The reporting mark of the company that added the equipment System Generated Field. This element is not eligible for Input.
NOTES:	Registration Reason B174
• Subject to Zero-Rating, goes into effect 30 days after Conflict Status occurs	The code indicating the reason this equipment is added
<ul> <li>Subject to Restricted in Interchange, goes into effect 90 days after Conflict</li> </ul>	Does not Carry Forward.
<ul> <li>Status occurs</li> <li>Subject to Deletion, goes into effect 365 days after Conflict Status occurs</li> </ul>	Permissible Values for B174           A         Add-Back         N         New           P         Pending Restencil         R         Restencil
Date of Original Conflict B063	]
The date the equipment was originally placed in the current conflict	Restencil Program Ind B177
System Generated Field. This element is not eligible for Input.	Identifies the equipment is under a restencil program
	Permissible Values for B177
Next Conflict Status B135	Y Yes
Identifies the next escalation level of an equipment in active conflict	
System Generated Field. This element is not eligible for Input. Value does not	Delete Reason Code B064
carry forward for Add Back.	A code that designates the reason the equipment has been deleted

**B064** A code that designates the reason the equipment has been deleted Value does not carry forward for Add Back. Permissible Values for B064 A Restenciled D Destroyed or wrecked Lease terminated, removed from fleet L Retired unserviceable beyond economic repair Ρ R Rebuilt Sold Serviceable S W Over age retired for dismantling Error, reporting did not exist Y Ζ Other **Non-Compliant Wheelsets** B544 Equipment record is incomplete and has a missing wheelset component ID association. Refer to AAR Field Manual Rule 44 for industry requirements

System Generated Field. This element is not eligible for Input. Value does not carry forward for Single Clone / Multi-Clone.

#### Validation Rule for B544

- -A Wheelset Component ID is required for each applicable location on equipment built on or after January 1, 2016
- -A Wheelset Component ID is required for each applicable location on equipment rebuilt on or after January 1, 2016 and Gross Rail Load (A266) is greater than 268,000 lbs

System Generated Field. This element is not eligible for Input. Value does not carry forward for Add Back.

Identifies equipment in error in Umler Notice Management

System Generated Field. This element is not eligible for Input.

Permissible Values for B135

1

2

3

NOTES:

Status occurs

**Notice Indicator** 

**Conflict Status Next Date** 

The date the conflict status will be escalated

Subject to Zero-Rating

Subject to Deletion

Subject to Restricted in Interchange

Rate Indicator	A070
Indicates the rate type applicable to the unit	
System Generated Field Used for Transportation Codes	Affects Rating This

• Subject to Zero-Rating, goes into effect 30 days after Conflict Status occurs

• Subject to Deletion, goes into effect 365 days after Conflict Status occurs

Subject to Restricted in Interchange, goes into effect 90 days after Conflict

ıg element is not eligible for Input. Does not Carry Forward.

B137

B062



## **Data Specification Manual**

B547

A266

## NOTES:

- A "Y" will be system generated if the equipment is active and the number of Wheelset CID's required is not equal to the Axle Count (A024) on the equipment
- Validation rule applies to equipment that has been in Active status for 60 days

#### **Pseudo Equipment Group**

Equipment needs to be identified as a miscellaneous record while maintaining all elements linked to the original equipment group

#### System Generated Field.

#### Permissible Values for B547

MISC Miscellaneous

Weight

Gross Rail Load/Weight Mandatory

The maximum permissible weight on rail of the equipment and the load, reported in pounds

#### Affects Rating.

Range of Values for A266

Minimum Maximum 43000 2835000

## Validation Rule for A266

-Gross Rail Load must be equal to the Load Limit (LDLT) plus the Tare Weight (A259)

#### NOTES:

Use Table 1 below to determine Gross Rail Load, if Qualification for Increased Gross Rail Load (B344) does not exist.

## TABLE 1 -

TABLE 1 -		
Journal Size	Load per Axle	Gross Rail Load for 4-
		axle Equipment
B - 4 1/2" x 8"	25,750 lbs.	103,000 lbs.
C - 5" x 9"	35,500 lbs.	142,000 lbs.
D - 5 1/2" x 10"	44,250 lbs.	177,000 lbs.
E - 6" x 11"	55,000 lbs.	220,000 lbs.
F - 6 1/2" x 12"	65,750 lbs.	263,000 lbs.
G - 7" x 12"	78,750 lbs.	315,000 lbs.
K - 6 1/2" x 9"	71,500 lbs.	263,000 lbs.
M - 7" x 9"	78,750 lbs.	315,000 lbs.

Use Table 2 below to determine Gross Rail Load for 4-axle equipment if Qualification for Increased Gross Rail Load (B344) exists.

TABLE 2 -		
Qualification for	Journal Size	Gross Rail Load
Increased Gross Rail		
Load (B344)		
1	K - 6 1/2" x 9"	286,000 lbs.
1	G – 7" x 12"	286,000 lbs.
1	M – 7" x 9"	286,000 lbs.
2	F - 6 1/2" x 12"	286,000 lbs.
2	K - 6 1/2" x 9"	286,000 lbs.
3	F - 6 1/2" x 12"	268,000 lbs.
3	K - 6 1/2" x 9"	268,000 lbs.

• For multi-unit equipment, report the total gross rail load for the entire set.

• Refer to Field Manual Rule 70 if additional information is required.

A Gross Rail Load less than the listed or calculated values may be entered; however:

- Star Code (A247) must be R or S, and
- Load Limit (LDLT) must also be reduced, ensuring Tare Weight (A259) plus Load Limit (LDLT) equals the reported Gross Rail Load.

For equipment having two or more different journal sizes, see following examples:

Example for Drawbar Connected:

- A 3-unit drawbar connected car has 12 axles.
- The end units (Locations A and B) each have 4 axles with E 6" x 11" journals.
- The intermediate unit (Locations C) has 4 axles with F 6 1/2" x 12" iournals

Using TABLE 1, the Gross Rail Load would be:

8 ea. E-6" x 11" journal axles X 55,000 lbs. per axle = 440,000 lbs. + 4 ea. F-6 1/2" x 12" journal axles X 65,750 lbs. per axle = 263,000 lbs.

Gross Rail Load = 703,000 lbs.

Example for Articulated Connected:

- A 5-unit articulated intermodal car has 6 trucks (12 axles).
- The end trucks (Locations A and B) each have 2 axles with E 6" x 11" iournals.
- The intermediate trucks (Locations C, D, E, and F) each have 2 axles with G - 7" x 12" journals

Using TABLE 1, the Gross Rail Load would be:

4 ea. E-6" x 11" journal axles X 55,000 lbs. per axle = 220,000 lbs. + 8 ea. G-7" x 12" journal axles X 78,750 lbs. per axle = 630,000 lbs. Gross Rail Load = 850,000 lbs.

Tare Weight Mandatory A259
The equipment weight on rail when empty, sometimes referred to as Light
Weight, reported in pounds
Affects Rating.
Range of Values for A259
<u>Minimum</u> 23000 1080000
Validation Rule for A259
-Tare Weight for all non-articulated HOPP must be less than 120000 lbs.
-Tare Weight (A259) of HOPP with a blank Connected Unit Count (A020), must contain values between 23,000 lbs. and 120,000 lbs.
-Tare Weight (A259) of HOPP where Connected Unit Count (A020) is 2, must contain values between 46,000 lbs. and 240,000 lbs.
-Tare Weight (A259) of HOPP where Connected Unit Count (A020) is 3, must contain values between 69,000 lbs. and 360,000 lbs.
-Tare Weight (A259) of HOPP where Connected Unit Count (A020) is 4, must contain values between 92,000 lbs. and 480,000 lbs.
-Tare Weight (A259) of HOPP where Connected Unit Count (A020) is 5, must contain values between 115,000 lbs. and 600,000 lbs.
-Tare Weight (A259) of HOPP where Connected Unit Count (A020) is 6, must contain values between 138,000 lbs. and 720,000 lbs.
-Tare Weight (A259) of HOPP where Connected Unit Count (A020) is 7, must contain values between 161,000 lbs. and 840,000 lbs.
-Tare Weight (A259) of HOPP where Connected Unit Count (A020) is 8, must contain values between 184,000 lbs. and 960,000 lbs.
-Tare Weight (A259) of HOPP where Connected Unit Count (A020) is 9, must contain values between 207,000 lbs. and 1,080,000 lbs.
<ul> <li>Tare Weight (A259) value must be reported to the nearest 100 pounds if Weighing Date (A288).</li> </ul>
NOTES:
Do not report an average Tare Weight for car series, except for Pre- Desistant dears
<ul> <li>Registered cars</li> <li>When cars are made active, the actual Tare Weight must be recorded</li> </ul>
Load Limit Mandatory LDLT
The maximum permissible weight of the commodity that can be loaded into the equipment, reported in pounds
Used in ETC Generation. Affects Rating.
Range of Values for LDLT
Minimum Maximum 100000 2385000

<sup>100000</sup> 2385000 Validation Rule for LDLT



A247

R344

## Data Specification Manual

A289

A067

-Load Limit (LDLT) of HOPP with a blank Connected Unit Count (A020), must contain values between 100,000 lbs. and 265,000 lbs

-Load Limit (LDLT) of HOPP where Connected Unit Count (A020) is 2, must contain values between 200,000 lbs. and 530,000 lbs.

-Load Limit (LDLT) of HOPP where Connected Unit Count (A020) is 3, must contain values between 300,000 lbs. and 795,000 lbs.

-Load Limit (LDLT) of HOPP where Connected Unit Count (A020) is 4, must contain values between 400,000 lbs. and 1,060,000 lbs.

-Load Limit (LDLT) of HOPP where Connected Unit Count (A020) is 5, must contain values between 500,000 lbs. and 1,325,000 lbs.

-Load Limit (LDLT) of HOPP where Connected Unit Count (A020) is 6, must contain values between 600,000 lbs. and 1,590,000 lbs.

-Load Limit (LDLT) of HOPP where Connected Unit Count (A020) is 7, must contain values between 700,000 lbs. and 1,855,000 lbs.

-Load Limit (LDLT) of HOPP where Connected Unit Count (A020) is 8, must

contain values between 800,000 lbs. and 2,120,000 lbs. -Load Limit (LDLT) of HOPP where Connected Unit Count (A020) is 9, must

contain values between 900,000 lbs. and 2,385,000 lbs.

#### NOTES:

 For connected unit cars report the sum of the load limits for all units in the set.

Weighing	; Status 🖊	1andatory
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Indicates the weight information is an estimate or an actual measurement

Value does not carry forward for Single Clone / Multi-Clone.

#### Permissible Values for A289

- A Actual
- E Estimated
- V Verified correct Tare Weight
- X Tare Weight subject to verification (System Generated)

#### Validation Rule for A289

-Equipment cannot be within a series of 10 with identical Tare Weights (A259), refer to Appendix P for further information on resolving tare weight conflicts -When Status Code changes to Active or Inactive Weighing Status must be

reported as Actual (A) or Verified (V) within 60 days of Status Code change

Weighing Date	A288
The date the equipment was actually weighed	

Value does not carry forward for Single Clone / Multi-Clone.

#### Range of Values for A288

Minimum Maximum

1/1/1900 12/31/9999

Validation Rule for A288

- -If Weighing Date is reported the Tare Weight (A259) must be reported
   -When Weighing Date is reported then Weighing Status (A289) must be A (Actual) or V (Verified)
- -If Weighing Status (A289) is A (Actual) or V (Verified correct Tare Weight) then Weighing Date must be reported
- -Weighing Date must be on or before the current date
- -Weighing Date cannot be before Built / Rebuilt date

## Cubic Feet Capacity Mandatory

The maximum interior cubic feet capacity of the equipment Used in FTC Generation.

#### Osed in ETC Generation.

Range of Values for A067 Minimum Maximum

400 76500

#### Validation Rule for A067

-Cubic Feet Capacity for all non-articulated HOPP must be less than 8500 cubic feet

-Cubic Feet Capacity (A067) of HOPP with a blank Connected Unit Count (A020), must contain values between 400 cubic feet and 8,500 cubic feet
-Cubic Feet Capacity (A067) of HOPP where Connected Unit Count (A020) is 2, must contain values between 800 cubic feet and 17,000 cubic feet
-Cubic Feet Capacity (A067) of HOPP where Connected Unit Count (A020) is 3, must contain values between 1,200 cubic feet and 25,500 cubic feet
-Cubic Feet Capacity (A067) of HOPP where Connected Unit Count (A020) is 4, must contain values between 1,600 cubic feet and 34,000 cubic feet
-Cubic Feet Capacity (A067) of HOPP where Connected Unit Count (A020) is 4, must contain values between 2,000 cubic feet and 42,500 cubic feet
-Cubic Feet Capacity (A067) of HOPP where Connected Unit Count (A020) is 5, must contain values between 2,000 cubic feet and 42,500 cubic feet
-Cubic Feet Capacity (A067) of HOPP where Connected Unit Count (A020) is 6, must contain values between 2,400 cubic feet and 51,000 cubic feet

-Cubic Feet Capacity (A067) of HOPP where Connected Unit Count (A020) is 7, must contain values between 2,800 cubic feet and 59,500 cubic feet -Cubic Feet Capacity (A067) of HOPP where Connected Unit Count (A020) is 8, must contain values between 3,200 cubic feet and 68,000 cubic feet -Cubic Feet Capacity (A067) of HOPP where Connected Unit Count (A020) is 9, must contain values between 3,600 cubic feet and 76,500 cubic feet

## NOTES:

- For connected unit cars report the sum of all units cubic capacity.
- Plate Codes B, C, E, F, G are applicable to Hoppers

#### Star Code

Indicates a reduction of the Load Limit (LDLT) of the equipment per AAR Rule 70

## Affects Rating.

## Permissible Values for A247

- R Body Capacity less than Truck Capacity
- S Reduced Load Limit

Validation Rule for A247

- -4-axle Cars with Star Codes of S or R must not exceed Gross Weight of 263,000 lbs. when Journal Size is A, B, C, D, or E
- -Journal Sizes having Star Code of S must have a Gross Weight that is less than the calculated Gross Weight with rounding applied
- -UnStarred 4 Axle Cars reporting Increased Gross Rail Load (IGRL) of 2 or 3 must have a Gross Weight greater than or equal to 264,000 lbs. -Starred 4 axle cars with IGRL of 1 must have a Wheel Size of 36 inches
- when Gross Weight is less than 286,000 lbs.
- -Starred 4 Axle Cars with Increased Gross Rail Load (IGRL) reported must have a Journal Size of K, G, or M

#### Qual for Inc GRL

AAR qualification for increased Rail Load Code designating AAR approval for operating 4-axle equipment at a gross rail load greater than 263,000 lbs per AAR Rule 88

#### Permissible Values for B344

- 1 Rule 88 IGRL Code 1 (> 263,000 lbs. and <= 286,000 lbs. GRL per AAR Specification S-286)
- 2 Rule 88 IGRL Code 2 (> 263,000 lbs. and <= 286,000 lbs. GRL)
- Rule 88 IGRL Code 3 (> 263,000 lbs. and <= 268,000 lbs. GRL)

#### Validation Rule for B344

- Equipment having Qualification for Increased Gross Rail Load of 3, and a Gross Rail Load (A266) less than 268,000 lbs, must have Star Code (A247) of S.
- -Equipment having Qualification for Increased Gross Rail Load of 1 or 2, and a Gross Rail Load (A266) less than 286,000 lbs, must have Star Code (A247) of S.
- -4-axle equipment with Gross Rail Load (A266) greater than 263,000 lbs. and less than 315,000 lbs., and Star Code (A247) blank, must report Qualification for Increased Gross Rail Load.
- -4-axle equipment having Qualification for Increased Gross Rail Load of 1, 2, or 3 must have a Wheel Diameter (A294) of 36 or 38
- -4-axle equipment having Qualification for Increased Gross Rail Load of 2 or 3 must have a Journal Size (A147) of F or K
- -4-axle equipment having Qualification for Increased Gross Rail Load of 1 must have a Journal Size (A147) of K, G, or M
- -4-axle equipment having Qualification for Increased Gross Rail Load of 3 must have Gross Rail Load (A266) that does not exceed 268,000 lbs
- -4-axle equipment having Qualification for Increased Gross Rail Load of 1 or 2 must have Gross Rail Load (A266) that does not exceed 286,000 lbs

## Dimension

# Plate Code Mandatory A046 Indicates the extreme height and width clearance of the equipment • Affects Rating. •

Permissible Values for A046

- B Plate Code B
- C Plate Code C
- E Plate Code E F Plate Code F
- F Plate Code F
- G Clearance Code G
- N Plate Code N

## NOTES:

 For a description of Plate Codes, please see Appendix J at the back of this manual.

- Wandatory = Ose in Erc Generation = Anects Rating - 05 - = Conditionally Mandatory June 2024	Mandatory	=Used in ETC Generation	= Affects Rating	- 65 -	=Conditionally Mandatory	June 2024
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## Umler

## **Data Specification Manual**

- Report B: If clearance does not exceed Plate B
- o Report C: If clearance is greater than Plate B. but does not exceed Plate C
- $\circ~$  Report E: If clearance is greater than Plates B and C, but does not exceed Plate E.
- $\,\circ\,\,$  Report F: If clearance is greater than Plates B, C and E, but does not exceed Plate F
- Report G: If clearance exceeds Plates B, C, E, F, and N.
- o Report N: If clearance is greater than Plates B, C, E, and F, but does not exceed Plate N.
- There is no AAR Plate G. Clearance Code G is included in Umler to represent equipment that does not fit any existing AAR clearance plates.
- For ARTICULATED/MULTI-UNIT SET report the most restrictive clearance plate of UNIT in the set.

#### Outside Length Mandatory

Outside Length N	landatory	OSLG	
The outside lengt	h over pulling faces of couplers in normal position		
Affects Rating. Di	splayed in feet and inches on the Web. Stored in inc	hes.	
Range of Values for OSLG			
Minimum	Maximum		
20 ft 0 in als as			

20 ft 0 inches 720 ft 0 inches Validation Rule for OSLG

- -Outside Length (OSLG) on freight cars (except refrigerators) must not exceed Inside Length (A135) by more than 16 feet
- -Outside Length (OSLG) of HOPP with a blank Connected Unit Count
- (A020), must contain values between 20 feet and 80 feet
- -Outside Length (OSLG) of HOPP where Connected Unit Count (A020), is
- 2, must contain values between 40 feet and 160 feet -Outside Length (OSLG) of HOPP where Connected Unit Count (A020), is
- 3. must contain values between 60 feet and 240 feet
- -Outside Length (OSLG) of HOPP where Connected Unit Count (A020), is 4, must contain values between 80 feet and 320 feet
- -Outside Length (OSLG) of HOPP where Connected Unit Count (A020), is 5, must contain values between 100 feet and 400 feet
- -Outside Length (OSLG) of HOPP where Connected Unit Count (A020), is
- 6, must contain values between 120 feet and 480 feet

-Outside Length (OSLG) of HOPP where Connected Unit Count (A020), is 7, must contain values between 140 feet and 560 feet

- -Outside Length (OSLG) of HOPP where Connected Unit Count (A020), is 8. must contain values between 160 feet and 640 feet
- -Outside Length (OSLG) of HOPP where Connected Unit Count (A020), is 9, must contain values between 180 feet and 720 feet

#### NOTES

- For connected unit cars report the maximum coupled length of the set.
- Round fraction to the higher inch, e.g., 05 1/4" = 06"

Outside Extreme Width Mandatory A186		
The outside extreme width of the equipment		
Affects Rating. Displayed in feet and inches on the Web. Stored in inches.		
Range of Values for A186		
Minimum	Maximum	
7 ft 0 inches	12 ft 0 inches	
Validation Rule for A186		

-Outside Extreme Width must not exceed 10 feet 8 inches for Plate Codes B, C, E, F, or N

## NOTES:

- For connected unit cars report the dimension of the largest unit in the set.
- Round fraction to the higher inch, e.g., 05 1/4" = 06"

#### **Outside Extreme Height Mandatory**

Height from top of rail to extreme projecting height Affects Rating. Displayed in feet and inches on the Web. Stored in inches.

## Range of Values for A185

- Minimum Maximum
- 10 ft 0 inches 17 ft 0 inches

#### Validation Rule for A185

-Outside Extreme Height for Plate Codes B must be less than or equal to 15 feet 1 inch

- -Outside Extreme Height for Plate Codes C or I must be less than or equal to 15 feet 6 inches
- -Outside Extreme Height for Plate Code E must be less than or equal to 15 feet 9 inches
- -Outside Extreme Height for Plate Code F must be less than or equal to 17 feet 0 inch
- -Outside Extreme Height for Plate Code N must be less than or equal to 17 feet 1 inch

## NOTES:

- For connected unit cars report the dimension of the largest unit in the set.
- Round fraction to the higher inch, e.g., 05 1/4" = 06"

Outside Height Extr Width Mandatory	A187	
The highest point at which the extreme width of the equipment occurs		
Displayed in feet and inches on the Web. Stored in inches.		
Range of Values for A187 Minimum Maximum		
1 ft 0 inches 18 ft 0 inches		
Validation Rule for A187		
-Outside Extreme Width (A186) for Plate Code B must not exceed	10	
feet 8 inches if Outside Height Extreme Width is 13 feet 10		
inches or less -Outside Extreme Width (A186) for Plate Code B must not exceed	10	
feet 7 inches if Outside Height Extreme Width is 13 feet 11	10	
inches		
<ul> <li>Outside Extreme Width (A186) for Plate Code B must not exceed feet 6 inches if Outside Height Extreme Width is 14 feet 0 inch</li> </ul>		
-Outside Extreme Width (A186) for Plate Code B must not exceed 3		
feet 4 inches if Outside Height Extreme Width is 14 feet 1 inch	ies	
-Outside Extreme Width (A186) for Plate Code B must not exceed :		
feet 3 inches if Outside Height Extreme Width is 14 feet 2 inch -Outside Extreme Width (A186) for Plate Code B must not exceed		
feet 2 inches if Outside Height Extreme Width is 14 feet 3 inch		
-Outside Extreme Width (A186) for Plate Code B must not exceed	10	
feet 0 inches if Outside Height Extreme Width is 14 feet 4 inch		
<ul> <li>Outside Extreme Width (A186) for Plate Code B must not exceed feet 9 inches if Outside Height Extreme Width is 14 feet 5 inch</li> </ul>		
-Outside Extreme Width (A186) for Plate Code B must not exceed 9		
feet 5 inches if Outside Height Extreme Width is 14 feet 6 inch	ies	
-Outside Extreme Width (A186) for Plate Code B must not exceed 9		
feet 2 inches if Outside Height Extreme Width is 14 feet 7 inch -Outside Extreme Width (A186) for Plate Code B must not exceed a		
feet 10 inches if Outside Height Extreme Width is 14 feet 8		
inches	~	
<ul> <li>Outside Extreme Width (A186) for Plate Code B must not exceed a feet 6 inches if Outside Height Extreme Width is 14 feet 9 inch</li> </ul>		
-Outside Extreme Width (A186) for Plate Code B must not exceed a		
feet 3 inches if Outside Height Extreme Width is 14 feet 10		
inches Outside Eutreme Width (A18C) for Dista Code Discust act succed	7	
<ul> <li>Outside Extreme Width (A186) for Plate Code B must not exceed feet 11 inches if Outside Height Extreme Width is 14 feet 11</li> </ul>	/	
inches		
-Outside Extreme Width (A186) for Plate Code B must not exceed		
feet 6 inches if Outside Height Extreme Width is 15 feet 0 inch -Outside Extreme Width (A186) for Plate Code B must not exceed		
feet 4 inches if Outside Height Extreme Width is 15 feet 1 inch		
-Outside Extreme Width (A186) for Plate Code C must not exceed		
feet 8 inches if Outside Height Extreme Width is 14 feet 3 inch	ies	
or less -Outside Extreme Width (A186) for Plate Code C must not exceed :	10	
feet 7 inches if Outside Height Extreme Width is 14 feet 4 inch		
-Outside Extreme Width (A186) for Plate Code C must not exceed	10	
feet 6 inches if Outside Height Extreme Width is 14 feet 5 inch	ies	
<ul> <li>Outside Extreme Width (A186) for Plate Code C must not exceed feet 4 inches if Outside Height Extreme Width is 14 feet 6 inch</li> </ul>		
-Outside Extreme Width (A186) for Plate Code C must not exceed 3		
feet 3 inches if Outside Height Extreme Width is 14 feet 7 inch	nes	
-Outside Extreme Width (A186) for Plate Code C must not exceed a		
feet 2 inches if Outside Height Extreme Width is 14 feet 8 inch -Outside Extreme Width (A186) for Plate Code C must not exceed		
feet 0 inches if Outside Height Extreme Width is 14 feet 9 inch		
-Outside Extreme Width (A186) for Plate Code C must not exceed 9		
feet 9 inches if Outside Height Extreme Width is 14 feet 10 inches		

- -Outside Extreme Width (A186) for Plate Code C must not exceed 9 feet 5 inches if Outside Height Extreme Width is 14 feet 11 inches
- -Outside Extreme Width (A186) for Plate Code C must not exceed 9 feet 2 inches if Outside Height Extreme Width is 15 feet 0 inches

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- -Outside Extreme Width (A186) for Plate Code C must not exceed 8 feet 10 inches if Outside Height Extreme Width is 15 feet 1 inches
- -Outside Extreme Width (A186) for Plate Code C must not exceed 8 feet 6 inches if Outside Height Extreme Width is 15 feet 2 inches

-Outside Extreme Width (A186) for Plate Code C must not exceed 8 feet 3 inches if Outside Height Extreme Width is 15 feet 3 inches -Outside Extreme Width (A186) for Plate Code C must not exceed 7

feet 11 inches if Outside Height Extreme Width is 15 feet 4 inches

- -Outside Extreme Width (A186) for Plate Code C must not exceed 7 feet 8 inches if Outside Height Extreme Width is 15 feet 5 inches
- Outside Extreme Width (A186) for Plate Code C must not exceed 7 feet 4 inches if Outside Height Extreme Width is 15 feet 6 inches -Outside Extreme Width (A186) for Plate Code E must not exceed 10 feet 8 inches if Outside Height Extreme Width is 15 feet 2 inches
- or less -Outside Extreme Width (A186) for Plate Code E must not exceed 10 fort 6 inches if Outside Height Extreme Width is 15 fort 2 inches
- feet 6 inches if Outside Height Extreme Width is 15 feet 3 inches -Outside Extreme Width (A186) for Plate Code E must not exceed 10 feet 3 inches if Outside Height Extreme Width is 15 feet 4 inches
- -Outside Extreme Width (A186) for Plate Code E must not exceed 9 feet 6 inches if Outside Height Extreme Width is 15 feet 5 inches
- -Outside Extreme Width (A186) for Plate Code E must not exceed 8 feet 8 inches if Outside Height Extreme Width is 15 feet 6 inches -Outside Extreme Width (A186) for Plate Code E must not exceed 7

feet 11 inches if Outside Height Extreme Width is 15 feet 7 inches

- -Outside Extreme Width (A186) for Plate Code E must not exceed 7 feet 1 inches if Outside Height Extreme Width is 15 feet 8 inches
- -Outside Extreme Width (A186) for Plate Code E must not exceed 6 feet 3 inches if Outside Height Extreme Width is 15 feet 9 inches
- -Outside Extreme Width (A186) for Plate Code F must not exceed 10 feet 8 inches if Outside Height Extreme Width is 16 feet 3 inches or less
- -Outside Extreme Width (A186) for Plate Code F must not exceed 10 feet 7 inches if Outside Height Extreme Width is between 16 feet 4 inches and 16 feet 6 inches
- -Outside Extreme Width (A186) for Plate Code F must not exceed 10 feet 6 inches if Outside Height Extreme Width is 16 feet 7 inches -Outside Extreme Width (A186) for Plate Code F must not exceed 10
- feet 3 inches if Outside Height Extreme Width is 16 feet 8 inches -Outside Extreme Width (A186) for Plate Code F must not exceed 10
- feet 0 inches if Outside Height Extreme Width is 16 feet 9 inches -Outside Extreme Width (A186) for Plate Code F must not exceed 9 feet 8 inches if Outside Height Extreme Width is 16 feet 10
- inches -Outside Extreme Width (A186) for Plate Code F must not exceed 9 feet 5 inches if Outside Height Extreme Width is 16 feet 11 inches
- -Outside Extreme Width (A186) for Plate Code F must not exceed 9 feet 2 inches if Outside Height Extreme Width is 17 feet 0 inches -Outside Extreme Width (A186) for Plate Code B must not exceed 8
- -Outside Extreme Width (A186) for Plate Code B must not exceed 8 feet 3 inches if Outside Height Extreme Width is 14 feet 10 inches
- -Outside Extreme Width (A186) for Plate Code C must not exceed 8 feet 3 inches if Outside Height Extreme Width is 15 feet 3 inches
- -Outside Extreme Width (A186) for Plate Code N must not exceed 10 feet 8 inches if Outside Height Extreme Width (A187) is 16 feet 9 inches or less
- -Outside Extreme Width (A186) for Plate Code N must not exceed 10 feet 6 inches if Outside Height Extreme Width (A187) is 16 feet 10 inches
- -Outside Extreme Width (A186) for Plate Code N must not exceed 10 feet 4 inches if Outside Height Extreme Width (A187) is 16 feet 11 inches
- -Outside Extreme Width (A186) for Plate Code N must not exceed 10 feet 2 inches if Outside Height Extreme Width (A187) is 17 feet 0 inches
- -Outside Extreme Width (A186) for Plate Code N must not exceed 9 feet 11 inches if Outside Height Extreme Width (A187) is 17 feet 1 inch

#### NOTES:

- For connected unit cars report the dimension of the largest unit in the set.
- Round fraction to the higher inch, e.g., 05 1/4" = 06"

Outside Upper Eaves Width	A194
The width between the outside uppermost corners of the equipment	
Displayed in feet and inches on the Web. Stored in inches.	

#### Range of Values for A194

Minimum	Maximum
4 ft 0 inches	11 ft 2 inches

Validation Rule for A194

- -Outside Upper Eaves Width (A194) is mandatory for Hoppers built or rebuilt on or after June 18, 2020
- -Outside Upper Eaves Width must be less than or equal to the Outside Extreme Width (A186)
- -Outside Upper Eaves Width must be less than or equal to the Outside Lower Eaves Width (A190)

-Outside Upper Eaves Width for Plate Code B must not exceed 10 feet 8 inches if Outside Upper Eaves Height (A193) is 13 feet 10 inches or less -Outside Upper Eaves Width for Plate Code B must not exceed 10 feet 8 inches if Outside Upper Eaves Height (A193) is 13 feet 10 inches or less -Outside Upper Eaves Width for Plate Code B must not exceed 10 feet 7 inches if Outside Upper Eaves Height (A193) is 13 feet 11 inches -Outside Upper Eaves Width for Plate Code B must not exceed 10 feet 6 inches if Outside Upper Eaves Height (A193) is 14 feet 0 inches -Outside Upper Eaves Width for Plate Code B must not exceed 10 feet 4 inches if Outside Upper Eaves Height (A193) is 14 feet 1 inches -Outside Upper Eaves Width for Plate Code B must not exceed 10 feet 3 inches if Outside Upper Eaves Height (A193) is 14 feet 2 inches -Outside Upper Eaves Width for Plate Code B must not exceed 10 feet 2 inches if Outside Upper Eaves Height (A193) is 14 feet 3 inches -Outside Upper Eaves Width for Plate Code B must not exceed 10 feet 0 inches if Outside Upper Eaves Height (A193) is 14 feet 4 inches -Outside Upper Eaves Width for Plate Code B must not exceed 9 feet 9 -Outside Upper Eaves Height (A193) is 14 feet 5 inches -Outside Upper Eaves Width for Plate Code B must not exceed 9 feet 5 inches if Outside Upper Eaves Height (A193) is 14 feet 6 inches -Outside Upper Eaves Width for Plate Code B must not exceed 9 feet 2 inches if Outside Upper Eaves Height (A193) is 14 feet 7 inches -Outside Upper Eaves Width for Plate Code B must not exceed 8 feet 10 inches if Outside Upper Eaves Height (A193) is 14 feet 8 inches -Outside Upper Eaves Width for Plate Code B must not exceed 8 feet 6 inches if Outside Upper Eaves Height (A193) is 14 feet 9 inches -Outside Upper Eaves Width for Plate Code B must not exceed 8 feet 3 inches if Outside Upper Eaves Height (A193) is 14 feet 10 inches -Outside Upper Eaves Width for Plate Code B must not exceed 7 feet 11 inches if Outside Upper Eaves Height (A193) is 14 feet 11 inches -Outside Upper Eaves Width for Plate Code B must not exceed 7 feet 8 inches if Outside Upper Eaves Height (A193) is 15 feet 0 inches -Outside Upper Eaves Width for Plate Code B must not exceed 7 feet 4 inches if Outside Upper Eaves Height (A193) is 15 feet 1 inches -Outside Upper Eaves Width for Plate Code C must not exceed 10 feet 8 inches if Outside Upper Eaves Height (A193) is 14 feet 3 inches or less -Outside Upper Eaves Width for Plate Code C must not exceed 10 feet 7 inches if Outside Upper Eaves Height (A193) is 14 feet 4 inches -Outside Upper Eaves Width for Plate Code C must not exceed 10 feet 6 inches if Outside Upper Eaves Height (A193) is 14 feet 5 inches -Outside Upper Eaves Width for Plate Code C must not exceed 10 feet 4 inches if Outside Upper Eaves Height (A193) is 14 feet 6 inches -Outside Upper Eaves Width for Plate Code C must not exceed 10 feet 3 inches if Outside Upper Eaves Height (A193) is 14 feet 7 inches -Outside Upper Eaves Width for Plate Code C must not exceed 10 feet 2 inches if Outside Upper Eaves Height (A193) is 14 feet 8 inches -Outside Upper Eaves Width for Plate Code C must not exceed 10 feet 0 inches if Outside Upper Eaves Height (A193) is 14 feet 9 inches -Outside Upper Eaves Width for Plate Code C must not exceed 9 feet 9 -Outside Upper Eaves Height (A193) is 14 feet 10 inches -Outside Upper Eaves Width for Plate Code C must not exceed 9 feet 5 inches if Outside Upper Eaves Height (A193) is 14 feet 11 inches -Outside Upper Eaves Width for Plate Code C must not exceed 9 feet 2 -Outside Upper Eaves Height (A193) is 15 feet 0 inches -Outside Upper Eaves Width for Plate Code C must not exceed 8 feet 10 inches if Outside Upper Eaves Height (A193) is 15 feet 1 inches -Outside Upper Eaves Width for Plate Code C must not exceed 8 feet 6 inches if Outside Upper Eaves Height (A193) is 15 feet 2 inches -Outside Upper Eaves Width for Plate Code C must not exceed 8 feet 3 inches if Outside Upper Eaves Height (A193) is 15 feet 3 inches -Outside Upper Eaves Width for Plate Code C must not exceed 7 feet 11 inches if Outside Upper Eaves Height (A193) is 15 feet 4 inches -Outside Upper Eaves Width for Plate Code C must not exceed 7 feet 8 inches if Outside Upper Eaves Height (A193) is 15 feet 5 inches -Outside Upper Eaves Width for Plate Code C must not exceed 7 feet 4 inches if Outside Upper Eaves Height (A193) is 15 feet 6 inches -Outside Upper Eaves Width for Plate Code E must not exceed 10 feet 8 inches if Outside Upper Eaves Height (A193) is 15 feet 2 inches -Outside Upper Eaves Width for Plate Code E must not exceed 10 feet 6 inches if Outside Upper Eaves Height (A193) is 15 feet 3 inches -Outside Upper Eaves Width for Plate Code E must not exceed 10 feet 3 inches if Outside Upper Eaves Height (A193) is 15 feet 4 inches

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-Outside Upper Eaves Width for Plate Code E must not exceed 9 feet 6 inches if Outside Upper Eaves Height (A193) is 15 feet 5 inches -Outside Upper Eaves Width for Plate Code E must not exceed 8 feet 8 inches if Outside Upper Eaves Height (A193) is 15 feet 6 inches -Outside Upper Eaves Width for Plate Code E must not exceed 7 feet 11 inches if Outside Upper Eaves Height (A193) is 15 feet 7 inches -Outside Upper Eaves Width for Plate Code E must not exceed 7 feet 1 inches if Outside Upper Eaves Height (A193) is 15 feet 8 inches -Outside Upper Eaves Width for Plate Code E must not exceed 6 feet 3 inches if Outside Upper Eaves Height (A193) is 15 feet 9 inches -Outside Upper Eaves Width for Plate Code F must not exceed 10 feet 8 inches if Outside Upper Eaves Height (A193) is 16 feet 3 inches -Outside Upper Eaves Width for Plate Code F must not exceed 10 feet 7 inches if Outside Upper Eaves Height (A193) is between 16 feet 4 inches and 16 feet 6 inches -Outside Upper Eaves Width for Plate Code F must not exceed 10 feet 6 inches if Outside Upper Eaves Height (A193) is 16 feet 7 inches -Outside Upper Eaves Width for Plate Code F must not exceed 10 feet 3 -Outside Upper Eaves Height (A193) is 16 feet 8 inches -Outside Upper Eaves Width for Plate Code F must not exceed 10 feet 0 inches if Outside Upper Eaves Height (A193) is 16 feet 9 inches -Outside Upper Eaves Width for Plate Code F must not exceed 9 feet 8 inches if Outside Upper Eaves Height (A193) is 16 feet 10 inches -Outside Upper Eaves Width for Plate Code F must not exceed 9 feet 5 inches if Outside Upper Eaves Height (A193) is 16 feet 11 inches -Outside Upper Eaves Width for Plate Code F must not exceed 9 feet 2 inches if Outside Upper Eaves Height (A193) is 17 feet 0 inches -Outside Upper Eaves Width (A194) is mandatory for Hoppers built or rebuilt on or after June 18, 2020 -Outside Upper Eaves Width must be less than or equal to the Outside Extreme Width (A186) -Outside Upper Eaves Width must be less than or equal to the Outside Lower Eaves Width (A190) -Outside Upper Eaves Width for Plate Code B must not exceed 10 feet 8 inches if Outside Upper Eaves Height (A193) is 13 feet 10 inches or less -Outside Upper Eaves Width for Plate Code B must not exceed 10 feet 8 inches if Outside Upper Eaves Height (A193) is 13 feet 10 inches or less -Outside Upper Eaves Width for Plate Code B must not exceed 10 feet 7 inches if Outside Upper Eaves Height (A193) is 13 feet 11 inches -Outside Upper Eaves Width for Plate Code B must not exceed 10 feet 6 inches if Outside Upper Eaves Height (A193) is 14 feet 0 inches -Outside Upper Eaves Width for Plate Code B must not exceed 10 feet 4 inches if Outside Upper Eaves Height (A193) is 14 feet 1 inches -Outside Upper Eaves Width for Plate Code B must not exceed 10 feet 3 inches if Outside Upper Eaves Height (A193) is 14 feet 2 inches -Outside Upper Eaves Width for Plate Code B must not exceed 10 feet 2 inches if Outside Upper Eaves Height (A193) is 14 feet 3 inches -Outside Upper Eaves Width for Plate Code B must not exceed 10 feet 0 inches if Outside Upper Eaves Height (A193) is 14 feet 4 inches -Outside Upper Eaves Width for Plate Code B must not exceed 9 feet 9 inches if Outside Upper Eaves Height (A193) is 14 feet 5 inches -Outside Upper Eaves Width for Plate Code B must not exceed 9 feet 5 -Outside Upper Eaves Height (A193) is 14 feet 6 inches -Outside Upper Eaves Width for Plate Code B must not exceed 9 feet 2 -Outside Upper Eaves Height (A193) is 14 feet 7 inches -Outside Upper Eaves Width for Plate Code B must not exceed 8 feet 10 -Outside Upper Eaves Width for Plate Code B must not exceed b rect 2 inches if Outside Upper Eaves Height (A193) is 14 feet 8 inches -Outside Upper Eaves Width for Plate Code B must not exceed 8 feet 6 inches if Outside Upper Eaves Height (A193) is 14 feet 9 inches -Outside Upper Eaves Width for Plate Code B must not exceed 8 feet 3 inches if Outside Upper Eaves Height (A193) is 14 feet 10 inches -Outside Upper Eaves Width for Plate Code B must not exceed 7 feet 11 inches if Outside Upper Eaves Height (A193) is 14 feet 11 inches -Outside Upper Eaves Width for Plate Code B must not exceed 7 feet 8 inches if Outside Upper Eaves Height (A193) is 15 feet 0 inches -Outside Upper Eaves Width for Plate Code B must not exceed 7 feet 4 inches if Outside Upper Eaves Height (A193) is 15 feet 1 inches -Outside Upper Eaves Width for Plate Code C must not exceed 10 feet 8 inches if Outside Upper Eaves Height (A193) is 14 feet 3 inches or less -Outside Upper Eaves Width for Plate Code C must not exceed 10 feet 7 inches if Outside Upper Eaves Height (A193) is 14 feet 4 inches -Outside Upper Eaves Width for Plate Code C must not exceed 10 feet 6 inches if Outside Upper Eaves Height (A193) is 14 feet 5 inches -Outside Upper Eaves Width for Plate Code C must not exceed 10 feet 4 inches if Outside Upper Eaves Height (A193) is 14 feet 6 inches -Outside Upper Eaves Width for Plate Code C must not exceed 10 feet 3 inches if Outside Upper Eaves Height (A193) is 14 feet 7 inches -Outside Upper Eaves Width for Plate Code C must not exceed 10 feet 2 inches if Outside Upper Eaves Height (A193) is 14 feet 8 inches -Outside Upper Eaves Width for Plate Code C must not exceed 10 feet 0 inches if Outside Upper Eaves Height (A193) is 14 feet 9 inches -Outside Upper Eaves Width for Plate Code C must not exceed 9 feet 9 inches if Outside Upper Eaves Height (A193) is 14 feet 10 inches

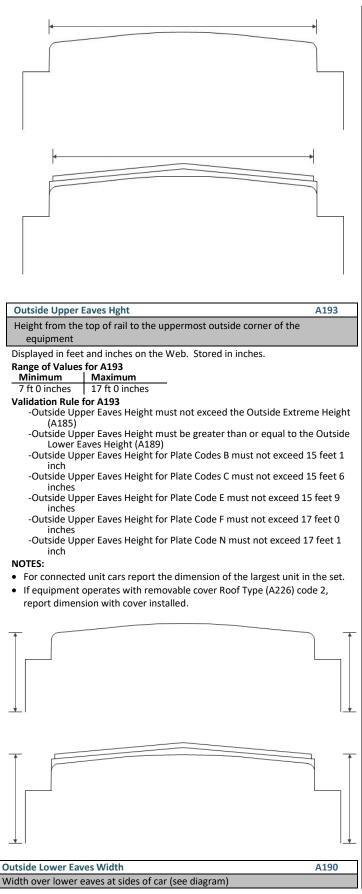
-Outside Upper Eaves Width for Plate Code C must not exceed 9 feet 5 inches if Outside Upper Eaves Height (A193) is 14 feet 11 inches -Outside Upper Eaves Width for Plate Code C must not exceed 9 feet 2 inches if Outside Upper Eaves Height (A193) is 15 feet 0 inches -Outside Upper Eaves Width for Plate Code C must not exceed 8 feet 10 inches if Outside Upper Eaves Height (A193) is 15 feet 1 inches -Outside Upper Eaves Width for Plate Code C must not exceed 8 feet 6 inches if Outside Upper Eaves Height (A193) is 15 feet 2 inches -Outside Upper Eaves Width for Plate Code C must not exceed 8 feet 3 inches if Outside Upper Eaves Height (A193) is 15 feet 3 inches -Outside Upper Eaves Width for Plate Code C must not exceed 7 feet 11 inches if Outside Upper Eaves Height (A193) is 15 feet 4 inches -Outside Upper Eaves Width for Plate Code C must not exceed 7 feet 8 inches if Outside Upper Eaves Height (A193) is 15 feet 5 inches -Outside Upper Eaves Width for Plate Code C must not exceed 7 feet 4 inches if Outside Upper Eaves Height (A193) is 15 feet 6 inches -Outside Upper Eaves Width for Plate Code E must not exceed 10 feet 8 inches if Outside Upper Eaves Height (A193) is 15 feet 2 inches -Outside Upper Eaves Width for Plate Code E must not exceed 10 feet 6 inches if Outside Upper Eaves Height (A193) is 15 feet 3 inches -Outside Upper Eaves Width for Plate Code E must not exceed 10 feet 3 inches if Outside Upper Eaves Height (A193) is 15 feet 4 inches -Outside Upper Eaves Width for Plate Code E must not exceed 9 feet 6 -Outside Upper Eaves Width for Plate Code E must not exceed 8 feet 8 -Outside Upper Eaves Width for Plate Code E must not exceed 8 feet 8 inches if Outside Upper Eaves Height (A193) is 15 feet 6 inches -Outside Upper Eaves Width for Plate Code E must not exceed 7 feet 11 inches if Outside Upper Eaves Height (A193) is 15 feet 7 inches -Outside Upper Eaves Width for Plate Code E must not exceed 7 feet 1 inches if Outside Upper Eaves Height (A193) is 15 feet 8 inches -Outside Upper Eaves Width for Plate Code E must not exceed 6 feet 3 inches if Outside Upper Eaves Height (A193) is 15 feet 9 inches -Outside Upper Eaves Width for Plate Code F must not exceed 10 feet 8 inches if Outside Upper Eaves Height (A193) is 16 feet 3 inches -Outside Upper Eaves Width for Plate Code F must not exceed 10 feet 7 inches if Outside Upper Eaves Height (A193) is between 16 feet 4 inches and 16 feet 6 inches -Outside Upper Eaves Width for Plate Code F must not exceed 10 feet 6 inches if Outside Upper Eaves Height (A193) is 16 feet 7 inches -Outside Upper Eaves Width for Plate Code F must not exceed 10 feet 3 inches if Outside Upper Eaves Height (A193) is 16 feet 8 inches -Outside Upper Eaves Width for Plate Code F must not exceed 10 feet 0 inches if Outside Upper Eaves Height (A193) is 16 feet 9 inches -Outside Upper Eaves Width for Plate Code F must not exceed 9 feet 8 inches if Outside Upper Eaves Height (A193) is 16 feet 10 inches -Outside Upper Eaves Width for Plate Code F must not exceed 9 feet 5 inches if Outside Upper Eaves Height (A193) is 16 feet 11 inches -Outside Upper Eaves Width for Plate Code F must not exceed 9 feet 2 inches if Outside Upper Eaves Height (A193) is 17 feet 0 inches -Outside Upper Eaves Width for Plate Code N must not exceed 10 feet 8 inches if Outside Upper Eaves Height (A193) is 16 feet 9 inches or less -Outside Upper Eaves Width for Plate Code N must not exceed 10 feet 6 -Outside Upper Eaves Height (A193) is 16 feet 10 inches -Outside Upper Eaves Width for Plate Code N must not exceed 10 feet 4 -Outside Upper Eaves Height (A193) is 16 feet 11 inches -Outside Upper Eaves Width for Plate Code N must not exceed 10 feet 2 inches if Outside Upper Eaves Height (A193) is 17 feet 0 inches -Outside Upper Eaves Width for Plate Code N must not exceed 9 feet 11 inches if Outside Upper Eaves Height (A193) is 17 feet 1 inch NOTES:

NUTES

- For connected unit cars report the dimension of the largest unit in the set
- Round fraction to the higher inch, eg., 05 1/4" = 06"

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Displayed in feet and inches on the Web. Stored in inches. Range of Values for A190		
Minimum	Maximum	
7 ft 0 inches	10 ft 10 inches	
Validation Rule f	or A190 Per Eaves Width can only be reported for Hoppers with roofs	
	s (Mechanical Designation of LO, HTR, HKR, HMSR, LM, MWB,	
	er Eaves Width must not exceed the Outside Extreme Width	
Upper Ea	rer Eaves Width must be greater than or equal to Outside aves Width (A194)	
	rer Eaves Width must be reported if Outside Lower Eaves A189) is reported	
	er Eaves Width for Plate Code B must not exceed 10 feet 8 Outside Lower Eaves Height (A189) is 13 feet 10 inches or	
	rer Eaves Width for Plate Code B must not exceed 10 feet 7 Outside Lower Eaves Height (A189) is 13 feet 11 inches	
-Outside Low	er Eaves Width for Plate Code B must not exceed 10 feet 6 Outside Lower Eaves Height (A189) is 14 feet 0 inches	
-Outside Low	er Eaves Width for Plate Code B must not exceed 10 feet 3	
-Outside Low	Outside Lower Eaves Height (A189) is 14 feet 2 inches rer Eaves Width for Plate Code B must not exceed 10 feet 2	
	Outside Lower Eaves Height (A189) is 14 feet 3 inches er Eaves Width for Plate Code B must not exceed 10 feet 0	
inches if	Outside Lower Eaves Height (A189) is 14 feet 4 inches rer Eaves Width for Plate Code B must not exceed 9 feet 9	
inches if	Outside Lower Eaves Height (A189) is 14 feet 5 inches	
inches if	er Eaves Width for Plate Code B must not exceed 9 feet 5 Outside Lower Eaves Height (A189) is 14 feet 6 inches	
	rer Eaves Width for Plate Code B must not exceed 9 feet 2 Outside Lower Eaves Height (A189) is 14 feet 7 inches	
	rer Eaves Width for Plate Code B must not exceed 8 feet 10 Outside Lower Eaves Height (A189) is 14 feet 8 inches	
-Outside Low	er Eaves Width for Plate Code B must not exceed 8 feet 3	
-Outside Low	Outside Lower Eaves Height (A189) is 14 feet 10 inches rer Eaves Width for Plate Code B must not exceed 7 feet 11	
	Outside Lower Eaves Height (A189) is 14 feet 11 inches rer Eaves Width for Plate Code B must not exceed 7 feet 8	
	Outside Lower Eaves Height (A189) is 15 feet 0 inches er Eaves Width for Plate Code B must not exceed 7 feet 4	
	Outside Lower Eaves Height (A189) is 15 feet 1 inches er Eaves Width for Plate Code C must not exceed 10 feet 8	
inches if	Outside Lower Eaves Height (A189) is 14 feet 3 inches or less	
inches if	rer Eaves Width for Plate Code C must not exceed 10 feet 7 Outside Lower Eaves Height (A189) is 14 feet 4 inches	
	rer Eaves Width for Plate Code C must not exceed 10 feet 6 Outside Lower Eaves Height (A189) is 14 feet 5 inches	
-Outside Low	er Eaves Width for Plate Code C must not exceed 10 feet 4 Outside Lower Eaves Height (A189) is 14 feet 6 inches	
-Outside Low	er Eaves Width for Plate Code C must not exceed 10 feet 3	
-Outside Low	Outside Lower Eaves Height (A189) is 14 feet 7 inches rer Eaves Width for Plate Code C must not exceed 10 feet 2	
inches if Outside Low-	Outside Lower Eaves Height (A189) is 14 feet 8 inches er Eaves Width for Plate Code C must not exceed 10 feet 0	
inches if	Outside Lower Eaves Height (A189) is 14 feet 9 inches rer Eaves Width for Plate Code C must not exceed 9 feet 9	
inches if	outside Lower Eaves Height (A189) is 14 feet 10 inches rer Eaves Width for Plate Code C must not exceed 9 feet 5	
inches if	Outside Lower Eaves Height (A189) is 14 feet 11 inches	
	er Eaves Width for Plate Code C must not exceed 9 feet 2 Outside Lower Eaves Height (A189) is 15 feet 0 inches	
	er Eaves Width for Plate Code C must not exceed 8 feet 10 Outside Lower Eaves Height (A189) is 15 feet 1 inches	
-Outside Low	er Eaves Width for Plate Code C must not exceed 8 feet 6 Outside Lower Eaves Height (A189) is 15 feet 2 inches	
-Outside Low	er Eaves Width for Plate Code C must not exceed 8 feet 3	
-Outside Low	Outside Lower Eaves Height (A189) is 15 feet 3 inches rer Eaves Width for Plate Code C must not exceed 7 feet 11	
-Outside Low	Outside Lower Eaves Height (A189) is 15 feet 4 inches er Eaves Width for Plate Code C must not exceed 7 feet 8	
inches if -Outside Low	Outside Lower Eaves Height (A189) is 15 feet 5 inches er Eaves Width for Plate Code C must not exceed 7 feet 4	
inches if	outside Lower Eaves Height (A189) is 15 feet 6 inches rer Eaves Width for Plate Code E must not exceed 10 feet 8	
inches if	Outside Lower Eaves Height (A189) is 15 feet 2 inches or less	
-Outside Low	rer Eaves Width for Plate Code E must not exceed 10 feet 6	

inches if Outside Lower Eaves Height (A189) is 15 feet 3 inches -Outside Lower Eaves Width for Plate Code E must not exceed 10 feet 3 inches if Outside Lower Eaves Height (A189) is 15 feet 4 inches

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## Data Specification Manual

	ication Manual
-Outside Lower Eaves Width for Plate Code E must not exceed 9 feet 6	Axle Count Mandatory A024
inches if Outside Lower Eaves Height (A189) is 15 feet 5 inches -Outside Lower Eaves Width for Plate Code E must not exceed 8 feet 8	The total number of axles on the equipment
inches if Outside Lower Eaves Height (A189) is 15 feet 6 inches	Affects Rating.
-Outside Lower Eaves Width for Plate Code E must not exceed 7 feet 11	Range of Values for A024
inches if Outside Lower Eaves Height (A189) is 15 feet 7 inches	Minimum Maximum
-Outside Lower Eaves Width for Plate Code E must not exceed 7 feet 1	4 36
inches if Outside Lower Eaves Height (A189) is 15 feet 8 inches -Outside Lower Eaves Width for Plate Code F must not exceed 10 feet 8	Validation Rule for A024
inches if Outside Lower Eaves Height (A189) is 16 feet 3 inches or less	-Axle Count must be greater than or equal to 4
-Outside Lower Eaves Width for Plate Code N must not exceed 10 feet 8	-Axle Count for an articulated car must be greater than or equal to ((Connected Unit Count (A020) x 2) + 2)
inches if Outside Lower Eaves Height (A189) is 16 feet 9 inches or less	-Axle Count for a draw bar connected car must be greater than or equal to
-Outside Lower Eaves Width for Plate Code N must not exceed 10 feet 6 inches if Outside Lower Eaves Height (A189) is 16 feet 10 inches	(Connected Unit Count (A020) x 4)
-Outside Lower Eaves Width for Plate Code N must not exceed 10 feet 4	-Total Axle Count must match sum of truck axle counts
inches if Outside Lower Eaves Height (A189) is 16 feet 11 inches	
-Outside Lower Eaves Width for Plate Code N must not exceed 10 feet 2	Wheel Bearing Type Mandatory B191
inches if Outside Lower Eaves Height (A189) is 17 feet 0 inches -Outside Lower Eaves Width for Plate Code N must not exceed 9 feet 11	Indicates the wheel bearing code for the equipment
inches if Outside Lower Eaves Height (A189) is 17 feet 1 inch	Affects Rating.
OTES:	Permissible Values for B191
Round fraction to the higher inch, e.g., 05 1/4" = 06"	P Plain R Roller
For connected unit cars report the dimension of the largest unit in the set.	Validation Rule for B191
	-Cars with Plain Bearings will have a Transportation Code (TCOD) and
utside Lower Eaves Hght A189	Transportation Condition Code (TCCD) of either YA, S_, SX, or XJ -Equipment cannot have Plain Bearings if Built Date (BLDT) is on or after
eight from top of rail to lower eaves at side of car (see diagrams)	January 1, 1993
	- · · · · · · · · · · · · · · · · · · ·
isplayed in feet and inches on the Web. Stored in inches.	Bearing Shielded From HBD B021
ange of Values for A189 Minimum Maximum	5
8 ft 0 inches 16 ft 0 inches	Indicates the bearing is shielded from the hot box detector
alidation Rule for A189	Permissible Values for B021
-Outside Lower Eaves Height may only be reported for Hoppers with roofs	Y Yes
or covers (Mechanical Designations of LO, HTR, HKR, HMSR LM, MWB,	
or MW)	Brake Shoe Type Mandatory B026
-Outside Lower Eaves Height must not exceed the Outside Extreme Height (A185)	Indicates the type of brake shoe on the equipment
-Outside Lower Eaves Height for Plate Codes A, B or H must not exceed 15	Permissible Values for B026
feet 1 inch	C Tread Conditioning
-Outside Lower Eaves Height for Plate Codes C or I must not exceed 15	H High Friction Composite
feet 6 inches -Outside Lower Eaves Height for Plate Code E must not exceed 15 feet 9	L Low Friction Composite/Cast Iron
inches	
-Outside Lower Eaves Height for Plate Code F must not exceed 17 feet 0	CC Side Bearing Type A146
inches	Indicates the travel range of the constant contact side bearings installed on th
-Outside Lower Eaves Height for Plate Code N must not exceed 17 feet 1	equipment
inch OTES:	Permissible Values for A146
Round fraction to the higher inch, e.g., 05 1/4" = 06"	LC Long Travel Constant Contact
For connected unit cars report the dimension of the largest unit in the set.	SC Short Travel Constant Contact
· · · · · · · · · · · · · · · · · · ·	Validation Rule for A146
	-Equipment having Qualification for Increased Gross Rail Load (B344) of 1
ruck Center Length A276	must have Constant Contact Side Bearing Type of LC
he length between the centers of the two truck systems	۵۱ <u> </u>
ffects Rating. Displayed in feet and inches on the Web. Stored in inches.	Empty/Load Device Eqpd B075
ange of Values for A276	Indicates a system that determines if the equipment is empty or loaded, and
Minimum Maximum 15 ft 0 inches 64 ft 0 inches	then varies the braking forces accordingly
alidation Rule for A276	Permissible Values for B075
-Truck Center Length is required if the equipment has a Built Date (BLDT)	Y Yes
or Rebuilt Date (RBDT) that is on or after June 18, 2020	
-Truck Center Length is required for cars with an Outside Length (OSLG) of	Body Material A030
greater than 62 feet 6 inches	The material that composes the body of the equipment
OTES:	Permissible Values for A030
For connected unit cars report the dimension of the largest unit in the set.	01 Aluminum
Round fraction to the higher inch, e.g., 05 1/4" = 06"	04 Combination
	18 Stainless Steel
Specification	19 Standard Steel
	-
ruck Count B256	Center Of Gravity Empty A045
the first sector because of the sector sec	When empty, indicates the height from Top of Rail to the Center of Gravity
he total number of trucks on the equipment	Range of Values for A045
ystem Generated Field. This element is not eligible for Input.	
stem Generated Field. This element is not eligible for Input. ange of Values for B256	Minimum Maximum
vstem Generated Field. This element is not eligible for Input. ange of Values for B256 Minimum Maximum	
stem Generated Field. This element is not eligible for Input. ange of Values for B256	Minimum         Maximum           22         98           Validation Rule for A045
vstem Generated Field. This element is not eligible for Input. ange of Values for B256 Minimum Maximum	Minimum         Maximum           22         98           Validation Rule for A045         -All cars that exceed Plate Code (A046) C built on or after January 1, 2012
vstem Generated Field. This element is not eligible for Input. ange of Values for B256 Minimum Maximum	Minimum         Maximum           22         98           Validation Rule for A045



Data Specification Manual

Data Specific	cation Manual
Remote Monitoring Device B176	Connected Unit Count A020
Indicates the equipment is equipped with a location monitoring device	Indicates the number of units within an articulated or multi-unit equipment
Permissible Values for B176	Affects Rating.
Y Yes	Range of Values for A020
N No	Minimum Maximum
	2 9
AEI High Temperature Tag B006	Validation Rule for A020
Indicates the equipment is equipped with a high temperature AEI tag	-Connected Unit Count must equal the number of Unit Segments -Unit Segment Component elements must not be reported if the Connected
Permissible Values for B006 Y High Temperature Tag	Unit Count is not reported
Y High Temperature Tag	-Unit Segment Component elements must be reported if Connected Unit
	Count is reported
Compartment Count A052	
The number of individual compartments the equipment contains	Intermediate Conn Style B115
Range of Values for A052 Minimum Maximum	Indicates the method by which two or more pieces of equipment are connected
1 9	Permissible Values for B115
	A Articulated Connector
Degree of Slope Sheets A071	D Drawbar Connector
The angle in degrees of the slope sheets, from horizontal	Validation Rule for B115 -Intermediate Connector Style is required for multi-unit equipment
Range of Values for A071	-Intermediate Connector Style must not be reported for single unit
Minimum Maximum	equipment
10 90	
Validation Rule for A071	Operating Brakes Mandatory A182
<ul> <li>Degree of Slope Sheets is required for Hoppers other than Mechanical Designation (UMMD) of LO, MWB, or MW if the car was Built Date (BLDT) or</li> </ul>	The number of air brake control valves on the equipment (excludes hand
Rebuilt Date (RBDT) after July 1, 1997	brakes). One control valve consists of a service portion, emergency portion,
	and pipe bracket. Example: DB-60 control valve  Permissible Values for A182
Unloading System Type B220	$\begin{array}{cccc} 1 & 2 & 3 & 4 & 5 \end{array}$
Describes the unloading system of the equipment	6 7 8 9
Used in ETC Generation.	Validation Rule for A182
Permissible Values for B220	-Operating Brakes must be reported for all equipment -Operating Brakes (A182) must be 1 for non-articulated equipment with
FLGR Fluidized/Gravity	an Axle Count (A024) equal to 4
FLPN Fluidized/Pneumatic GRAV Gravity	
GRPN Gravity/Pneumatic	ECP Brake Type B327
OTHR Other	Indicates the type of electronic controlled pneumatic brake used on the
PNEU Pneumatic PSDF Pressure Differential	equipment ***
Validation Rule for B220	Permissible Values for B327
-Unloading System Type must be reported for Covered Hoppers (UMMD = LO).	N Not Equipped
	O Overlay - Both ECP & Air Brake S Stand Alone - ECP Only
Auto Unload Device Equip B224	Validation Rule for B327
Identifies whether non-covered Hoppers have an automatic unloading device	-Equipment must have a value entered for ECP Brake Type if built or rebuilt
Permissible Values for B224	after June 28, 2012
Y Yes	
Validation Rule for B224	ECP Brake Builder B328
-Automatic Unloading Device Equipped cannot be reported for Covered Hoppers.	The manufacturer of the electronic controlled pneumatic brake used on the
	equipment
Vibrator Brackot Equipped	Permissible Values for B328
Vibrator Bracket Equipped B223	HPA HPA Monon Corporation
Identifies the equipment has vibrator brackets Permissible Values for B223	NYAB New York Air Brake WABT WABTEC
Y Yes	Validation Rule for B328
Validation Rule for B223	-If ECP Brake Type (B327) is Stand Alone or Overlay then a value must be
-Vibrator Bracket can only be reported for Covered Hoppers with Mechanical	entered for ECP Brake Builder -If ECP Brake Type (B327) is Not Equipped then ECP Brake Builder is not
Designation (UMMD) of LO, MWB, or MW	reportable
	· ·
Light Density B124	Slack Adjuster Group B538
Indicates the equipment is designed to carry low density commodities such as wood chips and similar products	The slack adjuster group on the equipment per AAR Field Manual Rule #8
	Value does not carry forward for Single Clone / Multi-Clone. Permissible Values for B538
Used in ETC Generation.	A Group A B Group B C Group C D Group D
Permissible Values for B124 Y Yes	E Group E F Group F G Group G H Group H
Validation Rule for B124	J Group J L Group L M Group M N Group N O Group O P Group P Q Group Q R Group R
-Light Density can only be reported for Hoppers with Mechanical Designation	O Group O P Group P Q Group Q R Group R 1 Internal 2 Unequipped
(UMMD) of HKS, HMS, HTR, HTS, HKR, HMSR, HMA, MWB, or MW	Validation Rule for B538
	I

## Umler®

Hopper

## Data Specification Manual

TREN

TRIN

TRIX

UNAM

UNKN

UTLX

VERM

V

**Trenton Works** Trinity Trinity Mexico United America

Union Tank Car

OWNER RAILROAD

-Equipment Builder must be populated if the Built Date (BLDT) is July 1,

Unknown

Vertex

Validation Rule for A035

- Slack Adjuster Group is mandatory for all equipment built or rebuilt on or after January 1, 2016
- If Slack Adjuster Group is reported as "1" then Brake Cylinder Mount Type (B540) must be reported as "T"
- If Slack Adjuster Group is "1" or "2", then Slack Adjuster CID (B359) must not be reported.

## NOTES:

• Permissible value of "1 – Internal" identifies special truck mounted internal slack adjuster within brake cylinder.

slack ad	ljuster within brake cylinder.		-Equipment Builder must be populated if the Built Date (BLDT) is July 1, 2010 or newer -Equipment built or rebuilt on or after July 1, 2010 cannot have a
Brake Cylinder Mount Type B540		Equipment Builder of Unknown -Equipment with a Built Date (BLDT) on or after July 1, 2010 cannot have	
Identifies the location of the brake cylinder		an Equipment Builder Code of OWNER RAILROAD.	
Permissibl	e Values for B540		-Equipment Builder can have a value of MULT only if the equipment has
В Во	dy Mounted		multiple units.
T Tru	uck Mounted		
Validation	Rule for B540		Builder Lot Code B030
	e Cylinder Mount Type is mandatory for all equipment bu	ilt or	A unique identifier for a group of equipment built by one manufacturer under
re	built on or after January 1, 2016		the same builder specification
Equipmen	t Builder	A035	Data is Confidential. Value does not carry forward for Single Clone / Multi-
	the original manufacturer of the equipment	A035	Clone. Validation Rule for B030
	le Values for A035	-	-Equipment built or rebuilt on or after June 28, 2012 must have a value for
AB	AMF BEAIRD		Builder Lot Code
ACF	American Car & Foundry		
ACFX	ACF Industries		Built Country B031
ARI BERW	ARI Industries Berwick Forge		The country where the equipment was constructed
BETH	Bethlehem Car Works		Data is Confidential.
BSP	Bethlehem Steel Corporation		Permissible Values for B031
CE	CHESAPEAKE & OHIO		CA Canada MX Mexico
CNCF	Carros De Ferrocarril, SA		US United States
CURR EASX	Curry Rail Service East Rail Car Division		
EDSP	ESTRATEGIAS DUL S. DE R.L.		Rebuilt Country B170
ERSB	Ebenezer Railcar		The country where the equipment was re-constructed
EVAN	Evans Products		Permissible Values for B170
FCA FMC	Freight Car America FMC Corporation		CA Canada MX Mexico
FREU	Freuhauf Corporation		US United States
GATX	General American Transportation Corp		
GLOB	Global Lot		FRA Reflectorization B096
GMB	Greenbrier		Indicates the equipment owner assumes responsibility for applying
GSC GULF	Greenville Steel Car Gulf Railcar		reflectorization tape
GUND	Gunderson Inc		Permissible Values for B096
GUNM	Gunderson - Mexico		P Reflectorization Plan
HST	Hawker Siddeley		W Reflectorization Waiver
IA IR	INGALLS Ingersoll Rand		Validation Rule for B096
JAC	Johnstown America Corporation		-Reflectorization is mandatory for all equipment after November 28, 2015.
JKFO	JK-CO LLC		Bottom Outlet Count B142
KASG	Kasgro Railcar		
	Lavelin Magor Car Manufacturing		The number of bottom unloading devices on the equipment
MAGR MF	Magor Car Manufacturing MECHTRON		Range of Values for B142
MH	MURFREESBORO (BUTLER)		Minimum Maximum 1 9
MRNE	Marine Industries		1   5
NACA	National Alabama Corporation		
NACC NG	North American Car NORFOLK & WESTERN		
NSC	National Steel Car		Air Hose Arrangement B524
ORTN	Ortner		The type of trainline air hose arrangement
PCF	Pacific Car & Foundry		
PCM	Pullman Car & Manufacturing		Permissible Values for B524 A S-424 Angle Cock Location
PE PORT	PORTEC Porter Locomotive Company		B S-425 Angle Cock Location on Cars Equipped with AAR Type F Coupler
PORW	Thrall-Winder		C S-426 Angle Cock Location on Cars with Floating Sills
PRO	Procor Limited		D S-427 Angle Cock and Air Brake Hose Location on Cars with Excessive
PS	Pullman-Standard		Overhang Preventing Compliance with AAR Standards E S-428 Angle Cock Location on Cars Equipped with AAR Type F Coupler
PSP	Pullman-Standard, Division of Trinity Industries Raceland Car Corporation		and Cushioned Underframe
RCC RICH	Richmond Locomotive Works		F S-4003 (Former Standard)
RTCX	Richmond Tank Car		G S-4003x (Former Standard Retrofitted to Meet All Dimensions Except
SC	SOUTHEASTERN		Height)
THR	Thrall Car Service Parts		H S-4003-05 (Current Standard Train Line Arrangement for Cars with F- Shank Couplers)
THRL TRAN	Thrall Tranzrail		I S-4021 Angle Cock and Brake Hose Location on Cars with EOCC (E and
INAN	וומוצומו		F)



# **Data Specification Manual**

- S-4021 Coupler Mounted Bracket End Arrangement T
- Κ S-4028 Train Line Arrangement with Displaceable Union on Cars with EOCC and Couplers Not Exceeding 45 in. in Length
- L S-4029 Train Line Arrangement with Displaceable Union on Cars with EOCC and Couplers Exceeding 45 in. in Length

S-4030 Trolley Arrangement on Cars with EOCC and E-Shank Coupler Μ Validation Rule for B524

-Air Hose Arrangement must be reported for this equipment if it is Built or Rebuilt on or after April 22, 2014.

NOTES:

- If any of the following conditions apply, Air Hose Arrangement (B524) must be reported for cars Built or Rebuilt on or after April 22, 2014:
  - Draft Gear Type (B073) at any location is C or E. 0
  - 0 Connected Unit Count (A020) is reported.
  - Outside Length (OSLG) is greater than or equal to 70 feet (840 inches).
  - $^\circ~$  The overhang is greater than 5 feet 6 inches (66 inches). Overhang is calculated as follows:
  - $^\circ~$  0.5 \* (Outside Length, in inches, minus Truck Center Length, in inches, minus 31 inches)
    - For all other equipment, reporting Air Hose Arrangement is optional.

#### 4-Pressure ABT Receiver Eqpd

Identifies if the equipment is equipped with a 4-pressure air brake test received

Value does not carry forward for Single Clone / Multi-Clone.

- Permissible Values for B539
- Е Equipped
- Not Equipped Ν

## NOTES:

• An "E" will be system generated if a 4-Pressure ABT is reported on the equipment.

Feature	<ul><li>marked covered hopper (LO) cars</li><li>Raise all cents to the next dollar,</li></ul>
Lining Material A158	
Describes the type of construction material used in the lining of equipment	Ledger Value
Permissible Values for A158         03       Cement         07       Composite Wood and Steel         08       Fiberglass         12       Metal Clad         13       Metal Spray         16       Rubber         17       Sheet Metal         26       Synthetic         28       Unlined         29       Vinyl	The sum of original cost and additio         Data is Confidential. Value does not Clone.         Range of Values for A150         Minimum       Maximum         0       9999999         Validation Rule for A150         -Original Cost must be equal to & Betterments.         -Ledger Value must equal the O betterments, if Total A&B (Ledger Value should equal
30 Wood Roof Type A226	Total A&B
Describes the type of roof or hatches on the equipment	System generated sum of all reporte dollars
<ul> <li>Permissible Values for A226 <ol> <li>Trough hatch in roof</li> <li>Removable roof</li> <li>Self-storing roof</li> <li>Round hatches on center line of car</li> <li>Other types of roof openings</li> <li>Combination (through &amp; round or square) hatches</li> <li>Rectangular or square roof hatches</li> <li>Round hatches offset from center line of car</li> <li>Rectangular or square hatches offset from center line of car</li> <li>Rectangular or square hatches offset from center line of car</li> <li>Rectangular or square hatches offset from center line of car</li> <li>Rectangular or square hatches offset from center line of car</li> <li>Rectangular or square hatches offset from center line of car</li> <li>Validation Rule for A226</li> <li>Trough Hatch Roofs are only applicable to Boxcars and Hoppers with Mechanical Designation of GBR, GBSR, GWSR, HKR, HMSR, HTR, or LO</li> <li>-Self-Storing Roofs are only applicable to Boxcars and Hoppers with Mechanical Designation of HKR, HMSR, HTR, LC, LO, or XP</li> <li>-Round hatches on center line of car are only applicable for Covered Hoppers with Mechanical Designation (UMMD) of LO</li> <li>-Rectangular or Square Roof Hatches are only applicable to Boxcars with Mechanical Designation (UMMD) LC</li> <li>-Other types of Roofs are only applicable to Hoppers, or Specialized Gondolas with Roofs with Mechanical Designation of LO, HTR, or GTR</li> </ol></li></ul>	<ul> <li>Data is Confidential. System General Input. Value does not carry for Range of Values for A003</li> <li>Minimum Maximum</li> <li>99999999</li> <li>NOTES:</li> <li>For railroad-marked cars, report applied to the car. This value is for be used to report Ledger Value.</li> <li>For private Cars report the additi interchange Rule 107 for determ</li> <li>For privately marked covered ho the cost of original into-service field is used to determine Adjust:         <ul> <li>Additions are costs of all new the car was built or rebuilt and</li> <li>Betterments are costs of all im equipment through the substition</li> </ul> </li> </ul>

= Affects Rating

-Mechanical Designations GBR, GBSR, GWSR, GTR, HKR, HMSR, HTR, or LO

with	require that Roof Type be set
with	Cost
plers	Original Cost A184
r	The original manufacturer selling price
r	Data is Confidential. Value does not carry forward for Single Clone / Multi- Clone.
must	Range of Values for A184MinimumMaximum09999999
	Validation Rule for A184
s).	-Original Cost must be equal to the Ledger Value if there are no Additions & Betterments.
	-Original Cost must be equal to the Ledger Value if Additions & Betterments Indicator is not reported.
<b>c</b>	-Railroad marked freight cars except MISC, LOCO, TRLR, CONT, CHSS,
s,	STWH, EOTD, and PSGR are required to have an Original Cost
nal.	<ul> <li>-Private marked freight cars except MISC, LOCO, TRLR, CONT, CHSS, STWH, EOTD, and PSGR are required to have an Original Cost if Built Date (BLDT) is on or after January 1, 2015</li> </ul>
539	NOTES:
eiver	<ul> <li>Original Cost is never altered. It is the cost of the equipment to the original owner.</li> </ul>
	<ul> <li>For privately marked hopper (LO) cars, report in US dollars the original cost.</li> <li>For privately marked cars, report in US dollars the original ledger value of the</li> </ul>
	<ul> <li>For railroad-marked cars, report in US dollars the original ledger value of the original owner For cars rebuilt, report the cost prescribed in MR Interchange</li> </ul>
	Rule 88 and Circular Letter OT-24
	<ul> <li>The original cost is used in the settlement of AAR Interchange Rule 107 Office</li> </ul>
	Manual.
	• For connected unit cars report the total original cost for all units in the set.
	Numeric, applicable to all railroad-marked cars Also, applicable to privately
	marked covered hopper (LO) cars.
	• Raise all cents to the next dollar, e.g. \$5,501.02 = 0005502
158	Ledger Value A150
t	The sum of original cost and additions & betterments
	Data is Confidential. Value does not carry forward for Single Clone / Multi- Clone.
	Range of Values for A150
	Minimum Maximum
	0 9999999
	Validation Rule for A150 -Original Cost must be equal to the Ledger Value if there are no Additions
	& Betterments.
	<ul> <li>-Ledger Value must equal the Original Cost (A184) plus the additions &amp; betterments, if Total A&amp;B (A003) has been reported. Otherwise Ledger Value should equal Original Cost (A184).</li> </ul>
	Total A&B A003
226	System generated sum of all reported amounts in A&B Amount (A317), in US
	dollars
	Data is Confidential. System Generated Field. This element is not eligible for Input. Value does not carry forward for Single Clone / Multi-Clone.
	Range of Values for A003
	Minimum Maximum
	0 99999999 NOTES:
	<ul> <li>NOTES:</li> <li>For railroad-marked cars, report the sum of all additions and betterments</li> </ul>
	applied to the car. This value is for record keeping purposes only and will not
	be used to report Ledger Value.
	• For private Cars report the additions and betterments as qualified under AAR
1	interchange Rule 107 for determination of settlement value.
r LO	<ul> <li>For privately marked covered hopper (LO) cars, report (if not in original cost)</li> <li>the cost of original into coming fraight controlling during controlling</li> </ul>
	the cost of original into-service freight, capitalized linings, capitalized additions and betterments as authorized by Freight Tariff 6007-series. This
	field is used to determine Adjusted Value for mileage rate calculations.
	,
th	<ul> <li>Additions are costs of all new components applied subsequent to the date</li> </ul>
ith	<ul> <li>Additions are costs of all new components applied subsequent to the date the car was built or rebuilt and carried in the capital investment account.</li> <li>Betterments are costs of all improvements of components of existing</li> </ul>

=Conditionally Mandatory

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	ii Ci
Data Specific	cation Manual
subsequent to the date the car was built of rebuilt.	Cox Monogoment
• For connected unit cars report the total Truck Location A for all units in the	Car Management
set	Pool Number P001
	Unique number used to indicate the grouping of equipment for a particular purpose
Ind for Pos/Neg Total A&B A128	Used for Transportation Codes. Affects Rating. This element is not eligible for
A code indicating the positive or negative adjustment to the original cost of the equipment	Input. Value does not carry forward for Equipment Group Change / Add Back.
Data is Confidential. System Generated Field. This element is not eligible for	
Input. Value does not carry forward for Single Clone / Multi-Clone.	Pool Control TCPC
Permissible Values for A128 N Negative P Positive	Pool Control
iv Negative i Tostuve	System Generated Field. Used for Transportation Codes. This element is not
A&B Pos/Neg Ind A316	eligible for Input, Output or Query. NOTES:
A code indicating the positive or negative adjustment to the individual addition	For further explanation reference Appendices C and E.
and betterment	
Data is Confidential. Value does not carry forward for Single Clone / Multi-	User Routing Instructions TCUR
Clone. Permissible Values for A316	The routing instruction reported by the user
N Negative P Positive	Used for Transportation Codes.
Validation Rule for A316	Permissible Values for TCUR
-When entering an individual Addition & Betterment, you must enter a value in	2 Trailer Service Rule 2 G Contaminated commodity service
all 4 fields.	M Mark canceled
-The A&B Indicator is required when Additions & Betterments are reported. -The A&B Indicator must not be reported if Additions & Betterments are not	O Owner requested return
reported.	U Unassigned equipment NOTES:
	<ul> <li>For further explanation reference Appendix E.</li> </ul>
A&B Amount A317	
The amount of the individual addition and betterment added to or subtracted	Umler Transportation Code TCOD
from the original cost of the equipment	The type of assigned service, empty routing or restriction of the equipment
Data is Confidential. Value does not carry forward for Single Clone / Multi- Clone.	System Generated Field. Used for Transportation Codes. This element is not eligible for Input.
Range of Values for A317	NOTES:
Minimum Maximum 1 999999	<ul> <li>For further explanation reference Appendix E.</li> </ul>
Validation Rule for A317	
-When entering an individual addition & betterment; A&B Date Done (A319),	Transportation Cond Code TCCD
A&B Type (A318), A&B Pos/Neg Ind (A316), and A&B Amount (A317) must be reported	The AAR or FRA interchange restriction code
reported	System Generated Field. Used for Transportation Codes. This element is not eligible for Input.
A&B Date Done A319	NOTES:
The date of the individual addition and betterment	For further explanation reference Appendix E.
Data is Confidential. Value does not carry forward for Single Clone / Multi-	
Clone.	Mechanical Restriction TCME
Range of Values for A319 Minimum   Maximum	User reported or system generated type of mechanical restriction
1/1/1900 12/31/9999	Used for Transportation Codes. Permissible Values for TCME
Validation Rule for A319	S Scrap
<ul> <li>When entering an individual Addition &amp; Betterment, you must enter a value in all 4 fields.</li> </ul>	X AAR Interchange Restriction
-Addition and Betterment Date Done cannot be earlier than Built Date	Y FRA Interchange Prohibited NOTES:
(BLDT).	<ul> <li>For further explanation reference Appendix D.1</li> </ul>
-Additions & Betterments Date Done cannot be later than today's date.	
4940 A28	Mech Restriction Reason TCMR
A&B Type A318 The type of individual addition and betterment as defined by Rule 107	The explanation of the Mechanical Restriction (TCME)
Data is Confidential. Value does not carry forward for Single Clone / Multi-	Used for Transportation Codes.
Clone.	Permissible Values for TCMR
Permissible Values for A318	A Restricted Due to Age (Over 40-AAR, Over 50-FRA) B Restricted Due to Air Brakes
GNRL General - Capitalized Additions and Betterments	C Restricted Due to Axles
INIT Initial load of historical A&B amount as of Umler 4.6 implementation date	D Restricted Due to Couplers and Couplers Parts
LOLI Protective coating inside LO covered hopper, includes renewal of	F Restricted Due to Couplers Yokes
lining in damaged cars	G Restricted Due to Draft Gears J Restricted Due to Journal Bearing and Journal Lubrication
SPAR Any type Sparger system applied. Includes renewal of lining in damaged cars.	N Restricted Due to Trucks
Validation Rule for A318	P Restricted Due to Truck Side Frames
-For each equipment, only one Individual A&B Type can have a value of	T Restricted Due to Trucks Bolsters U Restricted by AAR or Owner
INIT.	W Restricted Due to Wheels

- -For each equipment, only one Individual A&B Type can have a value of INIT.
- -When entering an individual Addition & Betterment, you must enter a value in all 4 fields.

W X Z

Restricted Due to Wheels Restricted Due to Scrap or Early Warning Restricted Due to Umler Conflict (Not Valid for User Input)

# Umler®

# Data Specification Manual

#### Permissible Values for B044

<ul> <li>The assignment of the Transportation Codes S_, SX, XA, XZ and YA generate the Rate Indicator Code 6 to the CHARM file to zero (0) rate the car hire and</li> </ul>	Y Yes
mileage rate.	Curve Negotiate Exception B178
	Describes the requirement for negotiating a curve
Sys Gen Routing Inst TCGR	Permissible Values for B178
The routing instruction generated by the system	A Restrictive Curve Negotiability, Section 2.1.4 of M-1001
System Generated Field. Used for Transportation Codes. This element is not eligible for Input. NOTES:	B Does not meet all Chapter XI Curving Requirements
<ul> <li>For further explanation reference Appendix E.5.</li> </ul>	Cooper Rating Exception B27
	Describes the cooper rating (weight distribution model of the equipment), fo use in movement across bridges
Loading Authority Fleet Status B597	Permissible Values for B273
dentifies when a car is listed on a fleet in the Loading Authority application	A Excessive Cooper Rating
System Generated Field. This element is not eligible for Input. Value does not carry forward for Single Clone / Multi-Clone.	B Cooper Rating in Excess of E66
Permissible Values for B597	Clearance Exception B27
Y Yes	Describes equipment containing nonstandard dimension
S Suspended	Permissible Values for B275
NOTES:	A Excessive Outside Extreme Height (A185)
• When equipment is on a fleet the Loading Authority (LA) application	B Excessive Outside Extreme Width (A186)
will update the flag to 'Y – Yes'. When equipment is removed from a fleet the $A$ application will remove the 'Y – Yes'	D All other unique clearance issues
LA application will remove the 'Y – Yes'. • When equipment is on a LA fleet that is suspended the LA application will	E Hopper with excessive Outside Width (A186) only when pickup shoes
update the flag to 'S – Suspended'. When the equipment is on a LA fleet that	are extended Validation Rule for B275
is no longer suspended the LA application will update the flag to $Y - Yes'$ .	- Clearance Exception of E can only be reported if Auto Unload Device Equi
	(B224) is reported.
	<ul> <li>NOTES:</li> <li>For hoppers reporting a Clearance Exception (B275) of E, report the Plate</li> </ul>
Train Service	Code (A046) that the equipment meets with the pickup shoes in the
	retracted position.
Restricted Speed Empty B180 Describes the maximum restricted speed the equipment can travel when empty	Loaded Net Braking Ratio B55
and the maximum restricted speed the equipment can traver when empty	Indicates calculated minimum loaded net braking ratio per AAR Specification place on built or rebuilt date (in percent).
Range of Values for B180	System Generated Field. This element is not eligible for input.
Minimum Maximum 5 95	Permissible Values for B551
	- 11.0
Restricted Speed Loaded B181	- 8.5
Describes the maximum restricted speed the equipment can travel when loaded	NOTES:
	Loaded Net Braking Ratio is determined as follows;:
Range of Values for B181	• If Built Date (BLDT) or Rebuilt Date (RBDT) is less than 1/1/1972, then
Minimum Maximum 5 95	Loaded Net Braking Ratio will be set to blank.
	<ul> <li>If Built Date (BLDT) or Rebuilt Date (RBDT) is greater than or equal to 1/1/2004, or if Equipment Type Code (UMET) begins with "Q" or "S", th</li> </ul>
Shove Car to Rest B189	Loaded Net Braking Ratio is 11.0%.
dentifies the car must be moved to rest by locomotive	<ul> <li>For all other equipment, Loaded Net Braking Ratio is 8.5%.</li> </ul>
Permissible Values for B189	
Y Yes	Owner-Provided Loaded Net Braking Ratio B552
Chave Adi Carte Dest	Indicates an alternate minimum loaded net braking ratio provided by owner
Shove Adj. Car to Rest B188 dentifies the adjacent car must be shoved to rest by locomotive	percent).
Permissible Values for B188	Range of Values for B552
Y Yes	Minimum Maximum
	8.5 14.0
Train Position Sensitive B211	<ul> <li>NOTES:</li> <li>Owner may enter a documented alternative minimum loaded net braking</li> </ul>
ndicates there is a physical reason, limiting its position on a train	ratio in this field that is greater than the system calculated Loaded Net
Permissible Values for B211	Braking Ratio (B551).
Y Yes	When reported, the Owner-Provided Loaded Net Braking Ratio will be use
	in PTC stopping distance calculations.
End of Train Only B277	A change in value for the following elements will cause the Owner-Provide
ndicates the equipment must be placed at the end of the train (including per	Loaded Net Braking Ratio to reset to blank:
AAR RP-2001)Permissible Values for B277	<ul> <li>Rebuilt Date (RBDT)</li> </ul>
Y Yes	<ul> <li>Gross Rail Load/Weight (A266)</li> </ul>
Check Trailing Tonnage B044	<ul> <li>Equipment Type Code (UMET)</li> <li>Empty/Load Device Eqpd (B075)</li> </ul>



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	Data Specific	ation Manual		
Empty Braking Ratio	B553		6X11 F	
Indicates calculated empty braking ratio per AAR Specifications	in place on built		6-1/2X9 N	VI 7 X 9
or rebuilt date (in percent).		Validation Rule for A147 -4-axle equipment with Io	urnal Size B ar	nd Star Code (A247) is not populate
System Generated Field. This element is not eligible for inpu	t.	must have Gross Rail		
Range of Values for B553		-4-axle equipment with Jo	ournal Size C an	nd Star Code (A247) is not populate
Minimum Maximum		must have Gross Rail		
15.0 38.0		-4-axle equipment with Jo must have Gross Rail		nd Star Code (A247) is not populate
NOTES:				nd Star Code (A247) is not populated
<ul> <li>Empty Braking Ratio is determined as follows;:</li> </ul>		must have Gross Rail		
<ul> <li>If Built Date (BLDT) or Rebuilt Date (RBDT) is less than 1/1.</li> </ul>	/1072 thon			K, Star Code (A247) is not populate
Empty Braking Ratio will be set to blank.	/19/2, then	and Qualification for must have Gross Rail		ss Rail Load (B344) is not populated
Lingty blaking ratio will be set to blank.				r K, Star Code (A247) is not populate
Our second distance in the parts	0554			ss Rail Load (B344) of 1 or 2, must
Owner-Provided Empty Braking Ratio	B554	have Gross Rail Load		
Indicates an owner supplied alternate empty braking ratio (in pe	ercent).	-4-axle equipment with Jo	furnal Size G or	r M, Star Code (A247) is not creased Gross Rail Load (B344) is not
Range of Values for B554				ad (A266) of 315,000 lbs.
Minimum Maximum		-4-axle equipment with Jo	ournal Size G, K	K, or M, Star Code (A247) is not
15.0 38.0				creased Gross Rail Load (B344) of 1,
NOTES:		must have Gross Rail	Load (A266) of	f 286,000 lbs.
Owner may enter a documented alternative minimum loader	d net braking	NOTES:		
ratio in this field that is greater than the system calculated Lo	oaded Net	• A, B and C Journal Classes a	are prohibited i	in Interchange per Rule 90.B.4
Braking Ratio (B551).				
<ul> <li>When reported, the Owner-Provided Loaded Net Braking Rat</li> </ul>	tio will be used	Wheel Diameter Mandatory		A294
in PTC stopping distance calculations.		The diameter of the wheels		•
<ul> <li>A change in value for the following elements will cause the O</li> </ul>	wner-Provided	Affects Rating.		
Loaded Net Braking Ratio to reset to blank:		Permissible Values for A294		
<ul> <li>Rebuilt Date (RBDT)</li> </ul>			36 Inches	
<ul> <li>Gross Rail Load/Weight (A266)</li> </ul>		38 38 Inches		
<ul> <li>Equipment Type Code (UMET)</li> </ul>		Validation Rule for A294	tion for Increa	ased Gross Rail Load (B344) of 1,
<ul> <li>Empty/Load Device Eqpd (B075)</li> </ul>				nust have Wheel Diameter of 38
		-Equipment with Qualifica	ation for Increa	ased Gross Rail Load (B344) of 1,
Turrel: Common outo				nave Wheel Diameter of 36
Truck Components		-If Connected Unit Count		eported, different Wheel
Axle Spacing Distance Mandatory	B020	Diameters cannot be	reported	
The distance between axle centers on the same truck	•	Stability Device Ferringed		D100
Affects Rating.		Stability Device Equipped		B199
Permissible Values for B020		Indicates a stability device is p	present on the	truck
53 53 Inches 54 54 Inches		Affects Rating.		
55 55 Inches		Permissible Values for B199 Y Yes		
60 60 Inches		1 165		
61 61 Inches				
62 62 Inches 63 63 Inches		Bolster Component ID		B351
64 64 Inches		Bolster Component ID from C	omponent Reg	gistry
65 65 Inches				gible for Input. Value does not carry
66 66 Inches		forward for Single Clone		
68 68 Inches 70 70 Inches				
70 70 Inches 71 71 Inches		Sideframe Component ID		B352
72 72 Inches			m Component	
73 73 Inches		Side Frame Component ID fro	•	<b>v</b> ,
74 74 Inches				UDIA TOT IDDUT VALUA does not care
		Data is Confidential. This eler	/ Multi_Close	
76 76 Inches 78 78 Inches		Data is Confidential. This eler forward for Single Clone	/ Multi-Clone	
78 78 Inches			/ Multi-Clone	
78 78 Inches			e / Multi-Clone	
78 78 Inches 99 Axle Space Unknown	P353	forward for Single Clone		2.
78 78 Inches 99 Axle Space Unknown Truck Axle Count Mandatory	B252	forward for Single Clone Wheelset Component ID Component ID from Compone Data is Confidential. This eler	ent Registry nent is not elig	B350 gible for Input. Value does not carry
78 78 Inches 99 Axle Space Unknown Truck Axle Count Mandatory The number of axles per truck	B252	forward for Single Clone Wheelset Component ID Component ID from Component	ent Registry nent is not elig	B350 gible for Input. Value does not carry
78 78 Inches 99 Axle Space Unknown Truck Axle Count Mandatory The number of axles per truck Range of Values for B252	B252	forward for Single Clone Wheelset Component ID Component ID from Compone Data is Confidential. This eler	ent Registry nent is not elig	B350 gible for Input. Value does not carry
78       78 Inches         99       Axle Space Unknown         Truck Axle Count Mandatory         The number of axles per truck         Range of Values for B252         Minimum       Maximum	B252	forward for Single Clone Wheelset Component ID Component ID from Compone Data is Confidential. This eler forward for Single Clone	ent Registry nent is not elig / Multi-Clone	gible for Input. Value does not carry
78       78 Inches         99       Axle Space Unknown         Truck Axle Count Mandatory         The number of axles per truck         Range of Values for B252         Minimum       Maximum         2       4	B252	forward for Single Clone Wheelset Component ID Component ID from Compone Data is Confidential. This eler forward for Single Clone Draft So	ent Registry nent is not elig / Multi-Clone	gible for Input. Value does not carry omponents
78       78 Inches         99       Axle Space Unknown         Truck Axle Count Mandatory         The number of axles per truck         Range of Values for B252         Minimum       Maximum         2       4         Validation Rule for B252	B252	forward for Single Clone Wheelset Component ID Component ID from Compone Data is Confidential. This eler forward for Single Clone Draft So Coupler Code	ent Registry nent is not elig / Multi-Clone ystem Co	gible for Input. Value does not carry
78       78 Inches         99       Axle Space Unknown         Truck Axle Count Mandatory         The number of axles per truck         Range of Values for B252         Minimum       Maximum         2       4	B252	forward for Single Clone Wheelset Component ID Component ID from Compone Data is Confidential. This eler forward for Single Clone Draft So	ent Registry nent is not elig / Multi-Clone ystem Co	gible for Input. Value does not carry omponents
78       78 Inches         99       Axle Space Unknown         Truck Axle Count Mandatory         The number of axles per truck         Range of Values for B252         Minimum       Maximum         2       4         Validation Rule for B252	B252	forward for Single Clone Wheelset Component ID Component ID from Compone Data is Confidential. This eler forward for Single Clone Draft So Coupler Code Defines the equipment couple Permissible Values for A057	ent Registry ment is not elig e / Multi-Clone ystem Co er type	B350 gible for Input. Value does not carry e. Omponents A057
78       78 Inches         99       Axle Space Unknown         Truck Axle Count Mandatory         The number of axles per truck         Range of Values for B252         Minimum       Maximum         2       4         Validation Rule for B252	B252	forward for Single Clone Wheelset Component ID Component ID from Compone Data is Confidential. This eler forward for Single Clone Draft So Coupler Code Defines the equipment couple Permissible Values for A057 BE60AHT Type E (Rule	ent Registry ment is not elig e / Multi-Clone ystem Co er type e 16) - BE60AH	gible for Input. Value does not carry omponents A057
78       78 Inches         99       Axle Space Unknown         Truck Axle Count Mandatory         The number of axles per truck         Range of Values for B252         Minimum       Maximum         2       4         Validation Rule for B252         - Sum of Truck Axle Count must equal Axle Count (A024)	•	forward for Single Clone Wheelset Component ID Component ID from Compone Data is Confidential. This eler forward for Single Clone Draft Sv Coupler Code Defines the equipment couple Permissible Values for A057 BE60AHT Type E (Rule BE60BHT Type E Obsc	ent Registry nent is not elig / Multi-Clone ystem Co er type e 16) - BE60AH <sup>1</sup> blete (Rule 16)	gible for Input. Value does not carry omponents A057
78       78 Inches         99       Axle Space Unknown         Truck Axle Count Mandatory         The number of axles per truck         Range of Values for B252         Minimum       Maximum         2       4         Validation Rule for B252         - Sum of Truck Axle Count must equal Axle Count (A024)         Journal Size Mandatory	• A147	forward for Single Clone Wheelset Component ID Component ID from Compone Data is Confidential. This eler forward for Single Clone Draft Sy Coupler Code Defines the equipment couple Permissible Values for A057 BE60AHT Type E (Rule BE60BHT Type E Obsc BE63AHT Type E Obsc	ent Registry nent is not elig / Multi-Clone ystem Cc er type e 16) - BE60AH <sup>-1</sup> olete (Rule 16)	B350 gible for Input. Value does not carry c. Omponents A057 IT - BE60BHT - BE60BHT - BE63AHT
78       78 Inches         99       Axle Space Unknown         Truck Axle Count Mandatory         The number of axles per truck         Range of Values for B252         Minimum       Maximum         2       4         Validation Rule for B252         - Sum of Truck Axle Count must equal Axle Count (A024)         Journal Size Mandatory         The size of the journal bearing	• A147	forward for Single Clone Wheelset Component ID Component ID from Compone Data is Confidential. This eler forward for Single Clone Draft Sy Coupler Code Defines the equipment couple Permissible Values for A057 BE60AHT Type E (Rule BE60BHT Type E Obsc BE63AHT Type E (Rule	ent Registry nent is not elig / Multi-Clone ystem Co er type e 16) - BE60AH <sup>1</sup> blete (Rule 16)	B350 gible for Input. Value does not carry omponents A057 TT - BE60BHT - BE63AHT

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=Conditionally Mandatory

●=Mandatory ▲=Used in ETC Generation = Affects Rating

# Umler®

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	Data S
E50ARE	Type E/F (Rule 17) - E50ARE
E50BEX	Type E/F (Rule 17) - E50BEX
E60CC	Type E (Rule 16) - E60CC
E60CE	Type E (Rule 16) - E60CE
E60CHT	Type E (Rule 16) - E60CHT
E60CHTE E60DC	Type E (Rule 16) - E60CHTE Type E (Rule 16) - E60DC
E60DE	Type E (Rule 16) - E60DE
EGOEE	Type E (Rule 16) - E60EE
E61	Type E Obsolete (Rule 16) - E61
E67AHT	Type E (Rule 16) - E67AHT
E67BC	Type E (Rule 16) - E67BC
E67BE	Type E (Rule 16) - E67BE
E67BHT	Type E (Rule 16) - E67BHT
E67BHTE E67CC	Type E (Rule 16) - E67BHTE Type E (Rule 16) - E67CC
E67CE	Type E (Rule 16) - E67CE
E68AHT	Type E/F Obsolete (Rule 17) - E68AHT
E68AHTE	Type E/F Obsolete (Rule 17) - E68AHTE
E68BC	Type E/F (Rule 17) - E68BC
E68BE	Type E/F (Rule 17) - E68BE
E68BHT	Type E/F (Rule 17) - E68BHT
E68BHTE	Type E/F (Rule 17) - E68BHTE
E68CE E69AE	Type E/F (Rule 17) - E68CE Type E/F (Rule 17) - E69AE
E69AHTE	Type E/F (Rule 17) - E69AHTE
E69BE	Type E/F (Rule 17) - E69BE
E69CE	Type E/F (Rule 17) - E69CE
E69CEX	Type E/F (Rule 17) - E69CEX
E69HTE	Type E/F (Rule 17) - E69HTE
E69LCE	Type E/F (Rule 17) - E69LCE
EB7AHT EF204CE	Type E (Rule 16) - EB7AHT Type E/F (Rule 17) - EF204CE
EF306CE	Type E/F (Rule 17) - EF306CE
EF511AE	Type E/F (Rule 17) - EF511AE
EF511BE	Type E/F (Rule 17) - EF511BE
EF511CE	Type E/F (Rule 17) - EF511CE
EF511DE	Type E/F (Rule 17) - EF511DE
EF511WE	Type E/F (Rule 17) - EF511WE
EF511LCE EF512CE	Type E/F (Rule 17) - EF511LCE Type E/F (Rule 17) - EF512CE
EF512WE	Type E/F (Rule 17) - EF512WE
EF528WE	Type E/F (Rule 17) - EF528WE
EFROTARY	Type E/F Rotary - EFROTARY
EFSPEC	Type E/F Special - EFSPEC
EFUNK	Type E/F Unknown - EFUNK
ESPEC EUNK	Type E Special - ESPEC Type E Unknown - EUNK
F70BHT	Type F Obsolete (Rule 18) - F70BHT
F70BHTE	Type F Obsolete (Rule 18) - F70BHTE
F70CC	Type F (Rule 18) - F70CC
F70CE	Type F (Rule 18) - F70CE
F70CHT	Type F (Rule 18) - F70CHT
F70CHTE	Type F (Rule 18) - F70CHTE
F70DE F70HT	Type F (Rule 18) - F70DE Type F Obsolete (Rule 18) - F70HT
F71CHT	Type F (Rule 18) - F71CHT
F72HT	Type F (Rule 18) - F72HT
F73AC	Type F (Rule 18) - F73AC
F73AE	Type F (Rule 18) - F73AE
F73AHT	Type F (Rule 18) - F73AHT
F73AHTE	Type F (Rule 18) - F73AHTE
F73BE F73HTE	Type F (Rule 18) - F73BE Type F Obsolete (Rule 18) - F73HTE
F79BHT	Type F Obsolete (Rule 18) - F79BHT
F79BHTE	Type F Obsolete (Rule 18) - F79BHTE
F79CC	Type F (Rule 18) - F79CC
F79CE	Type F (Rule 18) - F79CE
F79CHT	Type F (Rule 18) - F79CHT
F79CHTE F79DE	Type F (Rule 18) - F79CHTE
FF205E	Type F (Rule 18) - F79DE Type F (Rule 18) - FF205E
FF218AE	Type F (Rule 18) - FF218AE
FR201E	Type F (Rule 18) Rotary - FR201E
FR205AE	Type F (Rule 18) Rotary - FR205AE
FR205BE	Type F (Rule 18) Rotary - FR205BE
FR205E	Type F (Rule 18) Rotary - FR205E
FR206E FR207AE	Type F (Rule 18) Rotary - FR206E Type F (Rule 18) Rotary - FR207AE
FR207AE	Type F (Rule 18) Rotary - FR207AE
FR208AE	Type F (Rule 18) Rotary - FR208AE (without wear insert)
FR208E	Type F (Rule 18) Rotary - FR208E (with wear insert)
FR209E	Type F (Rule 18) Rotary - FR209E

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FR301E	Type F (Rule 18) Rotary - FR301E
FR304E	Type F (Rule 18) Rotary - FR304E (with wear plate)
FR304WE	Type F (Rule 18) Rotary - FR304WE (without wear plate)
FROTARY	Type E/F Rotary - FROTARY
FSPEC	Type F Special - FSPEC
FUNK	Type F Unknown - FUNK
S700AE	Type E (Rule 16) - S700AE
SBE60CC	Type E (Rule 16) - SBE60CC
SBE60CE	Type E (Rule 16) - SBE60CE
SBE60DC	Type E (Rule 16) - SBE60DC
SBE60DE	Type E (Rule 16) - SBE60DE
SBE60DREX	Type E (Rule 16) - SBE60DREX
SBE60EE	Type E (Rule 16) - SBE60EE
SBE67BC	Type E (Rule 16) - SBE67BC
SBE67BE	Type E (Rule 16) - SBE67BE
SBE67CC	Type E (Rule 16) - SBE67CC
SBE67CE	Type E (Rule 16) - SBE67CE
SBE67CREX	Type E (Rule 16) - SBE67CREX
SBE67DE	Type E (Rule 16) - SBE67DE
SBE68BC	Type E/F (Rule 17) - SBE68BC
SBE68BE	Type E/F (Rule 17) - SBE68BE
SBE68CE	Type E/F (Rule 17) - SBE68CE
SBE68CREX	Type E/F (Rule 17) - SBE68CREX
SBE68DE	Type E/F (Rule 17) - SBE68DE
SBE68WEX	Type E/F (Rule 17) - SBE68WEX
SBE69AE	Type E/F (Rule 17) - SBE69AE
SBE69BE	Type E/F (Rule 17) - SBE69BE
SBE69BREX	Type E/F (Rule 17) - SBE69BREX
SBE69CE	Type E/F (Rule 17) - SBE69CE
SE60CC	Type E (Rule 16) - SE60CC
SE60CE	Type E (Rule 16) - SE60CE
SE60CHT	Type E (Rule 16) - SE60CHT
SE60CHTE	Type E (Rule 16) - SE60CHTE
SE60DC	Type E (Rule 16) - SE60DC
SE60DE	Type E (Rule 16) - SE60DE
SE60EE	Type E (Rule 16) - SE60EE
SE67BC	Type E (Rule 16) - SE67BC
SE67BE	Type E (Rule 16) - SE67BE
SE67BHT	Type E (Rule 16) - SE67BHT
SE67BHTE	Type E (Rule 16) - SE67BHTE
SE67CC	Type E (Rule 16) - SE67CC
SE67CE	Type E (Rule 16) - SE67CE
SE68BC	Type E/F (Rule 17) - SE68BC
SE68BE	Type E/F (Rule 17) - SE68BE
SE68BHT	Type E/F (Rule 17) - SE68BHT
SE68BHTE	Type E/F (Rule 17) - SE68BHTE
SE68CE	Type E/F (Rule 17) - SE68CE
SE69AE	Type E/F (Rule 17) - SE69AE
SE69BE	Type E/F (Rule 17) - SE69BE
SE69CE	Type E/F (Rule 17) - SE69CE
SF70CC	Type F (Rule 18) - SF70CC
SF70CE	Type F (Rule 18) - SF70CE
SF70CHT	Type F (Rule 18) - SF70CHT
SF70CHTE	Type F (Rule 18) - SF70CHTE
SF70DE	Type F (Rule 18) - SF70DE
SF79CC	Type F (Rule 18) - SF79CC
SF79CE	Type F (Rule 18) - SF79CE
SF79CHT	Type F (Rule 18) - SF79CHT
SF79CHTE	Type F (Rule 18) - SF79CHTE
SF79DE	Type F (Rule 18) - SF79DE
Validation Rule	
	upler Style is reported, then Coupler Code must be a rotary
coupler	
	Code is a rotary coupler, then Coupler Style must be R (Rotary).
	de of Type E Obsolete (Rule 16) can only be reported if the car
	It or rebuilt before July 31, 2015
	de of Type E/F Obsolete (Rule 17) can only be reported if the
	built or rebuilt before July 31, 2015
	de of Type F Obsolete (Rule 18) can only be reported if the car
	It or rebuilt before July 31, 2015
	de of FROTARY or EFROTARY cannot be reported for cars Built
	ilt on or after August 12, 2014.
NOTES:	
<ul> <li>Obsolete: All</li> </ul>	Type D couplers are obsolete and should report code DOBS;
	coupler code will be restricted in interchange as discussed
below.	
	the coupler code is unknown or if the code stamped on the
coupler is ille	gible, the code BUNK FUNK, EFUNK, or LOCOUNK should be
reported.	
	s ESPEC, FSPEC, and EFSPEC have been created to decline
	s est est tot est and et st est nave been created to decline

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# Data Specif

coupler bodies that have been manufactured specifically for the equipment owner and are not listed in the attached table.

• The codes FROTARY and EFROTARY cannot be reported for equipment Built

or Rebuilt since August 12, 2014.	
Coupler Style Mandatory	B058
Describes the basic coupler design of the equipment	
Used in ETC Generation. Affects Rating.	
Permissible Values for B058	
B Bottom Shelf D Double Shelf P Plain R Rotary	
Validation Rule for B058	
-If Draft System Type (B073) is H (Hydraulic) then Coupl	er Style cannot be
reported as M (Solid Drawbar) or L (Rotary Drawbar)	,
<ul> <li>-If Draft System Type (B073) is not Center Of Car or End (B061) cannot be reported</li> </ul>	Of Car, Inches of Travel
-If Draft System Type (B073) of Center Of Car or End Of	Car is reported then
Inches of Travel (B061) must also be reported	
Inches of Travel	B061
The number of inches a draft system will travel	
Affects Rating.	
Range of Values for B061	
Minimum Maximum	
1   36 Validation Rule for B061	
-If Draft System Type (B073) is not Center Of Car or	End Of Car, Inches of
Travel (B061) cannot be reported	
-If Draft System Type (B073) of Center Of Car or End then Inches of Travel (B061) must also be repo	
Draft System Type Mandatory	B073
Describes the draft gear/underframe cushion type	
Affects Rating.	
Permissible Values for B073	
C Cushioning Center of Car E Cushioning End of Car	
S Standard	
X Devices with less than 6 inches buff travel appro S-060	oved under AAR Standard
Y Devices with 6 to 10 inches of buff travel approv S-060	ved under AAR Standard
Validation Rule for B073	
- If Draft System Type (B073) is Standard Draft Gear	(S), Inches of Travel
(B061) cannot be reported	
- If Draft System Type (B073) is reported as C, E, X, o	or Y then Inches of
Travel (B061) must also be reported	
- If Draft System Type (B073) of X, or Y is reported t	
Group/Cushion Unit Pocket (B562) cannot be re - If Draft System Type (B073) X is reported, the Inch	
<ul> <li>If Draft System Type (B073) X is reported, the inch value must be greater than or equal to 1 and le</li> </ul>	( )
- If Draft System Type (B073) Y is reported, the Inch	
value must be greater than or equal to 6 and le	. ,
-If Draft System Type (B073) is S then Draft Gear Gr	
Pocket (B562) may only be A, B, C, D, E, F, G, H,	-
or Z (AAR Rule 21)	
-If Draft System Type (B073) is E then Draft Gear Gr	
Pocket (B562) may only be EOC-1,EOC-1D, EOC	
EOC-2B, EOC-3, EOC-3B,EOC-4, EOC-4B, EOC-5,	
6, EOC-6D, EOC-6B, EOC-7, EOC-7B, EOC-8, EOC	
EOC-9B, EOC-9D, EOC-9E, EOC-10, EOC-10D, EO	
11, EOC-11D, EOC-11B,EOC-12, EOC-12D, EOC-	
EOC-14, EOC-14B, EOC-15, EOC-15D, EOC-15B, EOC-16B, EOC-17, EOC-17D, EOC-17B, EOC-18	
EOC-16B, EOC-17, EOC-17D, EOC-17B, EOC-18, EOC-19, EOC-19B, EOC-20, EOC-20B, EOC-21, E	
22B, EOC-23, EOC-23B, EOC-24, EOC-24B, EOC-	
26F, or EOC-27D, or EOC-27E (AAR Rule 59)	202, LOC 200, LOC-
201, 01 200 272, 01 200 272 (ARITIME 55)	

		Hopper
fica	ation Manual	
	Draft Gear Group/Cushion Unit Pocket	B562
	Draft Gear Group/Cushion Unit Pocket value as listed in AAR Field Ma Interchange Rule 21 and 59	anual 🜻
	Carry forward for Single Clone / Multi-Clone / Restencil / Add-Back /	Equipmen
	Group Change. Permissible Values for B562EOC-1,EOC-1D, EOC-1B, EOC-2, EOC-2D, EOC-3, EOC-3B,EOC-4, EOC-4B, EOC-5, EOC-5D, EOC-5B, EOC-6, EO 6B, EOC-7, EOC-7B, EOC-8, EOC-8B, EOC-8F, EOC-9, EOC-9B, EOC-9 EOC-10, EOC-10D, EOC-10B, EOC-10F, EOC-11, EOC-11D, EOC-11B, EOC-12D, EOC-12B, EOC-13, EOC-13B, EOC-14, EOC-14B, EOC-15, E EOC-15B, EOC-16, EOC-16D, EOC-16B, EOC-17, EOC-17D, EOC-17B, EOC-18D, EOC-18B, EOC-19, EOC-19B, EOC-20, EOC-20B, EOC-21, E EOC-22, EOC-22B, EOC-23, EOC-23B, EOC-24, EOC-24B, EOC-25E, E EOC-26F, EOC-27D, EOC-27E, COC-1, COC-2, COC-3, COC-4, COC-5, COC-7, COC-8 (AAR Rule 59).	C-6D, EOC- D, EOC-9E, EOC-12, COC-15D, EOC-18, COC-21B, OC-26B,
	A, B, C, D, E, F, G, H, J, K, L, M, N, P, Q, R, S, Z ( <i>AAR Rule 21</i> ). Validation Rule(s) for B562	
	<ul> <li>Draft Gear Group/Cushion Unit Pocket (B562) is mandatory for ec built on or after June 13, 2019, unless Draft System Type (B073 reported as X or Y</li> <li>If Draft Gear Group/Cushion Unit Pocket (B562) is not equal to A,</li> </ul>	3) is B, C, D, E, F
	G, H, J, K, L, M, N, P, Q, R, S, or Z, then Cushion Unit Type (B56) populated	3) must be
	<ul> <li>-When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-6, EOC-7B, EOC-8, EOC-8B, EOC-9B, EOC-9B, EOC-9D, EOC-10, EOC 10D, EOC-14, EOC-14B, EOC-18D, EOC-23B, EOC-23B, EOC-24B, EOC-24B, OC-27D then the Cushion Unit Type (B563) must</li> <li>-When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-11 EOC-27E, then the Cushion Unit Type (B563) must be 2</li> <li>-When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-11 EOC-13, EOC-13B, EOC-15, EOC-15B, EOC-15D, EOC-17, EOC-11 17D, EOC-18, EOC-18B, EOC-19, EOC-19B, EOC-20, EOC-20B, E EOC-21B, EOC-22, EOC-22B, EOC-24B, COC-3, COC-5, or COC-7</li> </ul>	:-10B, ÉOC- OC-25E, be 1 E, EOC-26F, L, EOC-12, 7B, EOC- OC-21,
	Cushion Unit Type (B563) must be 1 or 2 -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-8F	or EOC-
	10F then the Cushion Unit Type (B563) must be 2 or 3 -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-5, EOC-5D, EOC-6, EOC-6B, EOC-6D EOC-11B, EOC-11D, EOC-12B or COC-4 then the Cushion Unit Type (B563) must be 1, 2, or 3	, EOC-12D,
ł	-When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-16 EOC-16D, or COC-1 then the Cushion Unit Type (B563) must b -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-2E EOC-3, EOC-3B, EOC-4, EOC-4B, or COC-2 then the Cushion Un	e 1, 2, or 4 3, EOC-2D,
	(B563) must be 1, 2, 3, or 4 -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-1, EOC-1D, or EOC-2 then the Cushion Unit Type (B563) must be or S	
	-When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-8 Cushion Unit Type (B563) must be 1, 2, 3, 4, or 5	then the
	-When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-11 2,EOC-2D, EOC-2B, EOC-3, EOC-3B, EOC-5, EOC-5D, EOC-5B, EO EOC-7, EOC-7B, EOC-9, EOC-9B, EOC-9D, EOC-9E, EOC-10D, EO	DC-6D,
	11B, EOC-11D, EOC-12D, EOC-14,EOC-14B, EOC-15, EOC-15D, EOC-16D, EOC-17D, EOC-23, EOC-23B, EOC-27D, or EOC-27E th Inches of Travel (B061) must be 10	EOC-15B, nen the
	-When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-16 EOC-19, EOC-19B, EOC-22, EOC-22B, or EOC-25E then the inch must be 12	es of trave
	-When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-20 20B then the Inches of Travel (B061) must be 14	
	-When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-1E EOC-4B, EOC-6, EOC-6B, EOC-8, EOC-8B, EOC-8F, EOC-10, EOC 10F, EOC-12, EOC-12B, EOC-13, EOC-13B, EOC-17, EOC-17B, EC 18D, EOC-18B, EOC-21, EOC-21B, EOC-24, or EOC-24B then the Travel (B061) must be 15	-10B, EOC- DC-18, EOC
	-When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-2, COC-4, COC-5, COC-6, or COC-8 then the Inches of Travel (B06 20	
	-When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-1, Cushion Unit Type (B563) is 1 or 2, then the Inches of Travel (E be 20	8061) must
	-When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-1, Cushion Unit Type (B563) is 4, then the Inches of Travel (B061) 18	) must be
	-When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-7, Cushion Unit Type (B563) is 2, then the Inches of Travel (B061) 20	) must be
	-When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-7, Cushion Unit Type (B563) is 1, then the Inches of Travel (B061) 30	

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**Data Specification Manual** -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-1 then the B353 **Coupler Component ID** Inches of Travel (B061) must be 10, 12, or 15 Coupler Component ID from Component Registry -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-26, then the Data is Confidential. This element is not eligible for Input. Value does not carry Inches of Travel (B061) must be 18 forward for Single Clone / Multi-Clone. Note: Reference AAR Field Manual Interchange Rule(s) 21 and 59. **Cushioning Unit Component ID B361** Component ID from Component Registry **B563 Cushion Unit Type** Data is Confidential. This element is not eligible for Input. Value does not carry Cushion Unit Type value as listed in AAR Field Manual Interchange Rule 21 and forward for Single Clone / Multi-Clone. 59 Carry forward for Single Clone / Multi-Clone / Restencil / Add-Back / Equipment Group Change. Unit Segment Components Permissible Values for B563 1 – Type 1 **Unit Equipment Group** A307 2 – Type 2 Describes the equipment type of the platform 3 - Type 3Affects Rating. 4 – Type 4 Permissible Values for A307 5 – Type 5 BOXC Box Car FLAT Flat Car S – Type S GOND Gondola HOPP Hopper Intermodal Flat TANK Tank Car IFLT Validation Rule(s) for B563 VFLT Vehicular Flat Cushion Unit Type (B563) is mandatory for equipment built on or after June Validation Rule for A307 13.2019. -Unit Equipment Group cannot be reported if the Connected Unit Count -If Draft Gear Group/Cushion Unit Pocket (B562) is not equal to A, B, C, D, E, F, (A020) is not reported -Unit Equipment Group must be reported if Connected Unit Count (A020) G, H, J, K, L, M, N, P, Q, R, S, or Z, then Cushion Unit Type (B563) must be is reported populated. -When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-6, EOC-7, EOC-7B, EOC-8, EOC-8B, EOC-9, EOC-9B, EOC-9D, EOC-10, EOC-10B, EOC-**Unit Tare Weight** Δ299 10D, EOC-14, EOC-14B, EOC-18D, EOC-23, EOC-23B, EOC-24, EOC-25E, or The unit segment weight on rail when empty, sometimes referred to as Light Weight, reported in pounds EOC-26B then the Cushion Unit Type (B563) must be 1. -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-26F then the Cushion Unit Type (B563) must be 2. Range of Values for A299 -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-11, EOC-12, Minimum Maximum 23000 120000 EOC-13, EOC-13B, EOC-15, EOC-15B, EOC-15D, EOC-17, EOC-17B, EOC-Validation Rule for A299 17D, EOC-18, EOC-18B, EOC-19, EOC-19B, EOC-20, EOC-20B, EOC-21, -Unit Tare Weight must not be reported if the Connected Unit Count EOC-21B, EOC-22, EOC-22B, EOC-24B, COC-3, COC-5, or COC-7 then the (A020) is not reported Cushion Unit Type (B563) must be 1 or 2. -Unit Tare Weight must be reported if Connected Unit Count (A020) is -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-8F or EOCreported -Unit Tare Weight for Hoppers must be greater than or equal 23,000 lbs. 10F then the Cushion Unit Type (B563) must be 2 or 3. -Unit Tare Weight for Hoppers must be less than 120,000 lbs. -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-5, EOC-5B, -Unit Segment Tare Weights must add up to the Total Tare Weight (A259) EOC-5D, EOC-6, EOC-6B, EOC-6D EOC-11B, EOC-11D, EOC-12B, EOC-12D, -Unit Tare Weight (A299) value must be reported to the nearest 100 or COC-4 then the Cushion Unit Type (B563) must be 1, 2, or 3. pounds -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-16, EOC-16B, EOC-16D, or COC-1 then the Cushion Unit Type (B563) must be 1, 2, or 4. **Unit Load Limit** A300 -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-2B, EOC-2D, The maximum permissible weight of the commodity that can be loaded into the EOC-3, EOC-3B, EOC-4, EOC-4B, or COC-2 then the Cushion Unit Type unit segment, reported in pounds (B563) must be 1, 2, 3, or 4. Range of Values for A300 -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-1, EOC-1B, Minimum Maximum EOC-1D, or EOC-2 then the Cushion Unit Type (B563) must be 1, 2, 3, 4, 300000 70000 or S. Validation Rule for A300 -When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-8 then the -Unit Load Limit can not be reported if the Connected Unit Count (A020) Cushion Unit Type (B563) must be 1, 2, 3, 4, or 5, is not reported -When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-1, and -Unit Load Limit must be reported if Connected Unit Count (A020) is reported Cushion Unit Type (B563) is 1 or 2, then the Inches of Travel (B061) must -Unit Segment Load Limits must add up to the Load Limit (LDLT) be 20. -When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-1, and Cushion Unit Type (B563) is 4, then the Inches of Travel (B061) must be **Unit Cubic Feet Capacity** A065 The calculated interior dimensions of the unit segment in cubic feet 18 -When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-7, and Range of Values for A065 Cushion Unit Type (B563) is 2, then the Inches of Travel (B061) must be Minimum Maximum 8500 20 400 Validation Rule for A065 -When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-7, and -Unit Cubic Feet Capacity must not be reported if the Connected Unit Cushion Unit Type (B563) is 1, then the Inches of Travel (B061) must be Count (A020) is not reported 30. -Unit Cubic Feet Capacity requires Connected Unit Count (A020) Note: -Unit Cubic Feet Capacity for Gondolas or Hoppers must be greater than or Reference AAR Field Manual Interchange Rule(s) 21 and 59. equal 400 cubic feet -Unit Cubic Feet Capacity for Hoppers must be less than or equal 8500 cubic feet



# Data Specification Manual

Brake System Components	Commercial Owner CIF B049
	The Customer Identification File (CIF) number for a commercial owner at a
Emergency Brake Valve CID B354	specific location
Component ID from Component Registry Data is Confidential. This element is not eligible for Input. Value does not carry	
forward for Single Clone / Multi-Clone.	Commercial Lessee CIF B048
<u> </u>	The Customer Identification File (CIF) number for a commercial lessee at a
Emergency Valve COTS Date B567	specific location
Brake valve emergency portion recondition date	
System generated element. This element is not eligible for Input. Value does not	Umler Effective Date EFDT
carry forward for Single Clone / Multi-Clone.	The date the rating activity (pre-registration, modification, etc.) is expected to
NOTES:	occur
<ul> <li>Emergency Valve COTS Date is system-generated from a Emergency Brake</li> </ul>	This element is not eligible for Query. Does not Carry Forward.
Valve Inspection.	Validation Rule for EFDT
	-Effective Date cannot be set to more than 13 months in the future.
Emergency Valve OEM Warranty Date B568	NOTES:
Brake valve emergency portion Original Equipment Manufacturer warranty date	• Effective Date will default to the 1st of the following month that equipment
System generated element. This element is not eligible for Input. Value does not	is registered
carry forward for Single Clone / Multi-Clone.	
NOTES:	Inspection
<ul> <li>Emergency Valve OEM Date is system-generated from a Emergency Brake Valve Inspection.</li> </ul>	Inspection
	ABT Due Date (Repair Track) DU13
Emergency Valve Part Number B569	The due date of the air brake test per AAR Field Manual Rule 3
	System Generated Field. This element is not eligible for Input. Value does not
Brake valve emergency portion part number	carry forward for Add Back.
System generated element. This element is not eligible for Input. Value does not carry forward for Single Clone / Multi-Clone.	
NOTES:	ABT 5-8 Year Due Date DU58
<ul> <li>Emergency Valve Part Number is system-generated from a Emergency Brake</li> </ul>	The 5-8 year due date for the air brake test (ABT) after the ABT Due Date
Valve Inspection.	(Repair Track)
Service Brake Valve CID B357	System Generated Field. This element is not eligible for Input. Value does not carry forward for Add Back.
Component ID from Component Registry	
Data is Confidential. This element is not eligible for Input. Value does not carry	Car Grade CG01
ferruerd for Single Clane / Multi Clane	
forward for Single Clone / Multi-Clone.	The grading of the interior condition of the equipment
forward for Single Clone / Multi-Clone.	The grading of the interior condition of the equipment
Service Valve COTS Date B564	Value does not carry forward for Single Clone / Multi-Clone / Equipment Group
Service Valve COTS Date B564	
Service Valve COTS Date     B564       Brake valve service portion recondition date	Value does not carry forward for Single Clone / Multi-Clone / Equipment Group Change.
Service Valve COTS Date         B564           Brake valve service portion recondition date         System generated element. This element is not eligible for Input. Value does not	Value does not carry forward for Single Clone / Multi-Clone / Equipment Group Change. Permissible Values for CG01
Service Valve COTS Date     B564       Brake valve service portion recondition date	Value does not carry forward for Single Clone / Multi-Clone / Equipment Group Change. Permissible Values for CG01
Service Valve COTS Date       B564         Brake valve service portion recondition date       System generated element. This element is not eligible for Input. Value does not carry forward for Single Clone / Multi-Clone.         NOTES:       • Service Valve COTS Date is system-generated from a Service Brake Valve	Value does not carry forward for Single Clone / Multi-Clone / Equipment Group Change.         Permissible Values for CG01         N       N-Ruminant Proteins (system generated by waybill only)
Service Valve COTS Date         B564           Brake valve service portion recondition date         System generated element. This element is not eligible for Input. Value does not carry forward for Single Clone / Multi-Clone.           NOTES:         Notes:	Value does not carry forward for Single Clone / Multi-Clone / Equipment Group Change.         Permissible Values for CG01         N       N-Ruminant Proteins (system generated by waybill only)         Car Grade Inspection Date       CG02
Service Valve COTS Date       B564         Brake valve service portion recondition date       System generated element. This element is not eligible for Input. Value does not carry forward for Single Clone / Multi-Clone.         NOTES:       • Service Valve COTS Date is system-generated from a Service Brake Valve Inspection.	Value does not carry forward for Single Clone / Multi-Clone / Equipment Group Change.         Permissible Values for CG01         N       N-Ruminant Proteins (system generated by waybill only)         Car Grade Inspection Date       CG02         The date of the grading of the interior condition of the equipment
Service Valve COTS Date       B564         Brake valve service portion recondition date       System generated element. This element is not eligible for Input. Value does not carry forward for Single Clone / Multi-Clone.         NOTES:       • Service Valve COTS Date is system-generated from a Service Brake Valve	Value does not carry forward for Single Clone / Multi-Clone / Equipment Group Change.         Permissible Values for CG01         N       N-Ruminant Proteins (system generated by waybill only)         Car Grade Inspection Date       CG02         The date of the grading of the interior condition of the equipment         Value does not carry forward for Single Clone / Multi-Clone / Equipment Group
Service Valve COTS Date       B564         Brake valve service portion recondition date       System generated element. This element is not eligible for Input. Value does not carry forward for Single Clone / Multi-Clone.         NOTES:       • Service Valve COTS Date is system-generated from a Service Brake Valve Inspection.	Value does not carry forward for Single Clone / Multi-Clone / Equipment Group Change.         Permissible Values for CG01         N       N-Ruminant Proteins (system generated by waybill only)         Car Grade Inspection Date       CG02         The date of the grading of the interior condition of the equipment         Value does not carry forward for Single Clone / Multi-Clone / Equipment Group
Service Valve COTS Date       B564         Brake valve service portion recondition date       System generated element. This element is not eligible for Input. Value does not carry forward for Single Clone / Multi-Clone.         NOTES:       • Service Valve COTS Date is system-generated from a Service Brake Valve Inspection.         Service Valve OEM Warranty Date       B565	Value does not carry forward for Single Clone / Multi-Clone / Equipment Group Change.         Permissible Values for CG01         N       N-Ruminant Proteins (system generated by waybill only)         Car Grade Inspection Date       CG02         The date of the grading of the interior condition of the equipment         Value does not carry forward for Single Clone / Multi-Clone / Equipment Group Change.
Service Valve COTS Date       B564         Brake valve service portion recondition date       System generated element. This element is not eligible for Input. Value does not carry forward for Single Clone / Multi-Clone.         NOTES:       • Service Valve COTS Date is system-generated from a Service Brake Valve Inspection.         Service Valve OEM Warranty Date       B565         Brake valve service portion Original Equipment Manufacturer warranty date	Value does not carry forward for Single Clone / Multi-Clone / Equipment Group Change.         Permissible Values for CG01         N       N-Ruminant Proteins (system generated by waybill only)         Car Grade Inspection Date       CG02         The date of the grading of the interior condition of the equipment         Value does not carry forward for Single Clone / Multi-Clone / Equipment Group Change.         Car Grade Inspection Time       CG03         The time of the grading of the interior condition of the equipment         Value does not carry forward for Single Clone / Multi-Clone / Equipment Group Change.
Service Valve COTS Date       B564         Brake valve service portion recondition date       System generated element. This element is not eligible for Input. Value does not carry forward for Single Clone / Multi-Clone.         NOTES:       • Service Valve COTS Date is system-generated from a Service Brake Valve Inspection.         Service Valve OEM Warranty Date       B565         Brake valve service portion Original Equipment Manufacturer warranty date         System generated element. This element is not eligible for Input. Value does not carry forward for Single Clone / Multi-Clone.         NOTES:	Value does not carry forward for Single Clone / Multi-Clone / Equipment Group Change.         Permissible Values for CG01         N       N-Ruminant Proteins (system generated by waybill only)         Car Grade Inspection Date       CG02         The date of the grading of the interior condition of the equipment         Value does not carry forward for Single Clone / Multi-Clone / Equipment Group Change.         Car Grade Inspection Time       CG03         The time of the grading of the interior condition of the equipment
Service Valve COTS Date       B564         Brake valve service portion recondition date       System generated element. This element is not eligible for Input. Value does not carry forward for Single Clone / Multi-Clone.         NOTES:       • Service Valve COTS Date is system-generated from a Service Brake Valve Inspection.         Service Valve OEM Warranty Date       B565         Brake valve service portion Original Equipment Manufacturer warranty date         System generated element. This element is not eligible for Input. Value does not carry forward for Single Clone / Multi-Clone.         NOTES:         • Service Valve OEM Date is system-generated from a Service Brake Valve	Value does not carry forward for Single Clone / Multi-Clone / Equipment Group Change.         Permissible Values for CG01         N       N-Ruminant Proteins (system generated by waybill only)         Car Grade Inspection Date       CG02         The date of the grading of the interior condition of the equipment         Value does not carry forward for Single Clone / Multi-Clone / Equipment Group Change.         Car Grade Inspection Time       CG03         The time of the grading of the interior condition of the equipment         Value does not carry forward for Single Clone / Multi-Clone / Equipment Group Change.
Service Valve COTS Date       B564         Brake valve service portion recondition date       System generated element. This element is not eligible for Input. Value does not carry forward for Single Clone / Multi-Clone.         NOTES:       • Service Valve COTS Date is system-generated from a Service Brake Valve Inspection.         Service Valve OEM Warranty Date       B565         Brake valve service portion Original Equipment Manufacturer warranty date         System generated element. This element is not eligible for Input. Value does not carry forward for Single Clone / Multi-Clone.         NOTES:	Value does not carry forward for Single Clone / Multi-Clone / Equipment Group Change.         Permissible Values for CG01         N       N-Ruminant Proteins (system generated by waybill only)         Car Grade Inspection Date       CG02         The date of the grading of the interior condition of the equipment         Value does not carry forward for Single Clone / Multi-Clone / Equipment Group Change.         Car Grade Inspection Time       CG03         The time of the grading of the interior condition of the equipment         Value does not carry forward for Single Clone / Multi-Clone / Equipment Group Change.
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Service Valve COTS Date       B564         Brake valve service portion recondition date       System generated element. This element is not eligible for Input. Value does not carry forward for Single Clone / Multi-Clone.         NOTES:       • Service Valve COTS Date is system-generated from a Service Brake Valve Inspection.         Service Valve OEM Warranty Date       B565         Brake valve service portion Original Equipment Manufacturer warranty date       System generated element. This element is not eligible for Input. Value does not carry forward for Single Clone / Multi-Clone.         NOTES:       • Service Valve OEM Date is system-generated from a Service Brake Valve Inspection.         Service Valve OEM Date is system-generated from a Service Brake Valve Inspection.       B566         Brake valve service portion part number       B566         Brake valve service portion part number       System generated element. This element is not eligible for Input. Value does not carry forward for Single Clone / Multi-Clone.         NOTES:       Service Valve Part Number is system-generated from a Service Brake Valve Inspection.         System generated element. This element is not eligible for Input. Value does not carry forward for Single Clone / Multi-Clone.         NOTES:       Service Valve Part Number is system-generated from a Service Brake Valve Inspection.         Slack Adjuster CID       B359         Component ID from Component Registry       Data is Confidential. This element is not eligible for Input. Value does not carry fo	Value does not carry forward for Single Clone / Multi-Clone / Equipment Group Change.         Permissible Values for CG01         N       N-Ruminant Proteins (system generated by waybill only)         Car Grade Inspection Date       CG02         The date of the grading of the interior condition of the equipment         Value does not carry forward for Single Clone / Multi-Clone / Equipment Group Change.         Car Grade Inspection Time       CG03         The time of the grading of the interior condition of the equipment         Value does not carry forward for Single Clone / Multi-Clone / Equipment Group Change.         Car Grade Location SPLC       CG04         The SPLC of the grading location       Value does not carry forward for Single Clone / Multi-Clone / Equipment Group Change.         Car Grade Inspection SCAC       CG05         The shop SCAC grading location       Value does not carry forward for Single Clone / Multi-Clone / Equipment Group Change.         Inspection Date Done       DTDN         The date the inspection was completed; used for all inspection types reported on equipment         Value does not carry forward for Single Clone / Multi-Clone / Add Back.

# Data Specification Manual

-The inspection date must not be 60 days before the Build Date	<ul> <li>NOTES:</li> <li>Reports of 999999 will be allowed in case the date is illegible and the valve</li> </ul>
Inspection Due Date INDD	cannot be replaced immediately. <ul> <li>Valid date format: MMYYYY</li> </ul>
The due date of the next inspection; used for all inspection types reported on equipment	
System Generated Field. This element is not eligible for Input. Value does not	Insp Service Valve Part Number B572
carry forward for Add Back.	Brake valve service portion part number
	Value does not carry forward for Single Clone / Multi-Clone / Add Back.
Inspection Performer PERF	Inter Encourse Make COTC Date
The SCAC that completed the inspection; used for all inspection types reported on equipment	Insp Emergency Valve COTS Date B573 Brake valve emergency portion recondition date
Value does not carry forward for Single Clone / Multi-Clone / Add Back.	Value does not carry forward for Single Clone / Multi-Clone / Add Back. NOTES:
Inspection Reporter REPT	<ul> <li>Reports of 9999 will be allowed in case the date is illegible and the valve</li> </ul>
The SCAC that reported the inspection; used for all inspection types reported on equipment	<ul><li>cannot be replaced immediately.</li><li>Valid date format: MMYY</li></ul>
Value does not carry forward for Single Clone / Multi-Clone / Add Back.	Insp Emergency Valve OEM Warranty Date B574
Location/SPLC SPLC	Brake valve emergency portion Original Equipment Manufacturer warranty date
The SPLC of the inspecting location; used for all inspection types reported on equipment	System generated element. This element is not eligible for Input. Value does not carry forward for Single Clone / Multi-Clone.
Value does not carry forward for Single Clone / Multi-Clone / Add Back.	<ul> <li>NOTES:</li> <li>Reports of 999999 will be allowed in case the date is illegible and the valve</li> </ul>
Air Brake Test Device B523	cannot be replaced immediately. <ul> <li>Valid date format: MMYYYY</li> </ul>
Indicates the type of test device used to perform the Air Brake Test	
Value does not carry forward for Single Clone / Multi-Clone / Add Back.	Insp Emergency Valve Part Number B575
Permissible Values for B523 A Automatic (Non 4-Pressure)	Brake valve emergency portion part number
M Manual	System generated element. This element is not eligible for Input. Value does not
P Automatic (4-Pressure) Validation Rule for B523	carry forward for Single Clone / Multi-Clone.
-Air Brake Test Device (B523) must be reported for Air Brake Test inspection	
reported on or after December 10, 2020	Insp Service Valve Location Mandatory B576
	Brake valve service portion location
Insp Service Valve COTS Date B570	Value does not carry forward for Single Clone / Multi-Clone.
Brake valve service portion recondition date	
Value does not carry forward for Single Clone / Multi-Clone / Add Back.	Insp Emergency Valve Location Mandatory B577
NOTES:	Brake valve emergency portion location reported on an emergency brake valve
<ul> <li>Reports of 9999 will be allowed in case the date is illegible and the valve cannot be replaced immediately.</li> </ul>	inspection •
Valid date format: MMYY	Value does not carry forward for Single Clone / Multi-Clone.
Insp Service Valve OEM Warranty Date B571	
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Truck Components.         Axles Spacing Distance (B020)         Truck Axle Count (B252)         Journal Size (A147)         Wheel Diameter (A294)         Stability Device Equipped (B199)         Bolster Component ID (B351)         Sideframe Component ID (B352)         Wheelset Component ID (B350)         Draft System Component ID (B350)         Draft System Component ID (B350)         Draft System Components         Coupler Style (B058)         Inches of Travel (B061)         Draft Gear Group/Cushion Unit Pocket (B562)         Cushion Unit Type (B563)         Coupler Component ID (B353)         Cushion Unit Type (B563)         Unit Segment Components         Unit Tare Weight (A299)         Unit Load Limit (A300)         Brake System Components         Emergency Valve COTS Date (B567)         Emergency Valve OEM Warranty Date (B568)         Emergency Valve OEM Warranty Date (B568)         Emergency Valve COTS Date (B567)         Service Valve COTS Date (B564) <td>97 97 97 97 98 98 98 98 98 98 98 98 98 98 98 99 99</td>	97 97 97 97 98 98 98 98 98 98 98 98 98 98 98 99 99
Truck Components.         Axles Spacing Distance (B020)         Truck Axle Count (B252)         Journal Size (A147)         Wheel Diameter (A294)         Stability Device Equipped (B199)         Bolster Component ID (B351)         Sideframe Component ID (B352)         Wheelset Component ID (B352)         Wheelset Component ID (B350)         Draft System Components         Coupler Code (A057)         Coupler Style (B058)         Inches of Travel (B061)         Draft System Type (B073)         Draft Gear Group/Cushion Unit Pocket (B562)         Cushion Unit Type (B563)         Coupler Component ID (B353)         Cushioning Unit Component ID (B353)         Cushioning Unit Component ID (B351)         Unit Tare Weight (A299)         Unit Tare Weight (A299)         Unit Load Limit (A300)         Brake System Components         Emergency Valve OTS Date (B567)         Emergency Valve OEM Warranty Date (B568)         Emergency Valve OTS Date (B569)         Service Valve OTS Date (B564)         Service Valve OTS Date (B565)         Service Valve OEM Warranty Date (B565)         Service Valve OEM Warranty Date (B565)         Service Valve OEM Warranty Date (B565)	97 97 97 97 98 98 98 98 98 98 98 98 98 99 100 100 100 100 100 100 100 101 101
Truck Components.         Axles Spacing Distance (B020)         Truck Axle Count (B252)         Journal Size (A147)         Wheel Diameter (A294)         Stability Device Equipped (B199)         Bolster Component ID (B351)         Sideframe Component ID (B352)         Wheelset Component ID (B352)         Wheelset Component ID (B350)         Draft System Components         Coupler Code (A057)         Coupler Style (B058)         Inches of Travel (B061)         Draft System Type (B073)         Draft System Type (B073)         Draft Gear Group/Cushion Unit Pocket (B562)         Cushion Unit Type (B563)         Coupler Component ID (B353)         Cushioning Unit Component ID (B351)         Unit Segment Components         Unit Tare Weight (A299)         Unit Tare Weight (A299)         Unit Load Limit (A300)         Brake System Components         Emergency Valve COTS Date (B567)         Emergency Valve COTS Date (B569)         Service Valve OEM Warranty Date (B568)         Emergency Valve COTS Date (B564)         Service Valve OEM Warranty Date (B565)         Service Valve OEM Warranty Date (B565)         Service Valve OEM Warranty Date (B565)         Service Valve OEM	97 97 97 97 98 98 98 98 98 98 98 98 98 99 100 100 100 100 100 100 100 100 100
Truck Components.         Axles Spacing Distance (B020)         Truck Axle Count (B252)         Journal Size (A147)         Wheel Diameter (A294)         Stability Device Equipped (B199)         Bolster Component ID (B351)         Sideframe Component ID (B352)         Wheelset Component ID (B352)         Wheelset Component ID (B350)         Draft System Component ID (B350)         Draft System Components         Coupler Code (A057)         Coupler Style (B058)         Inches of Travel (B061)         Draft System Type (B073)         Draft Gear Group/Cushion Unit Pocket (B562)         Cushion Unit Type (B563)         Coupler Component ID (B353)         Cushioning Unit Component ID (B351)         Unit Segment Components         Unit Tare Weight (A299)         Unit Load Limit (A300)         Brake System Components         Emergency Valve CDT Date (B567)         Emergency Valve OCTS Date (B567)         Emergency Valve OCTS Date (B569)         Service Valve COTS Date (B564)         Service Valve COTS Date (B564)         Service Valve COTS Date (B566)         Service Valve OEM Warranty Date (B565)         Service Valve OEM Warranty Date (B565)         Service Valve OEM Wa	97 97 97 97 98 98 98 98 98 98 98 98 98 98 98 99 99
Truck Components.         Axles Spacing Distance (B020)         Truck Axle Count (B252)         Journal Size (A147)         Wheel Diameter (A294)         Stability Device Equipped (B199)         Bolster Component ID (B351)         Sideframe Component ID (B352)         Wheelset Component ID (B352)         Wheelset Component ID (B350)         Draft System Component ID (B350)         Draft System Components         Coupler Code (A057)         Coupler Style (B058)         Inches of Travel (B061)         Draft System Type (B073)         Draft Gear Group/Cushion Unit Pocket (B562)         Cushion Unit Type (B563)         Coupler Component ID (B353)         Cushioning Unit Component ID (B351)         Unit Segment Components         Unit Tare Weight (A299)         Unit Load Limit (A300)         Brake System Components         Emergency Valve CDT Date (B567)         Emergency Valve OCTS Date (B567)         Emergency Valve OCTS Date (B569)         Service Valve COTS Date (B564)         Service Valve COTS Date (B564)         Service Valve COTS Date (B566)         Service Valve OEM Warranty Date (B565)         Service Valve OEM Warranty Date (B565)         Service Valve OEM Wa	97 97 97 97 98 98 98 98 98 98 98 98 98 98 98 99 99
Truck Components.         Axles Spacing Distance (B020)         Truck Axle Count (B252)         Journal Size (A147)         Wheel Diameter (A294)         Stability Device Equipped (B199)         Bolster Component ID (B351)         Sideframe Component ID (B352)         Wheelset Component ID (B350)         Draft System Components         Coupler Code (A057)         Coupler Style (B058)         Inches of Travel (B061)         Draft Gear Group/Cushion Unit Pocket (B562)         Cushion Unit Type (B533)         Coupler Component ID (B353)         Cushion Unit Type (B563)         Cushioning Unit Component ID (B351)         Unit Segment Component ID (B353)         Cushioning Unit Component ID (B351)         Unit Tare Weight (A299)         Unit Load Limit (A300)         Brake System Components         Emergency Valve COTS Date (B567)         Emergency Valve OEM Warranty Date (B568)         Emergency Valve OEM Warranty Date (B568)         Emergency Valve OEM Warranty Date (B565)         Service Valve OEM Warranty D	97 97 97 97 98 98 98 98 98 98 98 98 98 98 99 99 100 100 100 100 100 100 100 100 1
Truck Components.         Axles Spacing Distance (B020)         Truck Axle Count (B252)         Journal Size (A147)         Wheel Diameter (A294)         Stability Device Equipped (B199)         Bolster Component ID (B351)         Sideframe Component ID (B352)         Wheelset Component ID (B350)         Draft System Component ID (B350)         Draft System Component ID (B350)         Draft System Components         Coupler Style (B058)         Inches of Travel (B061)         Draft Gear Group/Cushion Unit Pocket (B562)         Cushion Unit Type (B563)         Coupler Component ID (B353)         Cushion Unit Type (B563)         Unit Segment Components         Unit Tare Weight (A299)         Unit Load Limit (A300)         Brake System Components         Emergency Valve COTS Date (B567)         Emergency Valve COTS Date (B567)         Emergency Valve Part Number (B569)         Service Valve COTS Date (B564)	97 97 97 97 98 98 98 98 98 98 98 98 98 98 98 98 99 99
Truck Components.         Axles Spacing Distance (B020)         Truck Axle Count (B252)         Journal Size (A147)         Wheel Diameter (A294)         Stability Device Equipped (B199)         Bolster Component ID (B351)         Sideframe Component ID (B352)         Wheelset Component ID (B350)         Draft System Components         Coupler Code (A057)         Coupler Style (B058)         Inches of Travel (B061)         Draft System Type (B073)         Draft System Type (B073)         Draft Gear Group/Cushion Unit Pocket (B562)         Cushion Unit Type (B563)         Coupler Component ID (B353)         Cushioning Unit Component ID (B351)         Unit Segment Components         Unit Load Limit (A300)         Brake System Components         Emergency Brake Valve CID (B354)         Emergency Valve Part Number (B569)         Service Valve OEM Warranty Date (B568)         Emergency Valve COTS Date (B564)         Service Valve OEM Warranty Date (B565)         Service Valve OEM Warranty Date (B565)         Service Valve OEM Warranty Date (B565)         Service Valve Part Number (B566)         Service Valve OEM Warranty Date (B565)         Service Valve OEM Warranty Date (B565)	97 97 97 97 98 98 98 98 98 98 98 98 98 99 99 100 100 100 100 100 100 100 100 1
Truck Components.         Axles Spacing Distance (B020)         Truck Axle Count (B252)         Journal Size (A147)         Wheel Diameter (A294)         Stability Device Equipped (B199)         Bolster Component ID (B351)         Sideframe Component ID (B352)         Wheelset Component ID (B350)         Draft System Components         Coupler Code (A057)         Coupler Style (B058)         Inches of Travel (B061)         Draft System Type (B073)         Draft System Type (B073)         Draft Gear Group/Cushion Unit Pocket (B562)         Cushion Unit Type (B563)         Coupler Component ID (B353)         Cushioning Unit Component ID (B351)         Unit Segment Components         Unit Load Limit (A300)         Brake System Components         Emergency Brake Valve CID (B354)         Emergency Valve Part Number (B569)         Service Valve OEM Warranty Date (B568)         Emergency Valve COTS Date (B564)         Service Valve OEM Warranty Date (B565)         Service Valve OEM Warranty Date (B565)         Service Valve OEM Warranty Date (B565)         Service Valve Part Number (B566)         Service Valve OEM Warranty Date (B565)         Service Valve OEM Warranty Date (B565)	97 97 97 97 98 98 98 98 98 98 98 98 98 99 99 100 100 100 100 100 100 100 100 1
Truck Components.         Axles Spacing Distance (B020)         Truck Axle Count (B252)         Journal Size (A147)         Wheel Diameter (A294)         Stability Device Equipped (B199)         Bolster Component ID (B351)         Sideframe Component ID (B352)         Wheelset Component ID (B350)         Draft System Component ID (B350)         Draft System Component ID (B350)         Draft System Components         Coupler Code (A057)         Coupler Style (B058)         Inches of Travel (B061)         Draft System Type (B073)         Draft Gear Group/Cushion Unit Pocket (B562)         Cushion Unit Type (B563)         Coupler Component ID (B353)         Cushioning Unit Component ID (B351)         Unit Segment Components         Unit Tare Weight (A299)         Unit Load Limit (A300)         Brake System Components         Emergency Brake Valve CID (B354)         Emergency Valve Part Number (B569)         Service Valve COTS Date (B567)         Emergency Valve COTS Date (B564)         Service Valve OCTS Date (B566)         Service Valve Part Number (B5	97 97 97 97 98 98 98 98 98 98 98 98 99 99 99 100 100 100 100 100 100 100 10
Truck Components.         Axles Spacing Distance (B020)         Truck Axle Count (B252)         Journal Size (A147)         Wheel Diameter (A294)         Stability Device Equipped (B199)         Bolster Component ID (B351)         Sideframe Component ID (B352)         Wheelset Component ID (B350)         Draft System Component ID (B350)         Draft System Component ID (B350)         Draft System Components         Coupler Style (B058)         Inches of Travel (B061)         Draft Gear Group/Cushion Unit Pocket (B562)         Cushion Unit Type (B533)         Cushion Unit Type (B563)         Cushioning Unit Component ID (B351)         Unit Segment Components         Unit Tare Weight (A299)         Unit Load Limit (A300)         Brake System Components         Emergency Brake Valve CID (B354)         Emergency Valve OCFS Date (B567)         Emergency Valve OCFS Date (B567)         Emergency Valve OCTS Date (B567)         Emergency Valve OCTS Date (B564)         Service Valve OEM Warranty Date (B568)         Emergency Valve COTS Date (B564)         Service Valve OEM Warranty Date (B565)         Service Valve OEM Warranty Date (B565)         Service Valve OEM Warranty Date (B565) <td>97 97 97 97 98 98 98 98 98 98 98 98 98 98 99 99 99</td>	97 97 97 97 98 98 98 98 98 98 98 98 98 98 99 99 99
Truck Components.         Axles Spacing Distance (B020)         Truck Axle Count (B252)         Journal Size (A147)         Wheel Diameter (A294)         Stability Device Equipped (B199)         Bolster Component ID (B351)         Sideframe Component ID (B352)         Wheelset Component ID (B352)         Wheelset Component ID (B350)         Draft System Components         Coupler Code (A057)         Coupler Style (B058)         Inches of Travel (B061)         Draft Gear Group/Cushion Unit Pocket (B562)         Cushion Unit Type (B533)         Coupler Component ID (B353)         Cushioning Unit Component ID (B353)         Cushioning Unit Component ID (B353)         Cushioning Unit Component ID (B361)         Unit Segment Components         Unit Tare Weight (A299)         Unit Load Limit (A300)         Brake System Components         Emergency Valve COTS Date (B567)         Emergency Valve OEM Warranty Date (B568)         Emergency Valve OEM Warranty Date (B568)         Emergency Valve OEM Warranty Date (B565)         Service Valve OEM Warranty Date (B56	97 97 97 97 98 98 98 98 98 98 98 98 98 98 99 99 99
Truck Components.         Axles Spacing Distance (B020)         Truck Axle Count (B252)         Journal Size (A147)         Wheel Diameter (A294)         Stability Device Equipped (B199)         Bolster Component ID (B351)         Sideframe Component ID (B352)         Wheelset Component ID (B352)         Wheelset Component ID (B350)         Draft System Components         Coupler Code (A057)         Coupler Style (B058)         Inches of Travel (B061)         Draft System Type (B073)         Draft Gear Group/Cushion Unit Pocket (B562)         Cushion Unit Type (B563)         Coupler Component ID (B353)         Cushioning Unit Component ID (B351)         Unit Tare Weight (A299)         Unit Tare Weight (A299)         Unit Tare Weight (A299)         Unit Load Limit (A300)         Brake System Components         Emergency Valve OTS Date (B567)         Emergency Valve OTS Date (B567)         Emergency Valve OTS Date (B569)         Service Valve OTS Date (B564)         Service Valve OTS Date (B564)         Service Valve OTS Date (B565)         Service Valve OTS Date (B565)         Service Valve OTS Date (B565)         Service Valve OTS Date (B565) <tr< td=""><td>97 97 97 97 98 98 98 98 98 98 98 98 98 99 100 100 100 100 100 100 100 100 100</td></tr<>	97 97 97 97 98 98 98 98 98 98 98 98 98 99 100 100 100 100 100 100 100 100 100
Truck Components.         Axles Spacing Distance (B020)         Truck Axle Count (B252)         Journal Size (A147)         Wheel Diameter (A294)         Stability Device Equipped (B199)         Bolster Component ID (B351)         Sideframe Component ID (B352)         Wheelset Component ID (B352)         Wheelset Component ID (B350)         Draft System Components         Coupler Code (A057)         Coupler Style (B058)         Inches of Travel (B061)         Draft Gear Group/Cushion Unit Pocket (B562)         Cushion Unit Type (B533)         Coupler Component ID (B353)         Cushioning Unit Component ID (B353)         Cushioning Unit Component ID (B353)         Cushioning Unit Component ID (B361)         Unit Segment Components         Unit Tare Weight (A299)         Unit Load Limit (A300)         Brake System Components         Emergency Valve COTS Date (B567)         Emergency Valve OEM Warranty Date (B568)         Emergency Valve OEM Warranty Date (B568)         Emergency Valve OEM Warranty Date (B565)         Service Valve OEM Warranty Date (B56	97 97 97 97 98 98 98 98 98 98 98 98 99 99 99 100 100 100 100 100 100 100 10

# Data Specification Manual

Inspection Performer (PERF)	
Inspection Reporter (REPT)	
Scheduled Due Date (SCDD)	
Location/SPLC (SPLC)	
Air Card Item (L015)	
Air Card Description (L016)	
Air Card Frequency Days (L017)	
Air Brake Test Device (B523)	
Insp Service Valve COTS Date (B570)	
Insp Service Valve OEM Warranty Date (B571)	
Insp Service Valve Part Number (B572)	
Insp Emergency Valve COTS Date (B573)	
Insp Emergency Valve OEM Warranty Date (B574)	
Insp Emergency Valve Part Number (B575)	
Insp Service Valve Location (B576)	
Insp Emergency Valve Location (B577)	

# Data Specification Manual

#### 11 NOTES:

• pendix I for More information Regarding ETC Generation

An alpha numeric code that describes the physical attributes of equipment System Generated Field. This element is not eligible for Input.

Please	Refer	to	App
i iease	Nerei	ω	~hh

Iviaiiit	or way	Service Type	B403
Identif	ies equip	pment Maintenance Of Way function	
Permi	ssible Va	lues for B403	
A1	Box C	ar	
B1	Ballas	t Car	
C1	Crane		
C2		e / Boom Support Car	
D1		Side Dump Car	
F1	Flat C		
F2		Way Equipment Carrier	
F3 F4	Ramp	Vheel Sets	
г4 G1	Gond		
L1		oad Up	
P1	Plow		
R1		ed Rail Flat Car	
S1	Shovi	ng Platform	
S2	Scale	Test Car	
T1	Cross	Tie Car	
T2	Track	Panel Car	
Т3		h Panel Car	
T4		ng Car	
T5		Training Car	
T6		l Fuel Tender	
Т7 то		r Fuel Tender	
Т8 R2		Geometry Car ed Rail Gondola Car	
Built D	ate <i>Mar</i>	ndatory	BLDT
The da	te the co	onstruction of the equipment is complete	•
יו הזגנו	Confide	ential. Used for Transportation Codes. Affects F	Rating, Value doe
		ential. Used for Transportation Codes. Affects F forward for Single Clone / Multi-Clone.	Rating. Value doe
r	ot carry	forward for Single Clone / Multi-Clone.	Rating. Value doe
r <b>Range</b>	ot carry	•	Rating. Value doe
r Range Mini	ot carry of Value mum	forward for Single Clone / Multi-Clone. es for BLDT	Rating. Value doo
r Range <u>Mini</u> 1/1/2	ot carry of Value mum 1900	forward for Single Clone / Multi-Clone. es for BLDT Maximum	Rating. Value doo
r Range <u>Mini</u> 1/1/2 Valida	ot carry of Value mum 1900 tion Rule	forward for Single Clone / Multi-Clone. es for BLDT Maximum 12/31/9999	Rating. Value do
r Range Mini 1/1/2 Valida -Bi -Bi	ot carry of Value mum 1900 tion Rule uilt Date uilt Date	forward for Single Clone / Multi-Clone. es for BLDT Maximum 12/31/9999 e for BLDT must be within the last 99 years must not be in the future for equipment in Acti	ive Status
r Range <u>Mini</u> 1/1/: Valida -Bu -Bu	ot carry of Value mum 1900 tion Rule uilt Date uilt Date	forward for Single Clone / Multi-Clone. es for BLDT Maximum 12/31/9999 e for BLDT must be within the last 99 years must not be in the future for equipment in Acti target equipment's Built Date (BLDT) must mate	ive Status
r Range <u>Mini</u> 1/1/1 Valida -Bi -Bi -Pi	ot carry of Value mum 1900 tion Rule uilt Date uilt Date ior and t resten	forward for Single Clone / Multi-Clone. es for BLDT Maximum 12/31/9999 e for BLDT must be within the last 99 years must not be in the future for equipment in Acti target equipment's Built Date (BLDT) must mate ciling	ive Status ch for
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r Range <u>Mini</u> 1/1/ Valida -Bi -Bi -Pi -Bi	ot carry of Value mum 1900 tion Rule uilt Date ior and f resten uilt Date Date (I	forward for Single Clone / Multi-Clone. es for BLDT Maximum 12/31/9999 e for BLDT must be within the last 99 years must not be in the future for equipment in Acti target equipment's Built Date (BLDT) must mate ciling cannot be updated within 30 days of the End o	ive Status ch for
r Range <u>Mini</u> 1/1/ Valida -Bi -Bi -Bi -Bi	ot carry of Value mum 1900 tion Rule Jilt Date Jilt Date resten Jilt Date Date (I S:	forward for Single Clone / Multi-Clone. es for BLDT Maximum 12/31/9999 e for BLDT must be within the last 99 years must not be in the future for equipment in Acti target equipment's Built Date (BLDT) must mate ciling cannot be updated within 30 days of the End or B078)	ive Status ch for
r Range <u>Mini</u> 1/1// Valida -Bi -Bi -Bi -Bi -Bi	ot carry of Value mum 1900 ition Rule Jilt Date Jilt Date ior and to resten Jilt Date Date (I S: a is publ	forward for Single Clone / Multi-Clone. es for BLDT Maximum 12/31/9999 e for BLDT must be within the last 99 years must not be in the future for equipment in Acti target equipment's Built Date (BLDT) must mate ciling cannot be updated within 30 days of the End of B078) ic for railroad marked equipment.	ive Status ch for
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r Range Mini 1/1// Valida -Br -Br -Br -Br -Br • Dat • For Rebuil	ot carry of Value mum 1900 tion Rule Jilt Date Jilt Date ior and f resten Jilt Date Date (I S: a is publ connect t / ILS D	forward for Single Clone / Multi-Clone. es for BLDT Maximum 12/31/9999 e for BLDT must be within the last 99 years must not be in the future for equipment in Acti target equipment's Built Date (BLDT) must mate ciling cannot be updated within 30 days of the End or B078) ic for railroad marked equipment. red unit cars report the oldest car in the set.	ive Status ch for f Service
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r Range <u>Mini</u> 1/1/2 Valida -Bi -Bi -Bi -Bi -Bi -Bi -Bi -Bi -Bi -Bi	ot carry of Value mum 1900 tion Rule uilt Date ior and f resten uilt Date Date (I i: a is publ connect t / ILS D te the re Confide Clone. of Value	forward for Single Clone / Multi-Clone. es for BLDT Maximum 12/31/9999 e for BLDT must be within the last 99 years must not be in the future for equipment in Acti target equipment's Built Date (BLDT) must mate ciling cannot be updated within 30 days of the End o B078) ic for railroad marked equipment. ed unit cars report the oldest car in the set. ate e-construction of the equipment is complete ential. Value does not carry forward for Single C es for RBDT	ive Status ch for f Service RBDT
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- 84 -=Conditionally Mandatory June 2024 Mandatory A=Used in ETC Generation = Affects Rating



PRID

B122

B082

# Data Specification Manual

#### NOTES:

- Railroad cars -- applicable only to cars meeting status as provided in both STB Accounting Rules, and the AAR Mechanical Interchange Rule 88, Office Manual.
- Private cars -- applicable to all cars meeting AAR Mechanical Interchange ٠ Rule 88, Section C, Office Manual and Sections A and B of the Field Manual.
- For connected unit cars report the oldest car in the set. Do not report Rebuilt

Date unless car has been approved by the AAR.	Prior Equipment ID
Rebuilt Flag RBFL	The previous reporting mark and number of the equipment
Identifies the equipment is nearing its end of life cycle	Value does not carry forward for Single Clone / Multi-Clone. Validation Rule for PRID
Data is Confidential. System Generated Field. This element is not eligible for Input. Permissible Values for RBFL N No Y Yes	-Prior and target equipment's Built Date (BLDT) must match -The Prior Equipment ID (0001) must belong to the same or Equipment Group (0002) as the current car initial and n
	NOTES:     Prior ID enables equipment records to share the same histori
Owner Mandatory UMOW	Equipment Identification Number (EIN) is a generated id that
Primary reporting mark of the railroad or private company owning the car $lacksquare$	equipment records to share inspections and transaction histo
Value does not carry forward for Single Clone / Multi-Clone / Single Restencil /	
Multi-Restencil.	Last Update Date
NOTES:	Date of the last Umler element change
<ul> <li>Report the primary reporting mark of the railroad or private company owning the car. When car's lease or lien is held by a bank, trust holder,</li> </ul>	System Generated Field. This element is not eligible for Input.
capital lease company, etc. not having an assigned mark, report the primary reporting mark affiliated with the stenciled reporting mark.	Equipment Add Date
reporting mark annated with the stenened reporting mark.	Date the reporting mark and number was added to the Umler sy
Equipment Group Mandatory 0002	System Generated Field. This element is not eligible for Input.
Identifies the various major car types	Status Change Boacon
Used for Transportation Codes. Affects Rating.	Status Change Reason
	Identifies the reason for the current operational state System Generated Field. This element is not eligible for Input.
Lessee LESE	Forward.
The reporting mark of the company leasing the equipment	Permissible Values for USCR
Value does not carry forward for Single Clone / Multi-Clone / Single Restencil /	I Initial Load
Multi-Restencil.	M Movement
Validation Rule for LESE	O Status Changed Manually
-Umler Owner (UMOW) and Lessee are not allowed to be equal	R Restencil
-Lessee cannot be a child reporting mark	NOTES:
Maintenance Party MNPT	If movement is detected on equipment, status is changed to
The parent reporting mark of the company responsible for the maintenance and repairs of the equipment	<ul> <li>If an equipment record is changed to Active, any prior equipr placed in Inactive status.</li> </ul>
Does not Carry Forward.	
	Status Change Date
Mark Owner Category B201	Identifies the effective date of the current operational state
The company that owns the stenciled mark on the car	System Generated Field. This element is not eligible for Input.
System Generated Field. This element is not eligible for Input. Value does not	Forward.
carry forward for Single Restencil / Multi-Restencil / Equipment Group Change / Add Back.	Extended Service Mandatony
Permissible Values for B201	Extended Service Mandatory
B US Private	A code indicating the eligibility of an increase to the life cycle
C Canadian Private	Used for Transportation Codes. Value does not carry forward fo
F Foreign Private	Multi-Clone.
H Canadian Class II	Permissible Values for A096 1 1st ILS Inspection, additional 5 years of Service
I Canadian Class I	<ol> <li>1 1st ILS Inspection, additional 5 years of Service</li> <li>2 2nd ILS Inspection, additional 5 years of service (10 year</li> </ol>
J Mexican Class I	3 3rd ILS Inspection, additional 5 years of service (15 years
K Canadian Class III	C Built New between January 1, 1964 - June 30, 1974, Cer
M Mexican Private	Years of Service, Built New Before July 1, 1974 & Receive
N US Private Steamship	E Built new from July 1,1974, Qualified for 50 Years Servic
O Canadian Private Steamship	N Built Before January 1, 1964, Qualified for 40 Years Serv
P Mexican Private Steamship	R Rule 88, Rebuilt cars
Q Foreign Private Steamship	U Built between January 1, 1964 - June 30, 1974, Qualified
R US Class II Railroad	eligible for certification for 50 Years Service

- US Class I Railroad U
- US Class III Railroad V
- Mandatory ▲=Used in ETC Generation = Affects Rating

#### =Conditionally Mandatory

## June 2024

- w Mexican Class II Railroad
- Y Mexican Class III Railroad

#### NOTES:

- This value is stored in the Umler Database for informational purposes and is retrieved from the Roadmark Registry.
  - comparable
  - umber
- ical lineage. enables these ory.

ystem

- Active.
- ment record is

Status Change Date	USCT
Identifies the effective date of the current operational state	
System Generated Field. This element is not eligible for Input. Forward.	Does not Carry

Exte	nded Service Mandatory	A096
A co	de indicating the eligibility of an increase to the life cycle	•
Used	for Transportation Codes. Value does not carry forward for Single	e Clone /
	Multi-Clone.	
Pern	nissible Values for A096	
1	1st ILS Inspection, additional 5 years of Service	
2	2nd ILS Inspection, additional 5 years of service (10 years total)	
3	3rd ILS Inspection, additional 5 years of service (15 years total)	
С	Built New between January 1, 1964 - June 30, 1974, Certified for	or 50
	Years of Service, Built New Before July 1, 1974 & Received AAR	Waiver
F	Built new from July 1, 1974, Qualified for 50 Years Service	

- e
- ice
- for 40 Years & eligible for certification for 50 Years Service

USCR

	•		ŝ
Generated Field.	This element is not eligible for Input.	Does not Carry	
rward.			



B137

A070

# **Data Specification Manual**

V Car is certified (FRA Waiver & AAR) for 65 years of service from date built new from January 1, 1964

#### Validation Rule for A096

- -If Rebuilt Date (RBDT) is reported, then the Extended Service Code (A096) must be reported as R for Rebuilt, V, 1, 2, or 3 for Increased Life Service
- -Extended Service Code of C cannot be reported if the car was built before January 1, 1964 or on/after July 1, 1974
- -Extended Service Code of E cannot be reported if the car was built before July 1, 1974
- -Extended Service Code of N cannot be reported if the car was built on/after January 1, 1964
- -Extended Service Code of U cannot be reported if the car was built before January 1, 1964 or on/after July 1, 1974

#### NOTES:

Mandatory

▲=Used in ETC Generation

- Value is used to calculate End of Service Date (B078).
- Rebuilt Date (RBDT) is required for Extended Service Code (A096) R for Rebuilt, or V for 65 years service.
- Rebuilt Date (RBDT) is required for Extended Service Code (A096) 1, 2, 3, and V for Increased Life Service.

End of Service Date B078	Indicates the rate type applicable to the unit
Indicates the date of the end of equipment life	System Generated Field. Used for Transportation element is not eligible for Input. Does not
Data is Confidential. System Generated Field. This element is not eligible for Input.	Permissible Values for A070 0 Zero-Rated Due to Conflict Errors
NOTES:	6 Zero-Rated - Scrap (S_,SX), AAR Overage
Data becomes non-confidential two years prior to End of Service Date.	Conflict - CHR 1/Tarriff 6007 (XZ). Zero-F to Zero Rate [See Private Zero Rate (B15
Equipment Identification EINN	NOTES:
Unique equipment identifier regardless of stenciled mark	If unit is zero-rated, correction of conflicts wi
System Generated Field. This element is not eligible for Input.	indicator code.
NOTES:	
• Specify the Prior ID (PRID) on equipment records to ensure the historical	First Movement Date
lineage is preserved. Equipment with the same EIN share history and inspections.	The first movement date under the stenciled ma
inspections.	This element is not eligible for Input. Does not (
Info Conflict Status B355	Equipment Add Company
Indicates that an Informational Conflict exists on the Equipment record	The reporting mark of the company that added
System Generated Field. This element is not eligible for Input. Value does not	System Generated Field. This element is not elig
carry forward for Single Clone / Multi-Clone.	System Generated Field. This element is not eng
Conflict Status B050	Registration Reason
Identifies the escalation level of equipment in active conflict	The code indicating the reason this equipment is
System Generated Field. This element is not eligible for Input. Value does not	Does not Carry Forward.
carry forward for Add Back.	Permissible Values for B174
Permissible Values for B050	A Add-Back N New P Pending Restencil R Restencil
1 Subject to Zero-Rating	P Pending Restencil R Restencil
2 Subject to Restricted in Interchange	Postoneil Program Ind
3 Subject to Deletion	Restencil Program Ind
NOTES:	Identifies the equipment is under a restencil pro
Subject to Zero-Rating, goes into effect 30 days after Conflict Status occurs	Permissible Values for B177
<ul> <li>Subject to Restricted in Interchange, goes into effect 90 days after Conflict Status occurs</li> </ul>	Y Yes
Subject to Deletion, goes into effect 365 days after Conflict Status occurs	Delete Reason Code
Date of Original Conflict B063	A code that designates the reason the equipment
The date the equipment was originally placed in the current conflict	Value does not carry forward for Add Back. Permissible Values for B064
System Generated Field. This element is not eligible for Input.	A Restenciled
system denerated field. This element is not eligible for input.	D Destroyed or wrecked
Next Conflict Status B135	L Lease terminated, removed from fleet
Identifies the next escalation level of an equipment in active conflict	P Retired unserviceable beyond economic
System Generated Field. This element is not eligible for Input. Value does not	R Rebuilt
carry forward for Add Back.	S Sold Serviceable
	W Over age retired for dismantling
Permissible Values for B135	Y Error, reporting did not exist

= Affects Rating

- 86 -

=Conditionally Mandatory

- 1 Subject to Zero-Rating
- 2 Subject to Restricted in Interchange
- 3 Subject to Deletion

#### NOTES:

- Subject to Zero-Rating, goes into effect 30 days after Conflict Status occurs • Subject to Restricted in Interchange, goes into effect 90 days after Conflict
- Status occurs
- Subject to Deletion, goes into effect 365 days after Conflict Status occurs

#### **Notice Indicator**

Identifies equipment in error in Umler Notice Management

System Generated Field. This element is not eligible for Input.

#### **Conflict Status Next Date** B062

# The date the conflict status will be escalated

System Generated Field. This element is not eligible for Input. Value does not carry forward for Add Back.

Rate indicator	A070
Indicates the rate type applicable to the unit	
System Generated Field. Used for Transportation Codes. Af element is not eligible for Input. Does not Carry Forwate Permissible Values for A070         0       Zero-Rated Due to Conflict Errors         6       Zero-Rated - Scrap (S_,SX), AAR Overage (XA), FRA Overage (XA	ard. verage (YA), Umler
<ul> <li>NOTES:</li> <li>If unit is zero-rated, correction of conflicts will reinstate the indicator code.</li> </ul>	he appropriate rate
First Movement Date	USAT
The first movement date under the stenciled mark of the eq	uipment
This element is not eligible for Input. Does not Carry Forwar	rd.
Equipment Add Company	B083
The reporting mark of the company that added the equipme	ent
System Generated Field. This element is not eligible for Inpu	ut.
Registration Reason	B174
The code indicating the reason this equipment is added	
Does not Carry Forward. Permissible Values for B174 A Add-Back N New P Pending Restencil R Restencil	
Restencil Program Ind	B177
Identifies the equipment is under a restencil program	
Permissible Values for B177 Y Yes	
Delete Reason Code	B064
A code that designates the reason the equipment has been of	deleted
Value does not carry forward for Add Back.	
Permissible Values for B064	
A Restenciled D Destroyed or wrecked	
D Destroyed or wrecked L Lease terminated, removed from fleet	
P Retired unserviceable beyond economic repair	
R Rebuilt	



A259

# **Data Specification Manual**

A266

#### 7 Other

Non-Compliant Wheelsets	B544
Equipment record is incomplete and has a missing wheelset compone association. Refer to AAR Field Manual Rule 44 for industry require	
System Generated Field. This element is not eligible for Input. Value carry forward for Single Clone / Multi-Clone.	does not

- -A Wheelset Component ID is required for each applicable location on equipment built on or after January 1, 2016
- -A Wheelset Component ID is required for each applicable location on equipment rebuilt on or after January 1, 2016 and Gross Rail Load (A266) is greater than 268,000 lbs

#### NOTES:

Gross

The m

Range

rep

- A "Y" will be system generated if the equipment is active and the number of Wheelset CID's required is not equal to the Axle Count (A024) on the equipment
- Validation rule applies to equipment that has been in Active status for 60 days

Weight
Rail Load/Weight
naximum permissible weight on rail of the equipment and the load
ported in pounds
e of Values for A266
• • • • • • • • • • • • • • • • • • •

#### Minimum Maximum 9000 1000000

Validation Rule for A266

- -UnStarred 4 Axle Cars with a Journal Size of G must have a Gross Weight equal to 315,000 lbs.
- -Gross Rail Load must be equal to the Load Limit (LDLT) plus the Tare Weight (A259)

#### NOTES:

Use Table 1 below to determine Gross Rail Load, if Qualification for Increased Gross Rail Load (B344) does not exist.

#### TABLE 1 -

Journal Size	Load per Axle	Gross Rail Load for 4-
		axle Equipment
B - 4 1/2" x 8"	25,750 lbs.	103,000 lbs.
C - 5" x 9"	35,500 lbs.	142,000 lbs.
D - 5 1/2" x 10"	44,250 lbs.	177,000 lbs.
E - 6" x 11"	55,000 lbs.	220,000 lbs.
F - 6 1/2" x 12"	65,750 lbs.	263,000 lbs.
G - 7" x 12"	78,750 lbs.	315,000 lbs.
K - 6 1/2" x 9"	71,500 lbs.	263,000 lbs.
M - 7" x 9"	78,750 lbs.	315,000 lbs.

Use Table 2 below to determine Gross Rail Load for 4-axle equipment if Qualification for Increased Gross Rail Load (B344) exists.

# TABLE 2 -

Qualification for Increased Gross Rail Load (B344)	Journal Size	Gross Rail Load
1	K - 6 1/2" x 9"	286,000 lbs.
1	G - 7" x 12"	286,000 lbs.
1	M - 7" x 9"	286,000 lbs.
2	F - 6 1/2" x 12"	286,000 lbs.
2	K - 6 1/2" x 9"	286,000 lbs.
3	F - 6 1/2" x 12"	268,000 lbs.
3	K - 6 1/2" x 9"	268,000 lbs.

• For multi-unit equipment, report the total gross rail load for the entire set.

• Refer to Field Manual Rule 70 if additional information is required.

A Gross Rail Load less than the listed or calculated values may be entered; however:

- Star Code (A247) must be R or S, and
- Load Limit (LDLT) must also be reduced, ensuring Tare Weight (A259) plus Load Limit (LDLT) equals the reported Gross Rail Load.

For equipment having two or more different journal sizes, see following examples:

Example for Drawbar Connected:

- A 3-unit drawbar connected car has 12 axles.
- The end units (Locations A and B) each have 4 axles with E 6" x 11" journals.
- The intermediate unit (Locations C) has 4 axles with F 6 1/2" x 12" journals

Using TABLE 1, the Gross Rail Load would be:

```
8 ea. E-6" x 11" journal axles X 55,000 lbs. per axle =
                                                             440,000 lbs.
+ 4 ea. F-6 1/2" x 12" journal axles X 65,750 lbs. per axle = 263,000 lbs.
                                           Gross Rail Load = 703,000 lbs.
```

Example for Articulated Connected:

- A 5-unit articulated intermodal car has 6 trucks (12 axles).
- The end trucks (Locations A and B) each have 2 axles with E 6" x 11" iournals.
- The intermediate trucks (Locations C, D, E, and F) each have 2 axles with G - 7" x 12" journals

Using TABLE 1, the Gross Rail Load would be:

4 ea. E-6" x 11" journal axles X 55,000 lbs. per axle = 220,000 lbs. + 8 ea. G-7" x 12" journal axles X 78,750 lbs. per axle = 630,000 lbs. Gross Rail Load = 850,000 lbs.

#### **Tare Weight**

The equipment weight on rail when empty, sometimes referred to as Light Weight, reported in pounds

#### Range of Values for A259

Minimum Maximum

16000 500000

Validation Rule for A259

- Tare Weight (A259) value must be reported to the nearest 100 pounds if Weighing Date (A288).

#### NOTES:

- Do not report an average Tare Wt. for car series, except for Pre-Registered cars
- When cars are made active, the actual Tare Wt. must be recorded

Load Limit Mo	andatory	LDLT
The maximum permissible weight of the commodity that can be loaded into the		
equipment, reported in pounds		
Range of Values for LDLT		
Minimum	Maximum	
8000	999900	
NOTES:		
For connected unit cars report the sum of the load limits for all units in the		

set.

#### Weighing Status Mandatory A289 Indicates the weight information is an estimate or an actual measurement Value does not carry forward for Single Clone / Multi-Clone.



# **Data Specification Manual**

- Permissible Values for A289
- Actual А
- F Estimated
- Verified correct Tare Weight V
- Tare Weight subject to verification (System Generated) Х

#### Validation Rule for A289

-Equipment cannot be within a series of 10 with identical Tare Weights (A259), refer to Appendix P for further information on resolving tare weight conflicts

#### Weighing Date

A288

Δ247

The date the equipment was actually weighed Value does not carry forward for Single Clone / Multi-Clone.

# **Range of Values for A288**

Minimum Maximum

1/1/1900 12/31/9999

#### Validation Rule for A288

-If Weighing Date is reported the Tare Weight (A259) must be reported -When Weighing Date is reported then Weighing Status (A289) must be A

- (Actual) or V (Verified)
- -If Weighing Status (A289) is A (Actual) or V (Verified correct Tare Weight) then Weighing Date must be reported
- -Weighing Date must be on or before the current date
- -Weighing Date cannot be before Built / Rebuilt date

Cubic Feet Capacity	A067
The maximum interior cubic feet capacity of the equipment	

#### NOTES:

For connected unit cars report the sum of all units cubic capacity.

Star Code
-----------

Indicates a reduction of the Load Limit (LDLT) of the equipment per AAR Rule 70

#### Affects Rating.

- Permissible Values for A247
- R Body Capacity less than Truck Capacity
- S Reduced Load Limit

#### Validation Rule for A247

- -4-axle Cars with Star Codes of S or R must not exceed Gross Weight of 263,000 lbs. when Journal Size is A, B, C, D, or E
- -Journal Sizes having Star Code of S must have a Gross Weight that is less than the calculated Gross Weight with rounding applied
- -UnStarred 4 Axle Cars reporting Increased Gross Rail Load (IGRL) of 2 or 3 must have a Gross Weight greater than or equal to 264,000 lbs.
- -Starred 4 axle cars with IGRL of 1 must have a Wheel Size of 36 inches when Gross Weight is less than 286,000 lbs.
- -Starred 4 Axle Cars with Increased Gross Rail Load (IGRL) reported must have a Journal Size of K, G, or M

Qual for Inc GRL B344	Outside Length Mandatory	OSLG	
AAR qualification for increased Rail Load Code designating AAR approval for	The outside length over pulling faces of couplers in normal position	•	
operating 4-axle equipment at a gross rail load greater than 263,000 lbs per	Affects Rating. Displayed in feet and inches on the Web. Stored in	inches.	
AAR Rule 88	Range of Values for OSLG		
Permissible Values for B344	Minimum Maximum		
1 Rule 88 IGRL Code 1 (> 263,000 lbs. and <= 286,000 lbs. GRL per AAR	13 ft 0 inches 225 ft 0 inches		
Specification S-286)	NOTES:		
2 Rule 88 IGRL Code 2 (> 263,000 lbs. and <= 286,000 lbs. GRL)	• For connected unit cars report the maximum coupled length of the set.		
3 Rule 88 IGRL Code 3 (> 263,000 lbs. and <= 268,000 lbs. GRL)	<ul> <li>Round fraction to the higher inch, e.g., 05 1/4" = 06"</li> </ul>		
Validation Rule for B344			
-4-axle Cars reporting Increased Gross Rail Load (IGRL) of 3, or reporting	Outside Extreme Width Mandatory	A186	
IGRL of 1 or 2 and having an S Star Code must have a Gross Weight	The outside extreme width of the equipment	•	
that does not exceed 286,000 lbs. -4-axle Cars with Increased Gross Rail Load (IGRL) of 2 or 3 must have a	Displayed in feet and inches on the Web. Stored in inches.		
Journal Size of F or K	Range of Values for A186		
-4-axle Rule 88 Cars require a Wheel Size of 36 or 38 inches for Gross	Minimum Maximum		
Weight greater than 263,000 and less than or equal to 286,000 lbs.	7 ft 0 inches 11 ft 10 inches		
	Validation Rule for A186		

June 2024 Mandatory ▲=Used in ETC Generation = Affects Rating - 88 -=Conditionally Mandatory

- -4-axle Cars with Increased Gross Rail Load (IGRL) of 1 or 2 having no Star Code and a Journal Size of other than F or K, must have a Gross Weight greater than or equal to 263,000 lbs. and less than or equal to 286,000 lbs.
- -4-axle equipment with Increased Gross Rail Load (IGRL) of 1 and having no Star Code (A247) must have a Journal Size (A147) of G, K, or M
- -4-axle equipment having Qualification for Increased Gross Rail Load of 2 or 3 must have a Journal Size (A147) of F or K
- -Unstarred 4 Axle Cars with Increased Gross Rail Load of 2 or IGRL of 1 and Journal Size K must have a Wheel Size of 36 inches
- -Unstarred 4 Axle Cars with GRL of 315,000 and no IGRL reported and Unstarred cars with Journal Size of G or M must have a Wheel Size of 38 inches
- -Unstarred 4 axle cars must report Qualifications for Increased GRL if the GRL is between 263,000 and 315,000

# Dimension

Dimension			
Plate Code Mandatory A046			
Indicates the extreme height and width clearance of the equipment			
Permissible Values for A046			
B Plate Code B			
C Plate Code C			
E Plate Code E			
F Plate Code F			
G Clearance Code G			
H Plate Code H			
J Plate Code J			
K Plate Code K			
L Plate Code L			
M Plate Code M			
N Plate Code N NOTES:			
<ul> <li>For a description of Plate Codes, please see Appendix J at the back of this</li> </ul>			
<ul> <li>For a description of Plate Codes, please see Appendix 3 at the back of this manual.</li> </ul>			
<ul> <li>Report B: If clearance does not exceed Plate B</li> </ul>			
<ul> <li>Report D. If clearance does not exceed rate D</li> <li>Report C: If clearance is greater than Plate B. but does not exceed Plate</li> </ul>	r		
<ul> <li>Report E: If clearance is greater than Plates B and C, but does not exceed</li> </ul>			
Plate E.	•		
<ul> <li>Report F: If clearance is greater than Plates B, C and E, but does not exceed Plate F</li> </ul>			
<ul> <li>Report G: If clearance exceeds Plates B, C, E, F. and N.</li> </ul>			
<ul> <li>Report N: If clearance is greater than Plates B, C, E, and F, but does not</li> </ul>			
exceed Plate N.			
• There is no AAR Plate G. Clearance Code G is included in Umler to represent equipment that does not fit any existing AAR clearance plates.			
<ul> <li>For ARTICULATED/MULTI-UNIT SET report the most restrictive clearance</li> </ul>			
plate of UNIT in the set.			
Outside Length Mandatory OSLG			
The outside length over pulling faces of couplers in normal position			
Affects Rating. Displayed in feet and inches on the Web. Stored in inches.			
Range of Values for OSLG			
Minimum Maximum			
13 ft 0 inches 225 ft 0 inches			
NOTES:			
• For connected unit cars report the maximum coupled length of the set.			
<ul> <li>Round fraction to the higher inch, e.g., 05 1/4" = 06"</li> </ul>			
Outside Eutreme Width Mandatony			
Outside Extreme Width Mandatory A186			

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- -Outside Extreme Width must not exceed 10 feet 8 inches for Plate Codes B, C, E, F, or N
- -Outside Extreme Width (A186) for Plate Code A must not be less than 10 feet 8 inches.
- -Outside Extreme Width (A186) for Plate Code A must not exceed 10 feet 10 inches.

#### NOTES:

- For connected unit cars report the dimension of the largest unit in the set.
- Round fraction to the higher inch, e.g., 05 1/4" = 06"

Outside Extreme Height			A185
Height from top of rail to extreme projecting height			
Displayed in feet	and inches on the	e Web. Stored in inches.	
Range of Values	for A185		
Minimum	Maximum		
2 ft 0 inches	21 ft 0 inches		
Validation Rule f	or A185		
-Outside Extr	eme Height for Pl	ate Codes A, B, or H must be	e less than or
equal to	15 feet 1 inch		
-Outside Extreme Height for Plate Codes C or I must be less than or equal			s than or equal
to 15 feet 6 inches			
-Outside Extreme Height for Plate Code E must be less than or equal to 15			
feet 9 inches			
-Outside Extreme Height for Plate Code F must be less than or equal to 1			n or equal to 17
feet 0 inch			
-Outside Extreme Height for Plate Code N must be less than or equal to 1			n or equal to 17
feet 1 inch			
NOTES:			
• For connected unit cars report the dimension of the largest unit in the set.			
<ul> <li>Round fraction to the higher inch, e.g., 05 1/4" = 06"</li> </ul>			
Outside Height E	xtr Width		A187

A187 The highest point at which the extreme width of the equipment occurs Displayed in feet and inches on the Web. Stored in inches. Range of Values for A187 Minimum Maximum 1 ft 0 inches 18 ft 0 inches Validation Rule for A187 -Outside Extreme Width (A186) for Plate Codes B must not exceed 10 feet 8 inches if Outside Height Extreme Width is 13 feet 10 inches or less -Outside Extreme Width (A186) for Plate Codes B must not exceed 10 feet 7 inches if Outside Height Extreme Width is 13 feet 11 inches -Outside Extreme Width (A186) for Plate Codes B must not exceed 10 feet 6 inches if Outside Height Extreme Width is 14 feet 0 inches -Outside Extreme Width (A186) for Plate Codes B must not exceed 10 feet 4 inches if Outside Height Extreme Width is 14 feet 1 inches -Outside Extreme Width (A186) for Plate Codes B must not exceed 10 feet 3 inches if Outside Height Extreme Width is 14 feet 2 inches -Outside Extreme Width (A186) for Plate Codes B must not exceed 10 feet 2 inches if Outside Height Extreme Width is 14 feet 3 inches -Outside Extreme Width (A186) for Plate Codes B must not exceed 10 feet 0 inches if Outside Height Extreme Width is 14 feet 4 inches -Outside Extreme Width (A186) for Plate Codes B must not exceed 9 feet 9 inches if Outside Height Extreme Width is 14 feet 5 inches -Outside Extreme Width (A186) for Plate Codes B must not exceed 9 feet 5 inches if Outside Height Extreme Width is 14 feet 6 inches -Outside Extreme Width (A186) for Plate Codes B must not exceed 9 feet 2 inches if Outside Height Extreme Width is 14 feet 7 inches -Outside Extreme Width (A186) for Plate Codes B must not exceed 8 feet 10 inches if Outside Height Extreme Width is 14 feet 8 inches -Outside Extreme Width (A186) for Plate Codes B must not exceed 8 feet 6 inches if Outside Height Extreme Width is 14 feet 9 inches -Outside Extreme Width (A186) for Plate Codes B must not exceed 8 feet 3 inches if Outside Height Extreme Width is 14 feet 10 inches -Outside Extreme Width (A186) for Plate Codes B must not exceed 7 feet

11 inches if Outside Height Extreme Width is 14 feet 11 inches

-Outside Extreme Width (A186) for Plate Codes B must not exceed 7 feet 6 inches if Outside Height Extreme Width is 15 feet 0 inches -Outside Extreme Width (A186) for Plate Codes B must not exceed 7 feet 4 inches if Outside Height Extreme Width is 15 feet 1 inches -Outside Extreme Width (A186) for Plate Codes C must not exceed 10 feet 8 inches if Outside Height Extreme Width is 14 feet 3 inches or less -Outside Extreme Width (A186) for Plate Codes C must not exceed 10 feet 7 inches if Outside Height Extreme Width is 14 feet 4 inches -Outside Extreme Width (A186) for Plate Codes C must not exceed 10 feet 6 inches if Outside Height Extreme Width is 14 feet 5 inches -Outside Extreme Width (A186) for Plate Codes C must not exceed 10 feet 4 inches if Outside Height Extreme Width is 14 feet 6 inches -Outside Extreme Width (A186) for Plate Codes C must not exceed 10 feet 3 inches if Outside Height Extreme Width is 14 feet 7 inches -Outside Extreme Width (A186) for Plate Codes C must not exceed 10 feet 2 inches if Outside Height Extreme Width is 14 feet 8 inches -Outside Extreme Width (A186) for Plate Codes C must not exceed 10 feet 0 inches if Outside Height Extreme Width is 14 feet 9 inches -Outside Extreme Width (A186) for Plate Codes C must not exceed 9 feet 9 inches if Outside Height Extreme Width is 14 feet 10 inches -Outside Extreme Width (A186) for Plate Codes C must not exceed 9 feet 5 inches if Outside Height Extreme Width is 14 feet 11 inches -Outside Extreme Width (A186) for Plate Codes C must not exceed 9 feet 2 inches if Outside Height Extreme Width is 15 feet 0 inches -Outside Extreme Width (A186) for Plate Codes C must not exceed 8 feet 10 inches if Outside Height Extreme Width is 15 feet 1 inches -Outside Extreme Width (A186) for Plate Codes C must not exceed 8 feet 6 inches if Outside Height Extreme Width is 15 feet 2 inches -Outside Extreme Width (A186) for Plate Codes C must not exceed 8 feet 3 inches if Outside Height Extreme Width is 15 feet 3 inches -Outside Extreme Width (A186) for Plate Codes C must not exceed 7 feet 11 inches if Outside Height Extreme Width is 15 feet 4 inches -Outside Extreme Width (A186) for Plate Codes C must not exceed 7 feet 8 inches if Outside Height Extreme Width is 15 feet 5 inches -Outside Extreme Width (A186) for Plate Codes C must not exceed 7 feet 4 inches if Outside Height Extreme Width is 15 feet 6 inches -Outside Extreme Width (A186) for Plate Code E must not exceed 10 feet 8 inches if Outside Height Extreme Width is 15 feet 2 inches or less -Outside Extreme Width (A186) for Plate Code E must not exceed 10 feet 6 inches if Outside Height Extreme Width is 15 feet 3 inches -Outside Extreme Width (A186) for Plate Code E must not exceed 10 feet 3 inches if Outside Height Extreme Width is 15 feet 4 inches -Outside Extreme Width (A186) for Plate Code E must not exceed 9 feet 6 inches if Outside Height Extreme Width is 15 feet 5 inches -Outside Extreme Width (A186) for Plate Code E must not exceed 8 feet 8 inches if Outside Height Extreme Width is 15 feet 6 inches -Outside Extreme Width (A186) for Plate Code E must not exceed 7 feet 11 inches if Outside Height Extreme Width is 15 feet 7 inches -Outside Extreme Width (A186) for Plate Code E must not exceed 7 feet 1 inches if Outside Height Extreme Width is 15 feet 8 inches -Outside Extreme Width (A186) for Plate Code E must not exceed 6 feet 3 inches if Outside Height Extreme Width is 15 feet 9 inches -Outside Extreme Width (A186) for Plate Code F must not exceed 10 feet 8 inches if Outside Height Extreme Width is 16 feet 3 inches or less -Outside Extreme Width (A186) for Plate Code F must not exceed 10 feet 7 inches if Outside Height Extreme Width is between 16 feet and 4 inches and 16 feet 6 inches -Outside Extreme Width (A186) for Plate Code F must not exceed 10 feet 6 inches if Outside Height Extreme Width is 16 feet 7 inches -Outside Extreme Width (A186) for Plate Code F must not exceed 10 feet 3 inches if Outside Height Extreme Width is 16 feet 8 inches -Outside Extreme Width (A186) for Plate Code F must not exceed 10 feet 0 inches if Outside Height Extreme Width is 16 feet 9 inches -Outside Extreme Width (A186) for Plate Code F must not exceed 9 feet 8 inches if Outside Height Extreme Width is 16 feet 10 inches -Outside Extreme Width (A186) for Plate Code F must not exceed 9 feet 5 inches if Outside Height Extreme Width is 16 feet 11 inches



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- -Outside Extreme Width (A186) for Plate Code F must not exceed 9 feet 2 inches if Outside Height Extreme Width is 17 feet 0 inches
- -Outside Extreme Width (A186) for Plate Code J must not exceed 10 feet 8 inches if Outside Height Extreme Width is 16 feet 4 inches or less
- -Outside Extreme Width (A186) for Plate Code K must not exceed 10 feet 8 inches if Outside Height Extreme Width is 18 feet 5 inches or less
- -Outside Extreme Width (A186) for Plate Code N must not exceed 10 feet 8 inches if Outside Height Extreme Width (A187) is 16 feet 9 inches or less
- -Outside Extreme Width (A186) for Plate Code N must not exceed 10 feet 6 inches if Outside Height Extreme Width (A187) is 16 feet 10 inches -Outside Extreme Width (A186) for Plate Code N must not exceed 10 feet
- 4 inches if Outside Height Extreme Width (A187) is 16 feet 11 inches -Outside Extreme Width (A186) for Plate Code N must not exceed 10 feet 2 inches if Outside Height Extreme Width (A187) is 17 feet 0 inches
- -Outside Extreme Width (A186) for Plate Code N must not exceed 9 feet 11 inches if Outside Height Extreme Width (A187) is 17 feet 1 inch

#### NOTES:

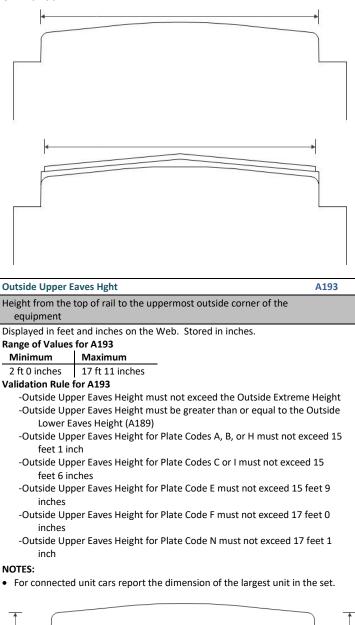
- For connected unit cars report the dimension of the largest unit in the set.
- Round fraction to the higher inch, e.g., 05 1/4" = 06"

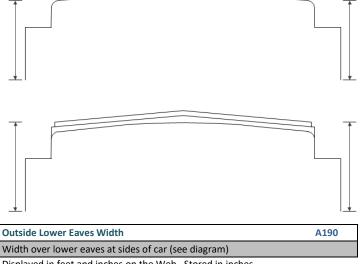
Round fraction	n to the higher inch, e.g., 05 1/4" = 06"	
Outside Upper E	aves Width	A194
	en the outside uppermost corners of the equip	oment
	and inches on the Web. Stored in inches.	
Range of Values		
Minimum	Maximum	
4 ft 0 inches	10 ft 10 inches	
Validation Rule	or A194	
-Outside Upp	er Eaves Width must be less than or equal to t	he Outside
Extreme	Width (A186)	
-Outside Upp	per Eaves Width must be less than or equal to t	he Outside
Lower E	aves Width (A190)	
	per Eaves Width for Plate Code A must not exce	ed 10 feet 10
inches		
	per Eaves Width for Plate Code B, C, E, F, H, or I	must not
	LO feet 8 inches	
	per Eaves Width for Plate Code N must not exce	
	Outside Upper Eaves Height (A193) is 16 feet 9	
	per Eaves Width for Plate Code N must not exce	
	Outside Upper Eaves Height (A193) is 16 feet 1	
	per Eaves Width for Plate Code N must not exce	
	Outside Upper Eaves Height (A193) is 16 feet 1	
	per Eaves Width for Plate Code N must not exce	
inches if	Outside Upper Eaves Height (A193) is 17 feet (	inches

-Outside Upper Eaves Width for Plate Code N must not exceed 9 feet 11 inches if Outside Upper Eaves Height (A193) is 17 feet 1 inch

NOTES:

• For connected unit cars report the dimension of the largest unit in the set





Displayed in feet and inches on the Web. Stored in inches. Range of Values for A190

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## Minimum Maximum

7 ft 0 inches 10 ft 10 inches

## Validation Rule for A190

-Outside Lower Eaves Width must not exceed the Outside Extreme Width (A186)

-Outside Lower Eaves Width for Plate Code A must not exceed 10 feet 10 inches

-Outside Lower Eaves Width for Plate Codes B, C, E, F, H, or I must not exceed 10 feet 8 inches

- -Outside Lower Eaves Width for Plate Code N must not exceed 10 feet 8 inches if Outside Lower Eaves Height (A189) is 16 feet 9 inches or less
- -Outside Lower Eaves Width for Plate Code N must not exceed 10 feet 6 inches if Outside Lower Eaves Height (A189) is 16 feet 10 inches Outside Lower Eaves Width for Plate Code N must not exceed 10 feet 4
- -Outside Lower Eaves Width for Plate Code N must not exceed 10 feet 4 inches if Outside Lower Eaves Height (A189) is 16 feet 11 inches
- -Outside Lower Eaves Width for Plate Code N must not exceed 10 feet 2 inches if Outside Lower Eaves Height (A189) is 17 feet 0 inches
- -Outside Lower Eaves Width for Plate Code N must not exceed 9 feet 11 inches if Outside Lower Eaves Height (A189) is 17 feet 1 inch

#### NOTES:

- Round fraction to the higher inch, e.g., 05 1/4" = 06"
- For connected unit cars report the dimension of the largest unit in the set.

**Outside Lower Eaves Hght** Δ189 Height from top of rail to lower eaves at side of car (see diagrams) Displayed in feet and inches on the Web. Stored in inches. Range of Values for A189 Minimum Maximum 17 ft 11 inches 8 ft 0 inches Validation Rule for A189 -Outside Lower Eaves Height must not exceed the Outside Extreme Height (A185) -Outside Lower Eaves Height for Plate Codes A, B or H must not exceed 15 feet 1 inch -Outside Lower Eaves Height for Plate Codes C or I must not exceed 15 feet 6 inches -Outside Lower Eaves Height for Plate Code E must not exceed 15 feet 9 inches -Outside Lower Eaves Height for Plate Code F must not exceed 17 feet 0 inches -Outside Lower Eaves Height for Plate Code N must not exceed 17 feet 1 inch NOTES: Round fraction to the higher inch, e.g., 05 1/4" = 06" For connected unit cars report the dimension of the largest unit in the set. **Inside Length** Δ135 The inside length of the equipment from end to end inside walls, linings, and permanent bulkheads Displayed in feet and inches on the Web. Stored in inches.

#### Range of Values for A135

Minimum	Maximum	
19 ft 0 inches	99 ft 3 inches	
Validation Rule for A135		
Instale Leweth /Instale Distingues Lew		

-Inside Length/Inside Platform Length must be less than or equal to Outside Length (OSLG)

NOTES:

- Round fraction to the lower inch, e.g., 05 1/4" = 05"
- For connected unit cars report the shortest dimension of a unit in the set.

Inside Width

The inside width of the equipment from side walls and linings

Displayed in feet and inches on the Web. Stored in inches.

# Range of Values for A138

Minimum Maximum

4 ft 0 inches 12 ft 6 inches

Validation Rule for A138

-Inside Width/Inside Platform Width must not exceed Outside Extreme Width NOTES:

• For connected unit cars report the shortest dimension of a unit in the set.

# Inside Height A133 The inside height of the equipment from the floor to the top of the side, or to the lowest point of the interior ceiling Sinch and a s

Displayed in feet and inches on the Web. Stored in inches.

# Range of Values for A133

Minimum Maximum

1 ft 0 inches 15 ft 10 inches

Validation Rule for A133

-Inside Height must not exceed Outside Extreme Height (A185)

NOTES:

• For connected unit cars report the shortest dimension of a unit in the set.

Truck Center Leng	gth	A276
The length between the centers of the two truck systems		
Affects Rating. Displayed in feet and inches on the Web. Stored in inches. Range of Values for A276		
Minimum	Maximum	
15 ft 0 inches	76 ft 11 inches	

#### Validation Rule for A276

- -Truck Center Length is required for cars with an Outside Length of greater than 62 feet 6 inches
- -Truck Center Length must be a minimum of 15 feet for cars with an Outside Length greater than 62 feet 6 inches

# 

• For connected unit cars report the dimension of the largest unit in the set.

Platform Hght Above Rail A19				
Describes the platform height above the rail in inches				
Used in ETC Generation. Displayed in feet and inches on the Web. Stored in				
inches.				
Range of Values for A192				
Minimum	Maximum			
2 ft 0 inches	8 ft 10 inches			

#### Validation Rule for A192

-Platform Height cannot be greater than Outside Height

NOTES:

A138

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 EXCEPTIONS: For bi-level and tri-level flat cars, measurement is from top of rail to top of floor of lower deck. Feet in Pos. 45-46, inches in Pos. 47-48. Round fraction to the higher inch, e.g., 05 1/4" = 06". This field must agree relationally for V\_\_\_\_ Equipment Type Codes and P\_\_\_\_.

P	MINIMUM—1ft 1in MAXIMUM—4ft
	9in
Q	MINIMUM—10in MAXIMUM—4ft
S	MINIMUM-10in MAXIMUM-4ft
All F except F_3_ and F_6_	MINIMUM—2ft MAXIMUM—5ft 11in
All F_3_, F_6_ and F_9_	MINIMUM—2ft MAXIMUM—8ft 11in
Q8	MINIMUM—2ft 6in MAXIMUM—5ft
P1, P2, P5, P6	MINIMUM—2ft MAXIMUM—3ft 3in
P3, P4, P7, P8	MINIMUM—3ft 4in MAXIMUM—5ft
	11in
P9	MINIMUM—3ft 2in MAXIMUM—3ft
	2in
Q_1_	MINIMUM—2ft MAXIMUM—2ft 8in

 See diagram below for place of measurement on depressed cars (Equipment Type Code F\_3\_, F\_9) and well cars (Equipment Type Code F\_6\_).

Mandatory Sector Se



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			CC Side Bearing Type	A146
			Indicates the travel range of the constant contact side be	
	KO) (Over	KO)	equipment	
			Permissible Values for A146	
			LC Long Travel Constant Contact	
Bulkhead Top	o Width	B038	SC Short Travel Constant Contact Validation Rule for A146	
Describes the	width of the bulkhead		-Equipment having Qualification for Increased Gross Ra	ail Load (B344) of 1
	ot carry forward for Equipment Group Change.		must have Constant Contact Side Bearing Type of	
Range of Valı Minimum	ues for B038 Maximum		Г	
25	139		Empty/Load Device Eqpd	B075
20			Indicates a system that determines if the equipment is en	mpty or loaded, and
Bulkhd Heigh	t Abov Pltfrm	B035	then varies the braking forces accordingly Permissible Values for B075	
Describes the	height of the bulkhead		Y Yes	
	ot carry forward for Equipment Group Change.			
-	ues for B035		Body Material	A030
Minimum 36	Maximum 195		The material that composes the body of the equipment	
50			Permissible Values for A030	
	Specification		01 Aluminum 04 Combination	
ruck Count	opeenication	8256	09 Fiberglass Reinforced Composite	
	nber of trucks on the equipment	B256	18 Stainless Steel	
	rated Field. This element is not eligible for Input.		19 Standard Steel	
•	ues for B256		30 Wood	
Minimum	Maximum		Center of Gravity Empty	A045
1	30		When empty, indicates the height from Top of Rail to the	
			Range of Values for A045	center of drawity
Axle Count N		A024	Minimum Maximum	
	hber of axles on the equipment	•	22 80	
Minimum	ues for A024 Maximum		Validation Rule for A045	tor lonuor 1 2012
2	999		-All cars that exceed Plate Code (A046) C built on or aft must report Center of Gravity (Empty Car)	ter January 1, 2012
/alidation Ru	le for A024			
	nt for an articulated car must be greater than or equal	to	Remote Monitoring Device	B176
	nected Unit Count (A020) x 2) + 2) Int for a draw bar connected car must be greater than (	or equal to	Indicates the equipment is equipped with a location mor	nitoring device
	nected Unit Count (A020) x 4)	si equal to	Permissible Values for B176	
-Total Axl	e Count must match sum of truck axle counts		Y Yes N No	
			N NO	
	ng Type Mandatory	B191	Auto Unload Device Equip	B224
	wheel bearing code for the equipment	•	Identifies whether non-covered Hoppers have an automa	atic unloading device
Affects Rating	ع. /alues for B191		Permissible Values for B224	
P Plain	R Roller		Y Yes	
/alidation Ru				
	n Plain Bearings will have a Transportation Code (TCOD		Connected Unit Count	A020
	sportation Condition Code (TCCD) of either YA, S_, SX, of ent cannot have Plain Bearings if Built Date (BLDT) is on		Indicates the number of units within an articulated or mu	ulti-unit equipment
_=nunma	ary 1, 1993	of after	Affects Rating. Range of Values for A020	
			Minimum Maximum	
			2 45	
Janua	ded From HBD	B021	Validation Dula fan A020	
Janua Bearing Shiel	ded From HBD bearing is shielded from the hot box detector on the e	-	Validation Rule for A020	
Janua Bearing Shiel ndicates the Permissible V		-	-Connected Unit Count must equal the number of Ur	-
Janua Bearing Shiel ndicates the	bearing is shielded from the hot box detector on the e	-	<ul> <li>-Connected Unit Count must equal the number of Ur</li> <li>-Unit Segment Component elements must not be rep</li> </ul>	-
Janua Bearing Shiel ndicates the Permissible V Y Yes	bearing is shielded from the hot box detector on the e /alues for B021	quipment	-Connected Unit Count must equal the number of Ur	oorted if the Connecte
Janua Bearing Shiel ndicates the Permissible V Y Yes Brake Shoe T	bearing is shielded from the hot box detector on the e /alues for B021 ype Mandatory	-	-Connected Unit Count must equal the number of Ur -Unit Segment Component elements must not be rep Unit Count is not reported	oorted if the Connecte
Janua Bearing Shiel ndicates the Permissible V Y Yes Brake Shoe T ndicates the	bearing is shielded from the hot box detector on the e /alues for B021 ype Mandatory type of brake shoe on the equipment	quipment	<ul> <li>-Connected Unit Count must equal the number of Ur</li> <li>-Unit Segment Component elements must not be rep</li> <li>Unit Count is not reported</li> <li>-Unit Segment Component elements must be reported</li> <li>Count is reported</li> </ul>	oorted if the Connecte
Janua Bearing Shiel ndicates the Permissible V Y Yes Brake Shoe T ndicates the Permissible V	bearing is shielded from the hot box detector on the e /alues for B021 ype Mandatory	quipment	-Connected Unit Count must equal the number of Ur -Unit Segment Component elements must not be rep Unit Count is not reported -Unit Segment Component elements must be reporte	oorted if the Connecter ed if Connected Unit B115

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=Conditionally Mandatory



**B030** 

# Data Specification Manual

A182

B327

**B328** 

5

# Permissible Values for B115

- A Articulated Connector
- D Drawbar Connector

#### Validation Rule for B115

 -Intermediate Connector Style is required for multi-unit equipment
 -Intermediate Connector Style must not be reported for single unit equipment

#### **Operating Brakes** *Mandatory*

The number of air brake control valves on the equipment (excludes hand brakes). One control valve consists of a service portion, emergency portion, and pipe bracket. Example: DB-60 control valve

Permiss	ible values for A162		
1	2	3	4
6	7	8	9
Validatio	on Rule for A182		

Validation Rule for A182

-Operating Brakes must be reported for all equipment -Operating Brakes (A182) must be 1 for non-articulated equipment with

an Axle Count (A024) equal to 4

ECP Brake Type

Indicates the type of electronic controlled pneumatic brake used on the
equipment

#### Permissible Values for B327

- N Not Equipped
- O Overlay Both ECP & Air Brake
- S Stand Alone ECP Only

#### Validation Rule for B327

-Equipment must have a value entered for ECP Brake Type if built or rebuilt after June 28, 2012

#### **ECP Brake Builder**

The manufacturer of the electronic controlled pneumatic brake used on the	
equipment	

Permissible Values for B328 NYAB New York Air Brake

NYAB New York Air Brake WABT WABTEC

# Validation Rule for B328

-If ECP Brake Type (B327) is Stand Alone or Overlay then a value must be entered for ECP Brake Builder

<sup>-</sup>If ECP Brake Type (B327) is Not Equipped then ECP Brake Builder is not reportable

Slack Adjuster Group B538							
The sla	ick adjuster	group	o on the equipm	ent pe	er AAR Field N	/lanua	ll Rule #8 🛛 🌻
Value o	does not ca	rry foi	ward for Single	Clone	/ Multi-Clon	e.	
Permis	sible Value	s for I	B538				
Α	Group A	В	Group B	С	Group C	D	Group D
E	Group E	F	Group F	G	Group G	Н	Group H
J	Group J	L	Group L	Μ	Group M	Ν	Group N
0	Group O	Ρ	Group P	Q	Group Q	R	Group R
1	Internal	2	Unequipped				
Valida	tion Rule fo	r B53	8				
- Slack Adjuster Group is mandatory for all equipment built or rebuilt on or							
after January 1, 2016							
- If Slack Adjuster Group is reported as "1" then Brake Cylinder Mount Type							
	(B540) must be reported as "T"						
- If S	lack Adjuste	er Gro	up is "1" or "2",	then S	Slack Adjuster	r CID (	B359) must not
	be reported	Ι.					
NOTES	:						
<ul> <li>Peri</li> </ul>	• Permissible value of "1 – Internal" identifies special truck mounted internal						
slac	k adjuster w	vithin	brake cylinder.				
Brake	Cylinder Mo	ount 1	Гуре				B540

Identifies the location of the brake cylinder

#### Permissible Values for B540

- B Body Mounted
- T Truck Mounted

#### Validation Rule for B540

 Brake Cylinder Mount Type is mandatory for all equipment built or rebuilt on or after January 1, 2016

Equipment	Builder A03	5
Identifies th	ne original manufacturer of the equipment	•
Permissible	values for A035	
9	NORFOLK SOUTHERN RWY	
AB	AMF BEAIRD	
ACF	American Car & Foundry	
ACFX	ACF Industries	
ARI	ARI Industries	
BETH	Bethlehem Car Works	
CURR	Curry Rail Service	
EDSP	ESTRATEGIAS DUL S. DE R.L.	
ERSB	Ebenezer Railcar	
EVAN	Evans Products	
FCA	Freight Car America	
GATX	General American Transportation Corp	
GENS	General Steel	
GMB GSC	Greenbrier	
	Greenville Steel Car Gunderson Inc	
GUND	Gunderson – Mexico	
GUNM HARS	Harsco	
HST	Hawker Siddeley	
HYUN	Hyundai	
ICC	International Car Company	
JKFO	JK-CO LLC	
KASG	Kasgro Railcar	
LAVE	Lavelin	
MRNE	Marine Industries	
NACA	National Alabama Corporation	
NACC	North American Car	
NRE	National Railway Equipment	
NSC	National Steel Car	
PCF	Pacific Car & Foundry	
PLAS	Plasser America	
PSP	Pullman-Standard, Division of Trinity Industries	
RELC	Relco	
SI	SOUTH IRON	
TETX	Texana Tank	
THRL	Thrall	
TRIN	Trinity	
TRIX	Trinity Mexico	
TT	TEXANA TANK	
UNKN	Unknown	
UTLX	Union Tank Car	
V	OWNER RAILROAD	
	Rule for A035	
	nent Builder must be populated if the Built Date (BLDT) is July 1,	
	10 or newer	
	nent built or rebuilt on or after July 1, 2010 cannot have a	
	uipment Builder of Unknown	
	nent with a Built Date (BLDT) on or after July 1, 2010 cannot have	9
	Equipment Builder Code of OWNER RAILROAD.	
	nent Builder can have a value of MULT only if the equipment has	
	ltiple units.	
NOTES:	0' is utilized place amail as Prailing cam to introduce a second	
	9' is utilized, please email csc@railinc.com to introduce a new val pment Builder (A035) for the Miscellaneous Equipment Group.	ue

A unique identifier for a group of equipment built by one manufacturer under

**Builder Lot Code** 

the come contract



**B034** 

# Data Specification Manual

the		
Data is	s Confidential. Value does not carry forward for Single Clone / I	Multi-
(	Clone.	
FRA R	eflectorization	B096
Indica	tes the equipment owner assumes responsibility for applying	
refl	ectorization tape	
Permi	ssible Values for B096	
Р	Reflectorization Plan	
W/	Reflectorization Waiver	

# Validation Rule for B096

-Reflectorization is mandatory for all equipment after November 28, 2015.

Air Hose Arrangement	B524
The type of trainline air hose arrangement	

#### Permissible Values for B524

- A S-424 Angle Cock Location
- B S-425 Angle Cock Location on Cars Equipped with AAR Type F Coupler
- C S-426 Angle Cock Location on Cars with Floating Sills
- D S-427 Angle Cock and Air Brake Hose Location on Cars with Excessive Overhang Preventing Compliance with AAR Standards
- E S-428 Angle Cock Location on Cars Equipped with AAR Type F Coupler and Cushioned Underframe
- F S-4003 (Former Standard)
- G S-4003x (Former Standard Retrofitted to Meet All Dimensions Except Height)
- H S-4003-05 (Current Standard Train Line Arrangement for Cars with F-Shank Couplers)
- I S-4021 Angle Cock and Brake Hose Location on Cars with EOCC (E and F)
- J S-4021 Coupler Mounted Bracket End Arrangement
- K S-4028 Train Line Arrangement with Displaceable Union on Cars with EOCC and Couplers Not Exceeding 45 in. in Length
- L S-4029 Train Line Arrangement with Displaceable Union on Cars with EOCC and Couplers Exceeding 45 in. in Length
- M S-4030 Trolley Arrangement on Cars with EOCC and E-Shank Couplers Validation Rule for B524
- -Air Hose Arrangement must be reported for this equipment if it is Built or Rebuilt on or after April 22, 2014.

#### NOTES:

- If any of the following conditions apply, Air Hose Arrangement (B524) must be reported for cars Built or Rebuilt on or after April 22, 2014:
  - ° Draft Gear Type (B073) at any location is C or E.
  - ° Connected Unit Count (A020) is reported.
  - $^\circ~$  Outside Length (OSLG) is greater than or equal to 70 feet (840 inches).
  - $^\circ~$  The overhang is greater than 5 feet 6 inches (66 inches). Overhang is
  - calculated as follows:
     0.5 \* (Outside Length, in inches, minus Truck Center Length, in inches, minus 31 inches)

For all other equipment, reporting Air Hose Arrangement is optional.
 4-Pressure ABT Receiver Eqpd
 B539
 Identifies if the equipment is equipped with a 4-pressure air brake test receiver

Value does not carry forward for Single Clone / Multi-Clone.

#### Permissible Values for B539

- E Equipped
- N Not Equipped
- NOTES:

**Floor Material** 

 An "E" will be system generated if a 4-Pressure ABT is reported on the equipment.

#### Feature

Describes the type of construction material used for the equipment floor Permissible Values for A104

- 01 Aluminum
- 02 Aluminum (Ribbed)
- 05 Composite Nailable (considered same as wood
  - 06 Composite Nailable, Reinforced (considered same as wood)
  - 14 Other
  - 15 Other, Reinforced
  - 19 Standard Steel
  - 21 Steel Floor, (straight deck) without risers (F-8-)
  - 22 Steel Floor, permanently mounted steel risers (F-8-)
  - 23 Steel Nailable (includes alternate wood and steel floor
- 24 Steel Nailable, Reinforced (includes alternate wood and steel floor
- 25 Standard Steel, Reinforced
- 27 Unknown (Flats only)
- 30 Wood
- 32 Wood, Double
- 33 Wood, Double, Reinforced
- 34 Wood Floor with Steel Protective Plates (includes perforated steel)
- Wood Floor, Reinforced, with Steel Protective Plates (includes perforated steel)
   Wood Floor, Reinforced
- NOTES:

#### OTES:

 If Mechanical Designation (UMMD) is FBC and Floor material is 22 (Steel w/Risers), Steel Riser Equipped (B200) in not reportable.

#### **Bulkhead Type**

#### Identifies the type of bulkhead attached to the equipment

Value does not carry forward for Equipment Group Change.

- Permissible Values for B034
- F Fixed L Fixed with Flipper

	Cost	
Original Cost		A184
The original ma	anufacturer selling price	٠
Data is Confide	ential. Value does not carry forward for Single Clone /	Multi-
Clone.		
Range of Value	es for A184	
Minimum	Maximum	
0	9999999	
Validation Rule	e for A184	
•	ost must be equal to the Ledger Value if there are no <i>i</i> erments.	Additions
	ost must be equal to the Ledger Value if Additions & ments Indicator is not reported.	
-Railroad m	narked freight cars except MISC, LOCO, TRLR, CONT, C , EOTD, and PSGR are required to have an Original Cos	
-Private ma EOTD,	arked freight cars except MISC, LOCO, TRLR, CONT, CH and PSGR are required to have an Original Cost if Buil is on or after January 1, 2015	ISS, STWH,
NOTES:		
<ul> <li>Original Cos owner.</li> </ul>	t is never altered. It is the cost of the equipment to th	e original
original own	marked cars, report in US dollars the original ledger where For cars rebuilt, report the cost prescribed in MR In Circular Letter OT-24	
<ul> <li>The original Manual.</li> </ul>	cost is used in the settlement of AAR Interchange Rul	e 107 Office
• For connect	ed unit cars report the total original cost for all units i	n the set.
	plicable to all railroad-marked cars Also, applicable to	privately
	ered hopper (LO) cars.	
Raise all cen	ts to the next dollar, e.g. \$5,501.02 = 0005502	
Ledger Value		A150
The sum of orig	ginal cost and additions & betterments	
	ential. Value does not carry forward for Single Clone /	Multi-

●=Mandatory ▲=Used in ETC Generation = Affects Rating -94 - \*=Conditionally Mandatory June 2024

Clone.

A104



# Data Specification Manual

A003

# Range of Values for A150

Minimum	Maximum

# 0 9999999

Validation Rule for A150

-Original Cost must be equal to the Ledger Value if there are no Additions & Betterments.

-Ledger Value must equal the Original Cost (A184) plus the additions & betterments, if Total A&B (A003) has been reported. Otherwise Ledger Value should equal Original Cost (A184).

#### Total A&B

System generated sum of all reported amounts in A&B Amount (A317), in US dollars

Data is Confidential. System Generated Field. This element is not eligible for Input. Value does not carry forward for Single Clone / Multi-Clone.

# Range of Values for A003

Minimum Maximum

0	99999999
---	----------

#### NOTES:

- For railroad-marked cars, report the sum of all additions and betterments applied to the car. This value is for record keeping purposes only and will not be used to report Ledger Value.
- For private Cars report the additions and betterments as qualified under AAR interchange Rule 107 for determination of settlement value.
  - Additions are costs of all new components applied subsequent to the date the car was built or rebuilt and carried in the capital investment account.
  - Betterments are costs of all improvements of components of existing equipment through the substitution of superior parts for inferior parts subsequent to the date the car was built of rebuilt.
- For connected unit cars report the total Truck Location A for all units in the set

Ind for Pos/Neg Total A&B	A128
A code indicating the positive or negative adjustment to the orig	inal cost of the
equipment	

Data is Confidential. System Generated Field. This element is not eligible for Input. Value does not carry forward for Single Clone / Multi-Clone. Permissible Values for A128

#### Permissible values for A128

N Negative P Positive

### A&B Pos/Neg Ind A316 A code indicating the positive or negative adjustment to the individual addition and betterment

Data is Confidential. Value does not carry forward for Single Clone / Multi-Clone.

#### Permissible Values for A316

N Negative P Positive

#### Validation Rule for A316

- -When entering an individual Addition & Betterment, you must enter a value in all 4 fields.
- -The A&B Indicator is required when Additions & Betterments are reported. -The A&B Indicator must not be reported if Additions & Betterments are not reported.

A&B Amount		A317
	the individual i	addition and betterment added to or subtracted equipment
Data is Confide	ential. Value do	es not carry forward for Single Clone / Multi-
Clone.		
Range of Value	es for A317	
Minimum	Maximum	
1	999999	
Validation Rul	e for A317	

-When entering an individual addition & betterment; A&B Date Done (A319), A&B Type (A318), A&B Pos/Neg Ind (A316), and A&B Amount (A317) must be reported

A&B [	Date Done	A319
The da	ate of the individual addition and betterment	
	s Confidential. Value does not carry forward for Single C	lone / Multi-
	Clone.	
-	of Values for A319	
	imum Maximum	
, ,	1900   12/31/9999	
	Ition Rule for A319	must optor o
- V	/hen entering an individual Addition & Betterment, you value in all 4 fields.	must enter a
- ^	ddition and Betterment Date Done cannot be earlier tha	n Built Date
	(BLDT).	in built bate
-Δ	dditions & Betterments Date Done cannot be later than	today's date
		toddy 5 date.
A&B 1	уре	A318
The ty	pe of individual addition and betterment as defined by F	Rule 107
Data i	s Confidential. Value does not carry forward for Single C	lone / Multi-
(	Clone.	
Permi	ssible Values for A318	
GNR		
INIT		.6 implementatio
	date	
	ition Rule for A318	
-F	or each equipment, only one Individual A&B Type can ha	ave a value of
	INIT. /hen entering an individual Addition & Betterment, you	must optor a
- v	value in all 4 fields.	inust enter a
	Car Management	
Pool N	lumber	P001
Uniqu	e number used to indicate the grouping of equipment fo	or a particular
pur	pose	
Used	for Transportation Codes. This element is not eligible for	r Input. Value
	does not carry forward for Equipment Group Change / A	-
User F	Routing Instructions	TCUR
	outing instruction reported by the user	
	for Transportation Codes.	
	ssible Values for TCUR	
2	Trailer Service Rule 2	
G	Contaminated commodity service	
M	Mark canceled	
O U	Owner requested return	
NOTE	Unassigned equipment	
	s: further explanation reference Appendix E.	
- 101		
Umlei	Transportation Code	TCOD
	· · · · · · · · · · · · · · · · · · ·	

The type of assigned service, empty routing of restriction of the equipment
System Generated Field. Used for Transportation Codes. This element is not eligible for Input.
NOTES:
<ul> <li>For further explanation reference Appendix E.</li> </ul>
Transportation Cond Code TCCD
The AAR or FRA interchange restriction code
System Concreted Field Used for Transportation Codes. This element is not

nty routing or restriction of the equin

System Generated Field. Used for Transportation Codes. This element is not eligible for Input.

NOTES:

*c* . .



# Data Specification Manual

• For further explanation reference Appendix E.

5 95

Restricted Speed Loaded       B181         Describes the maximum restricted speed the equipment can travel when loaded         Range of Values for B181         Minimum       Maximum         5       95         Shove Car to Rest       B189         Identifies the car must be moved to rest by locomotive         Permissible Values for B189       Y         Y       Yes         Train Position Sensitive       B211         Indicates there is a physical reason, limiting its position on a train         Permissible Values for B211       Y         Y       Yes         End of Train Only       B277         Indicates the equipment must be placed at the end of the train (including per AAR RP-2001)         Permissible Values for B277       Y es
Market Stress       B181         Minimum       Maximum         5       95         Shove Car to Rest       B189         Identifies the car must be moved to rest by locomotive       Permissible Values for B189         Y       Yes         Train Position Sensitive       B211         Indicates there is a physical reason, limiting its position on a train         Permissible Values for B211       Y         Y       Yes         End of Train Only       B277         Indicates the equipment must be placed at the end of the train (including per AAR RP-2001)         Permissible Values for B277
Minimum       Maximum         5       95         Shove Car to Rest       B189         Identifies the car must be moved to rest by locomotive       Permissible Values for B189         Y       Yes         Train Position Sensitive       B211         Indicates there is a physical reason, limiting its position on a train       Permissible Values for B211         Y       Yes       B277         Indicates the equipment must be placed at the end of the train (including per AAR RP-2001)       Permissible Values for B277
Identifies the car must be moved to rest by locomotive         Permissible Values for B189         Y       Yes         Train Position Sensitive       B211         Indicates there is a physical reason, limiting its position on a train         Permissible Values for B211       Y         Y       Yes         End of Train Only       B277         Indicates the equipment must be placed at the end of the train (including per AAR RP-2001)         Permissible Values for B277
Permissible Values for B189       Y       Yes         Train Position Sensitive       B211         Indicates there is a physical reason, limiting its position on a train         Permissible Values for B211       Y         Y       Yes         End of Train Only       B277         Indicates the equipment must be placed at the end of the train (including per AAR RP-2001)         Permissible Values for B277
Train Position Sensitive     B211       Indicates there is a physical reason, limiting its position on a train       Permissible Values for B211       Y     Yes       End of Train Only     B277       Indicates the equipment must be placed at the end of the train (including per AAR RP-2001)       Permissible Values for B277
Indicates there is a physical reason, limiting its position on a train         Permissible Values for B211         Y       Yes         End of Train Only       B277         Indicates the equipment must be placed at the end of the train (including per AAR RP-2001)         Permissible Values for B277
Indicates there is a physical reason, limiting its position on a train         Permissible Values for B211         Y       Yes         End of Train Only       B277         Indicates the equipment must be placed at the end of the train (including per AAR RP-2001)         Permissible Values for B277
Indicates the equipment must be placed at the end of the train (including per AAR RP-2001) Permissible Values for B277
Indicates the equipment must be placed at the end of the train (including per AAR RP-2001) Permissible Values for B277
AAR RP-2001) Permissible Values for B277
Y Yes
Check Trailing Tonnage B044
Indicates the equipment has restrictions on trailing tonnage Permissible Values for B044 Y Yes
Curve Negotiate Exception     B178       Describes the requirement for negotiating a curve     Permissible Values for B178       A     Restrictive Curve Negotiability, Section 2.1.4 of M-1001       B     Does not meet all Chapter XI Curving Requirements
Coupler Restriction     B278       Special Train Service Code WI       Permissible Values for B278       Y     Yes
Cooper Rating Exception B273
Describes the cooper rating (weight distribution model of the equipment), for use in movement across bridges Permissible Values for B273 A Excessive Cooper Rating
B Cooper Rating in Excess of E66
Clearance Exception B275
Describes equipment containing nonstandard dimension         Permissible Values for B275         A       Excessive Outside Extreme Height (A185)         B       Excessive Outside Extreme Width (A186)         C       Lower Guides for Loading High Cube Containers         D       All other unique clearance issues         E       Hopper with Excessive Outside Width when pickup shoes are extended
Loaded Net Braking Ratio B551
Indicates calculated minimum loaded net braking ratio per AAR Specifications in place on built or rebuilt date (in percent).

●=Mandatory ▲=Used in ETC Generation = Affects Rating -96 - \*=Conditionally Mandatory June 2024



B252

A147

# **Data Specification Manual**

**B552** 

# - 11.0

# - 8.5

#### NOTES:

- Loaded Net Braking Ratio is determined as follows;:
  - o If Built Date (BLDT) or Rebuilt Date (RBDT) is less than 1/1/1972, then Loaded Net Braking Ratio will be set to blank.
  - If Built Date (BLDT) or Rebuilt Date (RBDT) is greater than or equal to 1/1/2004, or if Equipment Type Code (UMET) begins with "Q" or "S", then Loaded Net Braking Ratio is 11.0%.
  - For all other equipment, Loaded Net Braking Ratio is 8.5%.

#### **Owner-Provided Loaded Net Braking Ratio**

Indicates an alternate minimum loaded net braking ratio provided by owner (in	
percent).	

#### Range of Values for B552

Minimum	Maximum
8.5	14.0

#### NOTES:

- Owner may enter a documented alternative minimum loaded net braking ratio in this field that is greater than the system calculated Loaded Net Braking Ratio (B551).
- When reported, the Owner-Provided Loaded Net Braking Ratio will be used in PTC stopping distance calculations.
- A change in value for the following elements will cause the Owner-Provided Loaded Net Braking Ratio to reset to blank:
  - Rebuilt Date (RBDT)
  - Gross Rail Load/Weight (A266)
  - Equipment Type Code (UMET)
  - Empty/Load Device Eqpd (B075)

#### **Empty Braking Ratio**

#### **B553** Indicates calculated empty braking ratio per AAR Specifications in place on built or rebuilt date (in percent). System Generated Field. This element is not eligible for input. Range of Values for B553 Minimum Maximum 15.0 38.0 NOTES: Empty Braking Ratio is determined as follows;: ○ If Built Date (BLDT) or Rebuilt Date (RBDT) is less than 1/1/1972, then Empty Braking Ratio will be set to blank. **Owner-Provided Empty Braking Ratio B554** Indicates an owner supplied alternate empty braking ratio (in percent). Range of Values for B554 Minimum Maximum 15.0 38.0 NOTES: Owner may enter a documented alternative minimum loaded net braking ratio in this field that is greater than the system calculated Loaded Net Braking Ratio (B551). When reported, the Owner-Provided Loaded Net Braking Ratio will be used in PTC stopping distance calculations. A change in value for the following elements will cause the Owner-Provided Loaded Net Braking Ratio to reset to blank: Rebuilt Date (RBDT) Gross Rail Load/Weight (A266) Equipment Type Code (UMET) Empty/Load Device Eqpd (B075) Truck Components Axle Spacing Distance Mandatory B020

The distance between axle centers on the same truck Affects Rating.

Permissible Values for B020
-----------------------------

53	53	Inches

- 54 54 Inches
- 55 55 Inches 60 60 Inches
- 61 61 Inches
- 62 62 Inches
- 63 63 Inches
- 64 64 Inches
- 65 65 Inches 66
- 66 Inches 68 68 Inches
- 70 70 Inches
- 71 71 Inches
- 72 72 Inches
- 73 73 Inches
- 74 74 Inches
- 76 76 Inches
- 78 78 Inches
- 99 Axle Space Unknown

#### **Truck Axle Count**

# The number of axles per truck

Range of Values for B252

Minimum Maximum 4

#### Validation Rule for B252

- Sum of Truck Axle Count must equal Axle Count (A024)

# Journal Size Mandatory

#### The size of the journal bearing Affects Rating. Permissible Values for A147 3-3/4 X 7 В 4-1/4 X 8 С 5 X 9 А D 5-1/2 X 10 F 6X11 F 6-1/2 X 12 6-1/2X9 G 7 X 12 н 7 X 14 К Μ 7 X 9 Validation Rule for A147 -4-axle equipment with Journal Size B and Star Code (A247) is not populated, must have Gross Rail Load (A266) of 103,000 lbs.

- -Journal Size B (4 1/4 x 8) requires a Gross Weight of 154,000 lbs. for 6axle cars unless the car is Star Coded
- -4-axle equipment with Journal Size C and Star Code (A247) is not populated, must have Gross Rail Load (A266) of 142,000 lbs.
- -Journal Size C (5 x 9) requires a Gross Weight of 213,000 lbs. for 6-axle cars unless the car is Star Coded
- -4-axle equipment with Journal Size D and Star Code (A247) is not populated, must have Gross Rail Load (A266) of 177,000 lbs.
- -Journal Size D (5 1/2 x 10) requires a Gross Weight of 265,000 lbs. for 6axle cars unless the car is Star Coded
- -4-axle equipment with Journal Size E and Star Code (A247) is not populated, must have Gross Rail Load (A266) of 220,000 lbs.
- -Journal Size E (6 x 11) requires a Gross Weight of 179,000 lbs. for 4-axles ETC P---, Q---, V--- cars only (cars with 28 inch wheels) unless the car is Star Coded
- -Journal Size E (6 x 11) requires a Gross Weight of 330,000 lbs. for 6-axles -4-axle equipment with Journal Size F or K, Star Code (A247) is not populated, and Qualification for Increased Gross Rail Load (B344) is not populated, must have Gross Rail Load (A266) of 263,000 lbs.
- -4-axle equipment with Journal Size F or K, Star Code (A247) is not populated, and Qualification for Increased Gross Rail Load (B344) of 1 or 2, must have Gross Rail Load (A266) of 286,000 lbs.
- -Journal Size F requires a Gross Weight of 394,500 lbs. or 429,000 lbs. for 6-axle cars unless the car is Star Coded.

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# Data Specification Manual

Permissible Values for A057

Type E (Rule 16) - BE60AHT

Type E Obsolete (Rule 16) - BE60BHT

BE60AHT

BE60BHT

- -4-axle equipment with Journal Size G or M, Star Code (A247) is not populated, and Qualification for Increased Gross Rail Load (B344) is not populated, must have Gross Rail Load (A266) of 315,000 lbs.
- -4-axle equipment with Journal Size G, K, or M, Star Code (A247) is not populated, and Qualification for Increased Gross Rail Load (B344) of 1, must have Gross Rail Load (A266) of 286,000 lbs.
- -Journal Size G (7 x 12) requires a Gross Weight of 472,000 lbs. for 6-axle cars unless the car is Star Coded
- -Journal Size H (7 x 14) requires a Gross Weight of 315,000 lbs. for 4-axle cars unless the car is Star Coded
- -Journal Size H (7 x 14) requires a Gross Weight of 472,000 lbs. for 6-axle cars unless the car is Star Coded
- -Journal Size I (6 x 11 and 6 1/2 x 12) or J (6 x 11 and 7 x 12) are only applicable to articulated or draw-bar cars
- -Journal Size Code M (7 x 9) requires a Gross Weight of 472,000 lbs. for 6-axles
- -Unstarred 4 Axle Cars with GRL of 315,000 and no IGRL reported and Unstarred cars with Journal Size of G or M must have a Wheel Size of 38 inches
- -Gross Weight must be 394,000 lbs. for 6 -axle cars with Journal Size K **NOTES**:
- A, B and C Journal Classes are prohibited in Interchange per Rule 90.B.4

	landatory	A294
The diameter of the	e wheels	•
Permissible Values	for A294	
28 28 Inches		Inches
36 36 Inches		
Validation Rule for	s with Gross Weight of 286,000 lbs.	and Increased Gross
	f 2 must have a Wheel Diameter of	
	s with Gross Weight of 286,000 lbs.	
	f 2 must have a Wheel Diameter of	
	creased Gross Rail Load of 1 and Jo	ournal of G or M must
	eel Diameter of 38 inches	
	Init Count (A020) is not reported, d	lifferent Wheel
Diameters	cannot be reported	
Stability Device Equ	uipped	B199
Indicates a stability	device is present on the truck	-
Permissible Values Y Yes	for B199	
Bolster Componen	it ID	B351
Polstor Component	ID from Component Registry	
Boister Component		
Data is Confidential	I. This element is not eligible for In ngle Clone / Multi-Clone.	put. Value does not carry
Data is Confidential	l. This element is not eligible for In ngle Clone / Multi-Clone.	put. Value does not carry B352
Data is Confidential forward for Si Sideframe Compon	l. This element is not eligible for In ngle Clone / Multi-Clone.	
Data is Confidential forward for Si Sideframe Compon Side Frame Compon Data is Confidential	I. This element is not eligible for In ngle Clone / Multi-Clone. nent ID	B352
Data is Confidential forward for Si Sideframe Compon Side Frame Compon Data is Confidential	I. This element is not eligible for In ngle Clone / Multi-Clone. hent ID nent ID from Component Registry I. This element is not eligible for In ngle Clone / Multi-Clone.	B352
Data is Confidential forward for Si Sideframe Compon Side Frame Compon Data is Confidential forward for Si Wheelset Compone	I. This element is not eligible for In ngle Clone / Multi-Clone. hent ID nent ID from Component Registry I. This element is not eligible for In ngle Clone / Multi-Clone.	B352 put. Value does not carry
Data is Confidential forward for Si Sideframe Compon Data is Confidential forward for Si Wheelset Compone Component ID from Data is Confidential	I. This element is not eligible for In ngle Clone / Multi-Clone. nent ID nent ID from Component Registry I. This element is not eligible for In ngle Clone / Multi-Clone. ent ID	B352 put. Value does not carry B350
Data is Confidential forward for Si Sideframe Compon Data is Confidential forward for Si Wheelset Compone Component ID from Data is Confidential	I. This element is not eligible for In ngle Clone / Multi-Clone. nent ID nent ID from Component Registry I. This element is not eligible for In ngle Clone / Multi-Clone. ent ID n Component Registry I. This element is not eligible for In	B352 put. Value does not carry B350
Data is Confidential forward for Si Sideframe Compon Data is Confidential forward for Si Wheelset Compone Component ID from Data is Confidential forward for Si	I. This element is not eligible for In ngle Clone / Multi-Clone. nent ID nent ID from Component Registry I. This element is not eligible for In ngle Clone / Multi-Clone. ent ID n Component Registry I. This element is not eligible for In	B352 put. Value does not carry B350 put. Value does not carry
Data is Confidential forward for Si Sideframe Compon Side Frame Compon Data is Confidential forward for Si Wheelset Compone Component ID from Data is Confidential forward for Si	I. This element is not eligible for In ngle Clone / Multi-Clone. Ment ID nent ID from Component Registry I. This element is not eligible for In ngle Clone / Multi-Clone. ent ID n Component Registry I. This element is not eligible for In ngle Clone / Multi-Clone.	B352 put. Value does not carry B350 put. Value does not carry

	BE60BH1	Type E Obsolete (Rule 16) - BE60BHT
	BE63AHT	Type E Obsolete (Rule 16) - BE63AHT
,	BE63HT	Type E (Rule 16) - BE63HT
	BE67HT	Type E (Rule 16) - BE67HT
	BE68HT	Type E/F (Rule 17) - BE68HT
	E42BEX	Type E/F (Rule 17) - E42BEX
	E50ARE	Type E/F (Rule 17) - E50ARE
	E50BEX	Type E/F (Rule 17) - E50BEX
	E60CC	Type E (Rule 16) - E60CC
	E60CE	Type E (Rule 16) - E60CE
	E60CHT	Type E (Rule 16) - E60CHT
	E60CHTE	Type E (Rule 16) - E60CHTE
	E60DC	Type E (Rule 16) - E60DC
	E60DE	Type E (Rule 16) - E60DE
	E60EE	Type E (Rule 16) - E60EE
	E61	Type E Obsolete (Rule 16) - E61
	E67AHT	Type E (Rule 16) - E67AHT
	E67BC	Type E (Rule 16) - E67BC
	E67BE	Type E (Rule 16) - E67BE
	E67BHT	Type E (Rule 16) - E67BHT
	E67BHTE	Type E (Rule 16) - E67BHTE
	E67CC	Type E (Rule 16) - E67CC
	E67CE	Type E (Rule 16) - E67CE
	E68AHT	Type E/F Obsolete (Rule 17) - E68AHT
	E68AHTE	Type E/F Obsolete (Rule 17) - E68AHTE
	E68BC	Type E/F (Rule 17) - E68BC
	E68BE	Type E/F (Rule 17) - E68BE
	E68BHT	Type E/F (Rule 17) - E68BHT
	E68BHTE	Type E/F (Rule 17) - E68BHTE
	E68CE	Type E/F (Rule 17) - E68CE
	E69AE	Type E/F (Rule 17) - E69AE
	E69AHTE E69BE	Type E/F (Rule 17) - E69AHTE Type E/F (Rule 17) - E69BE
	E69CE	Type E/F (Rule 17) - E69CE
	E69CEX	Type E/F (Rule 17) - E69CEX
	E69HTE	Type $E/F$ (Rule 17) - E69HTE
	E69LCE	Type $E/F$ (Rule 17) - E69LCE
	EB7AHT	Type E (Rule 16) - EB7AHT
	EF204CE	Type E/F (Rule 17) - EF204CE
	EF306CE	Type E/F (Rule 17) - EF306CE
	EF511AE	Type E/F (Rule 17) - EF511AE
	EF511BE	Type E/F (Rule 17) - EF511BE
	EF511CE	Type E/F (Rule 17) - EF511CE
	EF511DE	Type E/F (Rule 17) - EF511DE
	EF511LCE	Type E/F (Rule 17) - EF511LCE
	EF511WE	Type E/F (Rule 17) - EF511WE
ry	EF512CE	Type E/F (Rule 17) - EF512CE
	EF512WE	Type E/F (Rule 17) - EF512WE
	EF528WE	Type E/F (Rule 17) - EF528WE
	EFROTARY	Type E/F Rotary - EFROTARY
	EFSPEC	Type E/F Special - EFSPEC
ry	EFUNK	Type E/F Unknown - EFUNK
• •	ESPEC	Type E Special - ESPEC
	EUNK	Type E Unknown - EUNK
	F70BHT	Type F Obsolete (Rule 18) - F70BHT
	F70BHTE	Type F Obsolete (Rule 18) - F70BHTE
	F70CC	Type F (Rule 18) - F70CC
ry	F70CE	Type F (Rule 18) - F70CE
	F70CHT	Type F (Rule 18) - F70CHT
	F70CHTE	Type F (Rule 18) - F70CHTE
	F70DE	Type F (Rule 18) - F70DE
	F70HT	Type F Obsolete (Rule 18) - F70HT
	F71CHT	Type F (Rule 18) - F71CHT
	F72HT	Type F (Rule 18) - F72HT
	F73AC	Type F (Rule 18) - F73AC

Defines the equipment coupler type

Type F (Rule 18) - F73AE

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F73AE

# Umler®

Data Specification Manual

	Data Sp
F73AHT	Type F (Rule 18) - F73AHT
F73AHTE	Type F (Rule 18) - F73AHTE
F73BE	Type F (Rule 18) - F73BE
F73HTE	Type F Obsolete (Rule 18) - F73HTE
F79BHT	Type F Obsolete (Rule 18) - F79BHT
F79BHTE	Type F Obsolete (Rule 18) - F79BHTE
F79CC F79CE	Type F (Rule 18) - F79CC Type F (Rule 18) - F79CE
F79CHT	Type F (Rule 18) - F79CHT
F79CHTE	Type F (Rule 18) - F79CHTE
F79DE	Type F (Rule 18) - F79DE
FF205E	Type F (Rule 18) - FF205E
FF218AE	Type F (Rule 18) - FF218AE
FR201E	Type F (Rule 18) Rotary - FR201E
FR205AE FR205BE	Type F (Rule 18) Rotary - FR205AE Type F (Rule 18) Rotary - FR205BE
FR205E	Type F (Rule 18) Rotary - FR205E
FR206E	Type F (Rule 18) Rotary - FR206E
FR207AE	Type F (Rule 18) Rotary - FR207AE
FR207E	Type F (Rule 18) Rotary - FR207E
FR208AE	Type F (Rule 18) Rotary - FR208AE (without wear insert)
FR208E	Type F (Rule 18) Rotary - FR208E (with wear insert)
FR209E	Type F (Rule 18) Rotary - FR209E
FR301E FR304E	Type F (Rule 18) Rotary - FR301E Type F (Rule 18) Rotary - FR304E (with wear plate)
FR304L	Type F (Rule 18) Rotary - FR304WE (with wear plate)
FROTARY	Type E/F Rotary - FROTARY
FSPEC	Type F Special - FSPEC
FUNK	Type F Unknown - FUNK
S700AE	Type E (Rule 16) - S700AE
SBE60CC	Type E (Rule 16) - SBE60CC
SBE60CE	Type E (Rule 16) - SBE60CE
SBE60DC SBE60DE	Type E (Rule 16) - SBE60DC Type E (Rule 16) - SBE60DE
SBE60DREX	Type E (Rule 16) - SBE60DREX
SBE60EE	Type E (Rule 16) - SBE60EE
SBE67BC	Type E (Rule 16) - SBE67BC
SBE67BE	Type E (Rule 16) - SBE67BE
SBE67CC	Type E (Rule 16) - SBE67CC
SBE67CE	Type E (Rule 16) - SBE67CE
SBE67CREX SBE67DE	Type E (Rule 16) - SBE67CREX Type E (Rule 16) - SBE67DE
SBE68BC	Type E/F (Rule 17) - SBE68BC
SBE68BE	Type E/F (Rule 17) - SBE68BE
SBE68CE	Type E/F (Rule 17) - SBE68CE
SBE68CREX	Type E/F (Rule 17) - SBE68CREX
SBE68DE	Type E/F (Rule 17) - SBE68DE
SBE68WEX	Type E/F (Rule 17) - SBE68WEX
SBE69AE SBE69BE	Type E/F (Rule 17) - SBE69AE Type E/F (Rule 17) - SBE69BE
SBE69BREX	Type E/F (Rule 17) - SBE69BREX
SBE69CE	Type E/F (Rule 17) - SBE69CE
SE60CC	Type E (Rule 16) - SE60CC
SE60CE	Type E (Rule 16) - SE60CE
SE60CHT	Type E (Rule 16) - SE60CHT
SE60CHTE	Type E (Rule 16) - SE60CHTE
SE60DC SE60DE	Type E (Rule 16) - SE60DC Type E (Rule 16) - SE60DE
SE60EE	Type E (Rule 16) - SE60EE
SE67BC	Type E (Rule 16) - SE67BC
SE67BE	Type E (Rule 16) - SE67BE
SE67BHT	Type E (Rule 16) - SE67BHT
SE67BHTE	Type E (Rule 16) - SE67BHTE
SE67CC	Type E (Rule 16) - SE67CC
SE67CE SE68BC	Type E (Rule 16) - SE67CE Type E/F (Rule 17) - SE68BC
SE68BE	Type E/F (Rule 17) - SE68BE
SE68BHT	Type E/F (Rule 17) - SE68BHT
	· ·

SE68BHTE	Type E/F (Rule 17) - SE68BHTE	
SE68CE	Type E/F (Rule 17) - SE68CE	
SE69AE	Type E/F (Rule 17) - SE69AE	
SE69BE	Type E/F (Rule 17) - SE69BE	
SE69CE	Type E/F (Rule 17) - SE69CE	
SF70CC	Type F (Rule 18) - SF70CC	
SF70CE	Type F (Rule 18) - SF70CE	
SF70CHT	Type F (Rule 18) - SF70CHT	
SF70CHTE	Type F (Rule 18) - SF70CHTE	
SF70DE	Type F (Rule 18) - SF70DE	
SF79CC	Type F (Rule 18) - SF79CC	
SF79CE	Type F (Rule 18) - SF79CE	
SF79CHT	Type F (Rule 18) - SF79CHT	
SF79CHTE	Type F (Rule 18) - SF79CHTE	
SF79DE	Type F (Rule 18) - SF79DE	
Validation Ru		
	Coupler Style is reported, then Coupler Code must	he a rotary
coupl		be a rotary
	r Code is a rotary coupler, then Coupler Style must	he R (Rotary)
	Code of Type E Obsolete (Rule 16) can only be repo	
	built or rebuilt before July 31, 2015	
	Code of Type E/F Obsolete (Rule 17) can only be rep	ported if the
	as built or rebuilt before July 31, 2015	
	Code of Type F Obsolete (Rule 18) can only be repo	rtad if the car
	built or rebuilt before July 31, 2015	
	Code of FROTARY or EFROTARY cannot be reported	for core Built
	built on or after August 12, 2014.	TOT Cars Built
NOTES:	built off of after August 12, 2014.	
	All Type D souplars are absolute and should report	
	All Type D couplers are obsolete and should report	
	nis coupler code will be restricted in interchange as	aiscussea
below.	If the second standard	
	If the coupler code is unknown or if the code stamp	
-	llegible, the code BUNK FUNK, EFUNK, or LOCOUNI	should be
reported.		
	des ESPEC, FSPEC, and EFSPEC have been created t	
	dies that have been manufactured specifically for t	he equipment
	are not listed in the attached table.	
	FROTARY and EFROTARY cannot be reported for eq	uipment Built
or Rebuilt s	since August 12, 2014.	
		2020
Coupler Style	Mandatory	B058
Describes the	basic coupler design of the equipment	•
Affects Rating	·	
Permissible V	alues for B058	
B Bottor	n Shelf D Double Shelf	
P Plain	R Rotary	
Validation Ru	le for B058	
-If Draft Syste	m Type (B073) is H (Hydraulic) then Coupler Style c	annot be
reported as	M (Solid Drawbar) or L (Rotary Drawbar)	
	m Type (B073) is not Center Of Car or End Of Car, I	nches of Travel
	not be reported	
	iot be reported m Type (B073) of Center Of Car or End Of Car is rep	orted then
Inches of Tr	m Type (B073) of Center Of Car or End Of Car is rep	oorted then
Inches of Tr	•	oorted then
	m Type (B073) of Center Of Car or End Of Car is rep avel (B061) must also be reported	
Inches of Trav	m Type (B073) of Center Of Car or End Of Car is rep avel (B061) must also be reported vel	borted then B061
Inches of Trav The number o	m Type (B073) of Center Of Car or End Of Car is rep avel (B061) must also be reported vel of inches a draft system will travel	
Inches of Trav The number of Affects Rating	m Type (B073) of Center Of Car or End Of Car is rep avel (B061) must also be reported vel of inches a draft system will travel	
Inches of Trav The number of Affects Rating Range of Valu	m Type (B073) of Center Of Car or End Of Car is rep avel (B061) must also be reported vel of inches a draft system will travel ues for B061	
Inches of Trav The number o Affects Rating Range of Valu Minimum	m Type (B073) of Center Of Car or End Of Car is rep avel (B061) must also be reported vel of inches a draft system will travel ses for B061 Maximum	
Inches of Trav The number o Affects Rating Range of Valu Minimum 1	m Type (B073) of Center Of Car or End Of Car is rep avel (B061) must also be reported vel of inches a draft system will travel tes for B061 Maximum 36	
Inches of Trav The number o Affects Rating Range of Valu Minimum 1 Validation Ru	m Type (B073) of Center Of Car or End Of Car is rep avel (B061) must also be reported vel of inches a draft system will travel ses for B061 Maximum 36 le for B061	B061 -
Inches of Trav The number of Affects Rating Range of Valu Minimum 1 Validation Ru -If Draft Sy	m Type (B073) of Center Of Car or End Of Car is rep avel (B061) must also be reported vel of inches a draft system will travel tes for B061 Maximum 36	B061 -

- Travel (B061) cannot be reported
- If Draft System Type (B073) of Center Of Car or End Of Car is reported then Inches of Travel (B061) must also be reported



# **Data Specification Manual**

Draft System Type Mandatory	B073
Describes the draft gear/underframe cushion type	•

#### Affects Rating.

Permissible Values for B073

- **Cushioning Center of Car** С
- Cushioning End of Car Е
- S Standard
- Х Devices with less than 6 inches buff travel approved under AAR Standard S-060
- Υ Devices with 6 to 10 inches of buff travel approved under AAR Standard S-060

#### Validation Rule for B073

- If Draft System Type (B073) is Standard Draft Gear (S), Inches of Travel (B061) cannot be reported
- If Draft System Type (B073) is reported as C, E, X, or Y then Inches of Travel (B061) must also be reported
- If Draft System Type (B073) of X, or Y is reported then Draft Gear Group/Cushion Unit Pocket (B562) cannot be reported
- If Draft System Type (B073) X is reported, the Inches of Travel (B061) value must be greater than or equal to 1 and less than 6
- If Draft System Type (B073) Y is reported, the Inches of Travel (B061) value must be greater than or equal to 6 and less than or equal to 10
- -If Draft System Type (B073) is S then Draft Gear Group/Cushion Unit Pocket (B562) may only be A, B, C, D, E, F, G, H, J, K, L, M, N, P, Q, R, S, or Z (AAR Rule 21)
- If Draft System Type (B073) is E then Draft Gear Group/Cushion Unit Pocket (B562) may only be EOC-1,EOC-1D, EOC-1B, EOC-2, EOC-2D, EOC-2B, EOC-3, EOC-3B, EOC-4, EOC-4B, EOC-5, EOC-5D, EOC-5B, EOC-6, EOC-6D, EOC-6B, EOC-7, EOC-7B, EOC-8, EOC-8B, EOC-8F, EOC-9, EOC-9B, EOC-9D, EOC-9E, EOC-10, EOC-10D, EOC-10B, EOC-10F, EOC-11, EOC-11D, EOC-11B, EOC-12, EOC-12D, EOC-12B, EOC-13, EOC-13B, EOC-14, EOC-14B, EOC-15, EOC-15D, EOC-15B, EOC-16, EOC-16D, EOC-16B, EOC-17, EOC-17D, EOC-17B, EOC-18, EOC-18D, EOC-18B, EOC-19, EOC-19B, EOC-20, EOC-20B, EOC-21, EOC-21B, EOC-22, EOC-22B, EOC-23, EOC-23B, EOC-24, EOC-24B, EOC-25E, EOC-26B, EOC-26F, or EOC-27D, or EOC-27E (AAR Rule 59)

#### Draft Gear Group/Cushion Unit Pocket

B562 Draft Gear Group/Cushion Unit Pocket value as listed in AAR Field Manual Interchange Rule 21 and 59

Carry forward for Single Clone / Multi-Clone / Restencil / Add-Back / Equipment Group Change.

Permissible Values for B562EOC-1,EOC-1D, EOC-1B, EOC-2, EOC-2D, EOC-2B, EOC-3, EOC-3B, EOC-4, EOC-4B, EOC-5, EOC-5D, EOC-5B, EOC-6, EOC-6D, EOC-6B, EOC-7, EOC-7B, EOC-8, EOC-8B, EOC-8F, EOC-9, EOC-9B, EOC-9D, EOC-9E, EOC-10, EOC-10D, EOC-10B, EOC-10F, EOC-11, EOC-11D, EOC-11B, EOC-12, EOC-12D, EOC-12B, EOC-13, EOC-13B, EOC-14, EOC-14B, EOC-15, EOC-15D, EOC-15B, EOC-16, EOC-16D, EOC-16B, EOC-17, EOC-17D, EOC-17B, EOC-18, EOC-18D, EOC-18B, EOC-19, EOC-19B, EOC-20, EOC-20B, EOC-21, EOC-21B, EOC-22, EOC-22B, EOC-23, EOC-23B, EOC-24, EOC-24B, EOC-25E, EOC-26B, EOC-26F, EOC-27D, EOC-27E, COC-1, COC-2, COC-3, COC-4, COC-5, COC-6, COC-7, COC-8 (AAR Rule 59).

A, B, C, D, E, F, G, H, J, K, L, M, N, P, Q, R, S, Z (AAR Rule 21).

## Validation Rule(s) for B562

- Draft Gear Group/Cushion Unit Pocket (B562) is mandatory for equipment built on or after June 13, 2019, unless Draft System Type (B073) is reported as X or Y-If Draft Gear Group/Cushion Unit Pocket (B562) is not equal to A, B, C, D, E, F, G, H, J, K, L, M, N, P, Q, R, S, or Z, then Cushion Unit Type (B563) must be populated
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-6, EOC-7, EOC-7B, EOC-8, EOC-8B, EOC-9, EOC-9B, EOC-9D, EOC-10, EOC-10B, EOC-10D, EOC-14, EOC-14B, EOC-18D, EOC-23, EOC-23B, EOC-24, EOC-25E, EOC-26B, or EOC-27D then the Cushion Unit Type (B563) must be 1 - When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-9E, EOC-26F,
- or EOC-27E, then the Cushion Unit Type (B563) must be 2 -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-11, EOC-12,
- EOC-13, EOC-13B, EOC-15, EOC-15B, EOC-15D, EOC-17, EOC-17B, EOC-17D, EOC-18, EOC-18B, EOC-19, EOC-19B, EOC-20, EOC-20B, EOC-21, EOC-21B, EOC-22, EOC-22B, EOC-24B, COC-3, COC-5, or COC-7 then the Cushion Unit Type (B563) must be 1 or 2

-When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-8F or EOC-
10F then the Cushion Unit Type (B563) must be 2 or 3

- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-5, EOC-5B, EOC-5D, EOC-6, EOC-6B, EOC-6D EOC-11B, EOC-11D, EOC-12B, EOC-12D, or COC-4 then the Cushion Unit Type (B563) must be 1, 2, or 3
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-16, EOC-16B, EOC-16D, or COC-1 then the Cushion Unit Type (B563) must be 1, 2, or 4
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-2B, EOC-2D, EOC-3, EOC-3B, EOC-4, EOC-4B, or COC-2 then the Cushion Unit Type (B563) must be 1, 2, 3, or 4
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-1, EOC-1B, EOC-1D, or EOC-2 then the Cushion Unit Type (B563) must be 1, 2, 3, 4, or S
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-8 then the Cushion Unit Type (B563) must be 1, 2, 3, 4, or 5
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-1D, EOC-2,EOC-2D, EOC-2B, EOC-3, EOC-3B, EOC-5, EOC-5D, EOC-5B, EOC-6D, EOC-7, EOC-78, EOC-9, EOC-9B, EOC-9D, EOC-9E, EOC-10D, EOC-11, EOC-11B, EOC-11D, EOC-12D, EOC-14, EOC-14B, EOC-15, EOC-15D, EOC-15B, EOC-16D, EOC-17D, EOC-23, EOC-23B, EOC-27D, or EOC-27E then the Inches of Travel (B061) must be 10
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-16, EOC-16B, EOC-19, EOC-19B, EOC-22, EOC-22B, or EOC-25E then the inches of travel must be 12
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-20 or EOC-20B then the Inches of Travel (B061) must be 14
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-1B, EOC-4, EOC-4B, EOC-6, EOC-6B, EOC-8, EOC-8B, EOC-8F, EOC-10, EOC-10B, EOC-10F, EOC-12, EOC-12B, EOC-13, EOC-13B, EOC-17, EOC-17B, EOC-18, EOC-18D, EOC-18B, EOC-21, EOC-21B, EOC-24, or EOC-24B then the Inches of Travel (B061) must be 15
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-2, COC-3, COC-4, COC-5, COC-6, or COC-8 then the Inches of Travel (B061) must be 20
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-1, and Cushion Unit Type (B563) is 1 or 2, then the Inches of Travel (B061) must be 20
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-1, and Cushion Unit Type (B563) is 4, then the Inches of Travel (B061) must be
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-7, and Cushion Unit Type (B563) is 2, then the Inches of Travel (B061) must be 20
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-7, and Cushion Unit Type (B563) is 1, then the Inches of Travel (B061) must be 30
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-1 then the Inches of Travel (B061) must be 10, 12, or 15
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-26, then the Inches of Travel (B061) must be 18

## Note:

Reference AAR Field Manual Interchange Rule(s) 21 and 59.

#### **Cushion Unit Type**

Cushion Unit Type value as listed in AAR Field Manual Interchange Rule 21	and
59	

Carry forward for Single Clone / Multi-Clone / Restencil / Add-Back / Equipment Group Change.

Permissible Values for B563

- 2 Type 2
- 3 Type 3
- 4 Type 4
- 5 Type 5
- S Type S
- Validation Rule(s) for B563
  - Cushion Unit Type (B563) is mandatory for equipment built on or after June 13.2019
  - -If Draft Gear Group/Cushion Unit Pocket (B562) is not equal to A, B, C, D, E, F, G, H, J, K, L, M, N, P, Q, R, S, or Z, then Cushion Unit Type (B563) must be populated.
  - -When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-6, EOC-7, EOC-7B, EOC-8, EOC-8B, EOC-9, EOC-9B, EOC-9D, EOC-10, EOC-10B, EOC-10D, EOC-14, EOC-14B, EOC-18D, EOC-23, EOC-23B, EOC-24, EOC-25E, or EOC-26B then the Cushion Unit Type (B563) must be 1.

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- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-9E, EOC-26F, or EOC-27E, then the Cushion Unit Type (B563) must be 2
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-11, EOC-12, EOC-13, EOC-13B, EOC-15, EOC-15B, EOC-15D, EOC-17, EOC-17B, EOC-17D, EOC-18, EOC-18B, EOC-19, EOC-19B, EOC-20, EOC-20B, EOC-21, EOC-21B, EOC-22, EOC-22B, EOC-24B, COC-3, COC-5, or COC-7 then the Cushion Unit Type (B563) must be 1 or 2.
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-8F or EOC-10F then the Cushion Unit Type (B563) must be 2 or 3.
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-5, EOC-5B, EOC-5D, EOC-6, EOC-6B, EOC-6D EOC-11B, EOC-11D, EOC-12B, EOC-12D, or COC-4 then the Cushion Unit Type (B563) must be 1, 2, or 3.
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-16, EOC-16B, EOC-16D, or COC-1 then the Cushion Unit Type (B563) must be 1, 2, or 4.
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-2B, EOC-2D, EOC-3, EOC-3B, EOC-4, EOC-4B, or COC-2 then the Cushion Unit Type (B563) must be 1, 2, 3, or 4.
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-1, EOC-1B, EOC-1D, or EOC-2 then the Cushion Unit Type (B563) must be 1, 2, 3, 4, or S.
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-8 then the Cushion Unit Type (B563) must be 1, 2, 3, 4, or 5.
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-1, and Cushion Unit Type (B563) is 1 or 2, then the Inches of Travel (B061) must be 20.
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-1, and Cushion Unit Type (B563) is 4, then the Inches of Travel (B061) must be 18.
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-7, and Cushion Unit Type (B563) is 2, then the Inches of Travel (B061) must be 20.
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-7, and Cushion Unit Type (B563) is 1, then the Inches of Travel (B061) must be 30

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Iote: Reference AAR Field Manual Interchange Rule(s) 21 and 59.	forward for Single Clone / Multi-Clone.
Coupler Component ID B353	Emergency Valve COTS Date B567
Coupler Component ID from Component Registry	Brake valve emergency portion recondition date
Data is Confidential. This element is not eligible for Input. Value does not carry forward for Single Clone / Multi-Clone.	System generated element. This element is not eligible for Input. Value does not carry forward for Single Clone / Multi-Clone. NOTES:
Cushioning Unit Component ID B361	<ul> <li>Emergency Valve COTS Date is system-generated from a Emergency Brake Valve Inspection.</li> </ul>
Component ID from Component Registry	valve hispection.
Data is Confidential. This element is not eligible for Input. Value does not carry	Emergency Valve OEM Warranty Date B568
forward for Single Clone / Multi-Clone.	Brake valve emergency portion Original Equipment Manufacturer warranty date
Unit Segment Components	System generated element. This element is not eligible for Input. Value does not carry forward for Single Clone / Multi-Clone.
Init Tare Weight A299	<ul> <li>Emergency Valve OEM Date is system-generated from a Emergency Brake Valve Inspection.</li> </ul>
Weight, reported in pounds	Emergency Valve Part Number B569
ange of Values for A299 Minimum Maximum	Brake valve emergency portion part number
10000 500000 (alidation Rule for A299	System generated element. This element is not eligible for Input. Value does not carry forward for Single Clone / Multi-Clone.
<ul> <li>-Unit Tare Weight must not be reported if the Connected Unit Count (A020) is not reported</li> <li>-Unit Tare Weight must be reported if Connected Unit Count (A020) is</li> </ul>	<ul> <li>NOTES:</li> <li>Emergency Valve Part Number is system-generated from a Emergency Brake Valve Inspection.</li> </ul>
reported -Unit Tare Weight for Boxcars must be less than or equal 160,000 lbs.	Service Brake Valve CID B357
-Unit Tare Weight for Refrigerators must be less than or equal 160,000 lbs.	Component ID from Component Registry
-Unit Tare Weight for Gondolas must be greater than or equal 30,000 lbs. -Unit Tare Weight for Gondolas must be less than or equal 110,000 lbs. -Unit Tare Weight for Hoppers must be greater than or equal 23,000 lbs.	Data is Confidential. This element is not eligible for Input. Value does not carry forward for Single Clone / Multi-Clone.

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- -Unit Tare Weight for Hoppers must be less than 120,000 lbs. -Unit Tare Weight for Tanks must be greater than 31,000 lbs.
- -Unit Tare Weight for Tanks must be less than 200,000 lbs.
- -Unit Tare Weight for Vflats must be greater than 55,000 lbs.
- -Unit Tare Weight for VFlats must be less than 136,000 lbs.
- -Unit Tare Weight for IFLTs must be greater than 10,000 lbs.
- -Unit Tare Weight for IFLTs must be less than 72,000 lbs.
- -Unit Tare Weight for all flats other than VFlats with ETC Q must be greater than 23,000 lbs.
- -Unit Tare Weight for all flats other than VFlats with ETC Q\_\_\_\_ must be less than 500,000 lbs.
- -Unit Segment Tare Weights must add up to the Total Tare Weight (A259) -Unit Tare Weight (A299) value must be reported to the nearest 100 pounds

Unit Load Limit	A300
The maximum permissible weight of the commodity that can be loaded	l into the
unit segment, reported in pounds	

Range of Values for A300 Minimum Maximum	
Minimum	Maximum
10000	500000

#### Validation Rule for A300

- -Unit Load Limit must not be reported if the Connected Unit Count (A020) is not reported
- -Unit Load Limit must be reported if Connected Unit Count (A020) is reported
- -Unit Segment Load Limits must add up to the Load Limit (LDLT)

# Brake System Components

#### **Emergency Brake Valve CID**

#### **Component ID from Component Registry**

Data is Confidential. This element is not eligible for Input. Value does not carry

B354



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Service Valve COTS Date B564	cation Manual Inspection Conducted by COND
Brake valve cors bate Book	Person conducting inspection
System generated element. This element is not eligible for Input. Value does not	Value does not carry forward for Single Clone / Multi-Clone / Add Back.
carry forward for Single Clone / Multi-Clone.	
<ul> <li>NOTES:</li> <li>Service Valve COTS Date is system-generated from a Service Brake Valve</li> </ul>	Inspection Date Done DTDN
Inspection.	The date the inspection was completed; used for all inspection types reported on equipment
Service Valve OEM Warranty Date B565	Value does not carry forward for Single Clone / Multi-Clone / Add Back.
Brake valve service portion Original Equipment Manufacturer warranty date System generated element. This element is not eligible for Input. Value does not	Validation Rule for DTDN -The inspection date must not be 60 days before the Build Date
carry forward for Single Clone / Multi-Clone.	Inspection Due Date INDD
<ul> <li>NOTES:</li> <li>Service Valve OEM Date is system-generated from a Service Brake Valve Inspection.</li> </ul>	The due date of the next inspection; used for all inspection types reported on equipment
Convice Vehic Part Number	System Generated Field. This element is not eligible for Input. Value does not
Service Valve Part Number B566 Brake valve convice part number	carry forward for Add Back.
Brake valve service portion part number System generated element. This element is not eligible for Input. Value does not	Inspection Performer PERF
carry forward for Single Clone / Multi-Clone.	The SCAC that completed the inspection; used for all inspection types reported on equipment
Service Valve Part Number is system-generated from a Service Brake Valve Inspection.	Value does not carry forward for Single Clone / Multi-Clone / Add Back.
	Inspection Reporter REPT
Slack Adjuster CID B359	The SCAC that reported the inspection; used for all inspection types reported o
Component ID from Component Registry	equipment
Data is Confidential. This element is not eligible for Input. Value does not carry forward for Single Clone / Multi-Clone.	Value does not carry forward for Single Clone / Multi-Clone / Add Back.
Ndiacallaura aura	Scheduled Due Date SCDD
Miscellaneous	Scheduled Due Date
Umler Effective Date EFDT	This element is not eligible for Input. Does not Carry Forward.
The date the rating activity (pre-registration, modification, etc.) is expected to occur	Location/SPLC SPLC
This element is not eligible for Query. Does not Carry Forward. Validation Rule for EFDT	The SPLC of the inspecting location; used for all inspection types reported on equipment
-Effective Date cannot be set to more than 13 months in the future. NOTES:	Value does not carry forward for Single Clone / Multi-Clone / Add Back.
• Effective Date will default to the 1st of the following month that equipment	Air Card Item L015
is registered	Detail indicating type of items inspected as part of a locomotive Air Card Inspection
	Value does not carry forward for Single Clone / Multi-Clone / Add Back.
Inspection	Air Card Description L016
ABT Due Date (Repair Track) DU13	Description of the items inspected as part of a Locomotive Air Card Inspection
The due date of the air brake test per AAR Field Manual Rule 3	
System Generated Field. This element is not eligible for Input. Value does not carry forward for Add Back.	Value does not carry forward for Single Clone / Multi-Clone / Add Back.
ADT F & Veer Due Dete	Air Card Frequency Days L017
ABT 5-8 Year Due Date DU58 The E-8 year due date for the air broke test (ADT) ofter the ADT Due Date	Locomotive Air Card Frequency Days Value does not carry forward for Single Clone / Multi-Clone / Add Back.
The 5-8 year due date for the air brake test (ABT) after the ABT Due Date (Repair Track)	Range of Values for L017
System Generated Field. This element is not eligible for Input. Value does not carry forward for Add Back.	Minimum         Maximum           0         99999
FRA Drop Dead Date DDNE	Air Brake Test Device B523
FRA Drop Dead Date	Indicates the type of test device used to perform the Air Brake Test
System Generated Field. This element is not eligible for Input.	Value does not carry forward for Single Clone / Multi-Clone / Add Back. Permissible Values for B523
Inspection Certified by CERT	A Automatic (Non 4-Pressure)
Person certifying inspection	M Manual
Value does not carry forward for Single Clone / Multi-Clone / Add Back.	P Automatic (4-Pressure) Validation Rule for B523
	I
●=Mandatory ▲=Used in ETC Generation = Affects Rating - 2	LO2 – #=Conditionally Mandatory June 202



# Data Specification Manual

- -Air Brake Test Device (B523) must be reported for Air Brake Test inspection reported on or after December 10, 2020
- NOTES: Reports of 9999 will be allowed in case the date is illegible and the valve cannot be replaced immediately.
  Valid date format: MMYY

		Valid date format: MINIYY	
Insp Service Valve COTS Date	B570	Insp Emergency Valve OEM Warranty Date	B574
Brake valve service portion recondition date		Brake valve emergency portion Original Equipment Manufa	cturer warranty date
<ul> <li>Value does not carry forward for Single Clone / Multi-Clone / A NOTES:</li> <li>Reports of 9999 will be allowed in case the date is illegible a cannot be replaced immediately.</li> <li>Valid date format: MMYY</li> </ul>		<ul> <li>System generated element. This element is not eligible for a carry forward for Single Clone / Multi-Clone.</li> <li>NOTES:</li> <li>Reports of 999999 will be allowed in case the date is illeg cannot be replaced immediately.</li> </ul>	Input. Value does not
Insp Service Valve OEM Warranty Date	B571	Valid date format: MMYYYY	
Brake valve service portion Original Equipment Manufacturer	varranty date		
Value does not carry forward for Single Clone / Multi-Clone / A		Insp Emergency Valve Part Number	B575
NOTES:		Brake valve emergency portion part number	
<ul> <li>Reports of 999999 will be allowed in case the date is illegible cannot be replaced immediately.</li> <li>Valid date format: MMYYYY</li> </ul>	e and the valve	System generated element. This element is not eligible for a carry forward for Single Clone / Multi-Clone.	Input. Value does not
Insp Service Valve Part Number	B572	Insp Service Valve Location Mandatory	B576
Brake valve service portion part number		Brake valve service portion location	•
Value does not carry forward for Single Clone / Multi-Clone / A	Add Back.	Value does not carry forward for Single Clone / Multi-Clone	2.
Insp Emergency Valve COTS Date	B573	Insp Emergency Valve Location Mandatory	B577
Brake valve emergency portion recondition date		Brake valve emergency portion location reported on an em	ergency brake valve
Value does not carry forward for Single Clone / Multi-Clone / A	dd Back.	inspection	•
		Value does not carry forward for Single Clone / Multi-Clone	2.

Data Specification Manual

# Tank Cars

# **Tank Cars**

General	106
Status Code (USCD)	
Equipment ID (0001)	
Mechanical Designation (UMMD)	
Equipment Type Code (UMET) Maint of Way Service Type (B403)	106
Built Date (BLDT)	106
Tank Built Date (A298)	106
Orig Cert of Constr Nbr (A183)	
Rebuilt / ILS Date (RBDT)	
Rebuilt Flag (RBFL)	
Owner (UMOW)	
Lessee (LESE)	
Equipment Group (0002) Maintenance Party (MNPT)	
Mark Owner Category (B201)	
Prior Equipment ID (PRID)	107
Last Update Date (B122)	
Equipment Add Date (B082)	
Status Change Reason (USCR)	
Status Change Date (USCT)	
Extended Service (A096)	
End of Service Date (B078)	
Do Not Load After (B590)	
Equipment Identification (EINN) Info Conflict Status (B355)	
Conflict Status (B050)	108
Date of Original Conflict (B063)	
Next Conflict Status (B135)	
Notice Indicator (B137)	
Conflict Status Next Date (B062)	
Rate Indicator (A070)	
Private Zero Rate (B150)	
First Movement Date (USAT)	
Equipment Add Company (B083) Registration Reason (B174)	
Restencil Program Ind (B177)	
Delete Reason Code (B064)	100
Non-Compliant Wheelsets (B544)	
Conflict Status (B050)	
Conflict Status (B050) Weight	
Conflict Status (B050) Weight Gross Rail Load/Weight (A266)	<b>109</b>
Conflict Status (B050) Weight Gross Rail Load/Weight (A266) Tare Weight (A259)	<b>109</b> 109 
Conflict Status (B050) Weight Gross Rail Load/Weight (A266) Tare Weight (A259) Load Limit (LDLT)	<b>109</b> 109 109 110
Conflict Status (B050) Weight Gross Rail Load/Weight (A266) Tare Weight (A259) Load Limit (LDLT) Weighing Status (A289)	<b>109</b> 109 109 110 110
Conflict Status (B050) Weight Gross Rail Load/Weight (A266) Tare Weight (A259) Load Limit (LDLT) Weighing Status (A289) Weighing Date (A288)	
Conflict Status (B050) Weight Gross Rail Load/Weight (A266) Tare Weight (A259) Load Limit (LDLT) Weighing Status (A289) Weighing Date (A288) Gallonage Capacity (A297)	<b>109</b> 109 109 109 110 110 110 110 110 110
Conflict Status (B050) Weight Gross Rail Load/Weight (A266) Tare Weight (A259) Load Limit (LDLT) Weighing Status (A289) Weighing Date (A288) Gallonage Capacity (A297) Star Code (A247)	109 109 109 110 110 110 110 110 110
Conflict Status (B050) Weight Gross Rail Load/Weight (A266) Tare Weight (A259) Load Limit (LDLT) Weighing Status (A289) Weighing Date (A288) Gallonage Capacity (A297) Star Code (A247) Qual for Inc GRL (B344)	<b>109</b> 109 109 109 110 110 110 110 110 110 110
Conflict Status (B050) Weight Gross Rail Load/Weight (A266) Tare Weight (A259) Load Limit (LDLT) Weighing Status (A289) Weighing Date (A288) Gallonage Capacity (A297) Star Code (A247) Qual for Inc GRL (B344) Dimension	109           109           109           110           110           110           110           110           110           110           110           110           110           110           110           110           110           110
Conflict Status (B050) Weight Gross Rail Load/Weight (A266) Tare Weight (A259) Load Limit (LDLT) Weighing Status (A289) Weighing Date (A288) Gallonage Capacity (A297) Star Code (A247) Qual for Inc GRL (B344)	109           109           109           109           110           110           110           110           110           110           110           110           110           110           110           110           110           110           1110
Conflict Status (B050) Weight Gross Rail Load/Weight (A266) Tare Weight (A259) Load Limit (LDLT) Weighing Status (A289) Weighing Date (A288) Gallonage Capacity (A297) Star Code (A247) Qual for Inc GRL (B344) Dimension Plate Code (A046) Outside Length (OSLG) Outside Extreme Width (A186)	109           109           109           109           110           110           110           110           110           110           110           110           110           111           111           111
Conflict Status (B050) Weight Gross Rail Load/Weight (A266) Tare Weight (A259) Load Limit (LDLT) Weighing Status (A289) Weighing Date (A288) Gallonage Capacity (A297) Star Code (A247) Qual for Inc GRL (B344) Dimension Plate Code (A046) Outside Length (OSLG) Outside Extreme Width (A186). Outside Extreme Height (A185).	109           109           109           109           110           110           110           110           110           110           110           110           110           110           110           111           111           111
Conflict Status (B050) Weight Gross Rail Load/Weight (A266) Tare Weight (A259) Load Limit (LDLT) Weighing Status (A289) Weighing Date (A288) Gallonage Capacity (A297) Star Code (A247) Qual for Inc GRL (B344) Dimension Plate Code (A046) Outside Length (OSLG) Outside Extreme Height (A186) Outside Extreme Height (A185) Outside Height Extr Width (A187)	109           109           109           109           110           110           110           110           110           110           110           110           110           110           111           111           111           111
Conflict Status (B050) Weight Gross Rail Load/Weight (A266) Tare Weight (A259) Load Limit (LDLT) Weighing Status (A289) Weighing Date (A288) Gallonage Capacity (A297) Star Code (A247) Qual for Inc GRL (B344) Dimension Plate Code (A046) Outside Length (OSLG) Outside Extreme Width (A186) Outside Extreme Height (A185) Outside Extreme Height (A187) Truck Center Length (A276)	109           109           109           109           110           110           110           110           110           110           110           110           110           110           111           111           111           111           111           111           111
Conflict Status (B050) Weight Gross Rail Load/Weight (A266)	109           109           109           100           110           110           110           110           110           110           110           111           111           111           111           111           111           111           111           111           111           111           111           111           111           111           111           111           111
Conflict Status (B050) Weight Gross Rail Load/Weight (A266) Tare Weight (A259) Load Limit (LDLT) Weighing Status (A289) Weighing Date (A288) Gallonage Capacity (A297) Star Code (A247) Qual for Inc GRL (B344) Dimension Plate Code (A046) Outside Extreme Width (A186) Outside Extreme Height (A185) Outside Extreme Height (A187) Truck Center Length (A276) Specification Truck Count (B256)	109           109           109           109           110           110           110           110           110           110           110           110           110           111           112
Conflict Status (B050) Weight Gross Rail Load/Weight (A266) Tare Weight (A259) Load Limit (LDLT) Weighing Status (A289) Weighing Date (A288) Gallonage Capacity (A297) Star Code (A247) Qual for Inc GRL (B344) Dimension Plate Code (A046) Outside Extreme Width (A186) Outside Extreme Height (A185) Outside Extreme Height (A187) Truck Center Length (A276) Specification Truck Count (B256) Axle Count (B256) Axle Count (A024).	109           109           109           109           110           110           110           110           110           110           110           110           110           111           112           112
Conflict Status (B050) Weight. Gross Rail Load/Weight (A266)	109           109           109           100           110           110           110           110           110           110           111           112           112
Conflict Status (B050) Weight. Gross Rail Load/Weight (A266)	109           109           109           100           110           110           110           110           110           110           111           112           112
Conflict Status (B050) Weight Gross Rail Load/Weight (A266) Tare Weight (A259) Load Limit (LDLT) Weighing Status (A289) Weighing Date (A288) Gallonage Capacity (A297) Star Code (A247) Qual for Inc GRL (B344) Dimension Plate Code (A046) Outside Length (OSLG) Outside Extreme Width (A186) Outside Extreme Height (A185) Outside Extreme Height (A185) Outside Height Extr Width (A187) Truck Center Length (A276) Specification Truck Count (B256) Axle Count (A024) Wheel Bearing Type (B191) Bearke Shoe Type (B026). CC Side Bearing Type (A146)	109           109           109           109           110           110           110           110           110           110           110           110           110           111           112           112           112
Conflict Status (B050) Weight Gross Rail Load/Weight (A266) Tare Weight (A259) Load Limit (LDLT) Weighing Status (A289) Weighing Date (A288) Gallonage Capacity (A297) Star Code (A247) Qual for Inc GRL (B344) Dimension Plate Code (A046) Outside Length (OSLG) Outside Extreme Width (A186). Outside Extreme Height (A185). Outside Extreme Height (A185). Outside Extreme Height (A187) Truck Center Length (A276). Specification Truck Count (B256). Axle Count (B256). Axle Count (B256). Axle Count (A024). Wheel Bearing Type (B191). Bearing Shielded From HBD (B021). Brake Shoe Type (B026). CC Side Bearing Type (A146). Empty/Load Device Eqpd (B075).	109           109           109           100           110           110           110           110           110           110           110           110           110           111           112           112           112           112           112           112
Conflict Status (B050) Weight Gross Rail Load/Weight (A266) Tare Weight (A259) Load Limit (LDLT) Weighing Date (A288) Weighing Date (A288) Weighing Date (A288) Star Code (A247) Qual for Inc GRL (B344) Dimension Plate Code (A046) Outside Length (OSLG) Outside Extreme Width (A186) Outside Extreme Height (A185) Outside Extreme Height (A187) Truck Center Length (A276). Specification Truck Count (B256) Axle Count (A024) Wheel Bearing Type (B191) Bearing Shielded From HBD (B021) Brake Shoe Type (B026) CC Side Bearing Type (A146) Empty/Load Device Eqpd (B075) Remote Monitoring Device (B176)	109           109           109           109           110           110           110           110           110           110           110           110           110           111           112           112           112           112           112           112           113
Conflict Status (B050) Weight Gross Rail Load/Weight (A266)	109           109           109           100           110           110           110           110           110           110           111
Conflict Status (B050) Weight Gross Rail Load/Weight (A266) Tare Weight (A259) Load Limit (LDLT) Weighing Status (A289) Weighing Date (A288) Gallonage Capacity (A297) Star Code (A247) Qual for Inc GRL (B344) Dimension Plate Code (A046) Outside Length (OSLG) Outside Extreme Width (A186) Outside Extreme Height (A185) Outside Extreme Height (A187) Truck Center Length (A276) Specification Truck Count (B256) Axle Count (A024) Wheel Bearing Type (B191) Bearing Shielded From HBD (B021) Brake Shoe Type (B026) CC Side Bearing Type (A146) Empty/Load Device Eqpd (B075) Remote Monitoring Device (B176) AEI High Temperature Tag (B006) Compartment Count (A052)	109           109           109           109           110           110           110           110           110           110           110           110           110           111           112           112           112           112           112           112           113           113
Conflict Status (B050) Weight Gross Rail Load/Weight (A266) Tare Weight (A259) Load Limit (LDLT) Weighing Status (A289) Weighing Date (A288) Gallonage Capacity (A297) Star Code (A247) Qual for Inc GRL (B344) Dimension Plate Code (A046) Outside Length (OSLG) Outside Extreme Width (A186) Outside Extreme Width (A185) Outside Extreme Height (A185) Outside Extreme Height (A187) Truck Center Length (A276) Specification Truck Count (B256) Axle Count (A024) Wheel Bearing Type (B191) Bearing Shielded From HBD (B021) Brake Shoe Type (B026) CC Side Bearing Type (A146) Empty/Load Device Eqpd (B075) Remote Monitoring Device (B176) AEI High Temperature Tag (B006) Compartment Count (A022)	109           109           109           109           110           110           110           110           110           110           110           110           110           111           112           112           112           112           112           112           113           113           113
Conflict Status (B050) Weight Gross Rail Load/Weight (A266) Tare Weight (A259) Load Limit (LDLT) Weighing Status (A289) Weighing Date (A288) Gallonage Capacity (A297) Star Code (A247) Qual for Inc GRL (B344) Dimension Plate Code (A046) Outside Length (OSLG) Outside Extreme Width (A186) Outside Extreme Height (A185) Outside Extreme Height (A185) Outside Extreme Height (A187) Truck Center Length (A276) Specification Truck Count (B256) Axle Count (B256) Axle Count (B256) Axle Count (B256) CC Side Bearing Type (B191) Bearing Shielded From HBD (B021) Brake Shoe Type (B026) CC Side Bearing Type (A146) Empty/Load Device Eqpd (B075) Remote Monitoring Device (B176) AEI High Temperature Tag (B006) Compartment Count (A020) Intermediate Conn Style (B115)	109           109           109           100           110           110           110           110           110           110           110           110           111           112           112           112           112           112           112           113           113           113
Conflict Status (B050) Weight Gross Rail Load/Weight (A266) Tare Weight (A259) Load Limit (LDLT) Weighing Status (A289) Weighing Date (A288) Gallonage Capacity (A297) Star Code (A247) Qual for Inc GRL (B344) Dimension Plate Code (A046) Outside Length (OSLG) Outside Extreme Width (A186) Outside Extreme Width (A185) Outside Extreme Height (A185) Outside Extreme Height (A187) Truck Center Length (A276) Specification Truck Count (B256) Axle Count (A024) Wheel Bearing Type (B191) Bearing Shielded From HBD (B021) Brake Shoe Type (B026) CC Side Bearing Type (A146) Empty/Load Device Eqpd (B075) Remote Monitoring Device (B176) AEI High Temperature Tag (B006) Compartment Count (A022)	109           109           109           100           110           110           110           110           110           110           110           111           112           112           112           112           113           113           113           113           113           113
Conflict Status (B050) Weight. Gross Rail Load/Weight (A266). Tare Weight (A259) Load Limit (LDLT) Weighing Status (A289). Weighing Date (A288). Gallonage Capacity (A297) Star Code (A247) Qual for Inc GRL (B344). Dimension Plate Code (A046). Outside Length (OSLG) Outside Extreme Width (A186). Outside Extreme Height (A185). Outside Extreme Height (A187). Truck Center Length (A276). Specification Truck Count (B256). Axle Count (B256). Axle Count (A024). Wheel Bearing Type (B191). Bearing Shielded From HBD (B021). Brake Shoe Type (B026). CC Side Bearing Type (A146). Empty/Load Device Eqpd (B075). Remote Monitoring Device (B176). AEI High Temperature Tag (B006). Compartment Count (A020). Intermediate Conn Style (B115). Operating Brakes (A182).	109           109           109           100           110           110           110           110           110           110           110           110           111
Conflict Status (B050) Weight Gross Rail Load/Weight (A266) Tare Weight (A259) Load Limit (LDLT) Weighing Date (A288) Gallonage Capacity (A297) Star Code (A247) Qual for Inc GRL (B344) Dimension Plate Code (A046) Outside Length (OSLG) Outside Extreme Width (A186) Outside Extreme Height (A185) Outside Extreme Height (A187) Truck Center Length (A276). Specification Truck Count (B256) Axle Count (A024) Wheel Bearing Type (B191) Bearing Shielded From HBD (B021) Brake Shoe Type (B26) CC Side Bearing Type (A146) CC Side Bearing Type (A146) CC Side Bearing Type (A146) CC Side Bearing Type (B176) AEI High Temperature Tag (B006). Connected Unit Count (A020) Intermediate Conn Style (B115) Operating Brakes (A182) ECP Brake Builder (B328) Slack Adjuster Group (B538)	109           109           109           100           110           110           110           110           110           110           110           110           111           112           112           112           112           112           113           113           113           113           113           113           113
Conflict Status (B050) Weight Gross Rail Load/Weight (A266)	109           109           109           100           110           110           110           110           110           110           110           111
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# anual

	Data Specific
General	
tatus Code Mandatory	USCD
dentifies the current operational state Does not Carry Forward.	•
Permissible Values for USCD	
A ACTIVE I INACTIVE	
P PRE-REGISTERED	
IOTES: For Restencil and Clone process the initial Status of a car should	he Pre-
Registered.	berre
All Add-Back processes should initially set the Status to Pre-Regi	stered
A Pre-registered car will automatically have its Status changed to	
the initial change when TRAIN detects three (3) movements on the lift the Status changes to Active due to movement and the car was	
from a Restencil, the Prior Equipment ID (PRID) or source car will	
status changed to Inactive automatically by Umler	
Equipment ID	0001
he equipment stenciled number	
<b>/alidation Rule for 0001</b> Equipment Number must not be larger than 6 digits (i.e., 999999)	
IOTES:	
Equipment ID includes the mark and number stenciled on the education of th	quipment.
Marks can be up to 4 characters and number up to 6 digits (i.e.,	
ABCD999999). Up to 500 cars can be added or updated in a transaction.	
When adding an equipment record, ensure that Prior Equipmen	t ID (PRID) is
reported, unless the equipment is new.	
Acchanical Decignation Mandatony	
Aechanical Designation Mandatory	UMMD
quipment description without physical dimensions	
,	
quipment description without physical dimensions Jsed in ETC Generation. Used for Transportation Codes.	
Aquipment description without physical dimensions Used in ETC Generation. Used for Transportation Codes. Permissible Values for UMMD MWTK MoW - Tank T Tank	•
Equipment description without physical dimensions         Used in ETC Generation. Used for Transportation Codes.         Permissible Values for UMMD         MWTK       MoW - Tank         T       Tank         Equipment Type Code	UMET
Aquipment description without physical dimensions Used in ETC Generation. Used for Transportation Codes. Permissible Values for UMMD MWTK MoW - Tank T Tank Aquipment Type Code An alpha numeric code that describes the physical attributes of equ	UMET
Aquipment description without physical dimensions Jsed in ETC Generation. Used for Transportation Codes. Permissible Values for UMMD MWTK MoW - Tank T Tank Aquipment Type Code An alpha numeric code that describes the physical attributes of equipsee of the second secon	UMET
Aquipment description without physical dimensions Jsed in ETC Generation. Used for Transportation Codes. Permissible Values for UMMD MWTK MoW - Tank T Tank AWTK MoW - Tank T Tank Automatic Code that describes the physical attributes of equipment Type Code an alpha numeric code that describes the physical attributes of equipstem Generated Field. This element is not eligible for Input. HOTES:	UMET uipment
Aquipment description without physical dimensions Jsed in ETC Generation. Used for Transportation Codes. Permissible Values for UMMD MWTK MoW - Tank T Tank Aquipment Type Code An alpha numeric code that describes the physical attributes of equipsee the second s	UMET uipment
Aquipment description without physical dimensions Jsed in ETC Generation. Used for Transportation Codes. Permissible Values for UMMD MWTK MoW - Tank T Tank AWTK MoW - Tank T Tank Automatic Code that describes the physical attributes of equipment Type Code an alpha numeric code that describes the physical attributes of equipstem Generated Field. This element is not eligible for Input. HOTES:	UMET uipment
Equipment description without physical dimensions         Used in ETC Generation. Used for Transportation Codes.         Permissible Values for UMMD         MWTK       MoW - Tank         MWTK       MoW - Tank         T       Tank         Equipment Type Code         on alpha numeric code that describes the physical attributes of equipystem Generated Field. This element is not eligible for Input.         IOTES:         Please Refer to Appendix I for More information Regarding ETC	UMET uipment Generation
Equipment description without physical dimensions         Used in ETC Generation. Used for Transportation Codes.         Permissible Values for UMMD         MWTK       MoW - Tank         MWTK       MoW - Tank         T       Tank         Equipment Type Code         An alpha numeric code that describes the physical attributes of equipystem Generated Field. This element is not eligible for Input.         MOTES:         Please Refer to Appendix I for More information Regarding ETC         Maint of Way Service Type         dentifies equipment Maintenance Of Way function         /alue does not carry forward for Equipment Group Change.	UMET uipment Generation
Equipment description without physical dimensions         Used in ETC Generation. Used for Transportation Codes.         Permissible Values for UMMD         MWTK       MoW - Tank         MWTK       MoW - Tank         T       Tank         Equipment Type Code         An alpha numeric code that describes the physical attributes of equipystem Generated Field. This element is not eligible for Input.         NOTES:         Please Refer to Appendix I for More information Regarding ETC         Maint of Way Service Type         dentifies equipment Maintenance Of Way function         /alue does not carry forward for Equipment Group Change.         Permissible Values for B403	UMET uipment Generation
Equipment description without physical dimensions         Used in ETC Generation. Used for Transportation Codes.         Permissible Values for UMMD         MWTK       MoW - Tank         MWTK       MoW - Tank         T       Tank         Equipment Type Code         An alpha numeric code that describes the physical attributes of equipystem Generated Field. This element is not eligible for Input.         MOTES:         Please Refer to Appendix I for More information Regarding ETC         Maint of Way Service Type         dentifies equipment Maintenance Of Way function         /alue does not carry forward for Equipment Group Change.	UMET uipment Generation
Approximately and the second stress of th	UMET uipment Generation
Approximately and the second stress of th	UMET uipment Generation
Approximately and the second stress of th	UMET uipment Generation B403
Approximately and the second stress of th	UMET Jipment Generation B403 e Equipment
Aguipment description without physical dimensions         Used in ETC Generation. Used for Transportation Codes.         Vermissible Values for UMMD         MWTK       MoW - Tank         MWTK       MoW - Tank         T       Tank         Sequipment Type Code         vn alpha numeric code that describes the physical attributes of equipystem Generated Field. This element is not eligible for Input.         AOTES:         Please Refer to Appendix I for More information Regarding ETC         Alaint of Way Service Type         dentifies equipment Maintenance Of Way function         /alue does not carry forward for Equipment Group Change.         vermissible Values for B403         C2       Crane / Boom Support Car         F4       Flat-Wheel Sets         T4       Training Car         T8       Track Geometry Car         /alidation Rule for B403         Maint of Way Service Type can only be listed on records where th	UMET Jipment Generation B403 e Equipment
Aguipment description without physical dimensions         Used in ETC Generation. Used for Transportation Codes.         Vermissible Values for UMMD         MWTK       MoW - Tank         MWTK       MoW - Tank         T       Tank         Sequipment Type Code         vn alpha numeric code that describes the physical attributes of equipystem Generated Field. This element is not eligible for Input.         IOTES:         Please Refer to Appendix I for More information Regarding ETC         Alaint of Way Service Type         dentifies equipment Maintenance Of Way function         /alue does not carry forward for Equipment Group Change.         vermissible Values for B403         C2       Crane / Boom Support Car         F4       Flat-Wheel Sets         T4       Training Car         T8       Track Geometry Car         /alidation Rule for B403         Maint of Way Service Type can only be listed on records where th	UMET Jipment Generation B403 e Equipment
Equipment description without physical dimensions         Jsed in ETC Generation. Used for Transportation Codes.         Permissible Values for UMMD         MWTK       MoW - Tank         MWTK       MoW - Tank         Tank         Equipment Type Code         an alpha numeric code that describes the physical attributes of equipstem Generated Field. This element is not eligible for Input.         IOTES:         P Please Refer to Appendix I for More information Regarding ETC         Maint of Way Service Type         dentifies equipment Maintenance Of Way function         Yalue does not carry forward for Equipment Group Change.         Permissible Values for B403         C2       Crane / Boom Support Car         F4       Flat-Wheel Sets         T4       Training Car         T8       Track Geometry Car         Validation Rule for B403         Maint of Way Service Type can only be listed on records where th         Group (0002) or Pseudo Equipment Group (B547) is listed as MIS         Built Date Mandatory         he date the construction of the equipment is complete	UMET uipment Generation B403 e Equipment CC BLDT •
Aquipment description without physical dimensions Jsed in ETC Generation. Used for Transportation Codes. Permissible Values for UMMD MWTK MoW - Tank T Tank Guipment Type Code an alpha numeric code that describes the physical attributes of equipstem Generated Field. This element is not eligible for Input. HOTES: Please Refer to Appendix I for More information Regarding ETC Maint of Way Service Type dentifies equipment Maintenance Of Way function Yalue does not carry forward for Equipment Group Change. Permissible Values for B403 C2 Crane / Boom Support Car F4 Flat-Wheel Sets T4 Training Car T8 Track Geometry Car Yalidation Rule for B403 Maint of Way Service Type can only be listed on records where the Group (0002) or Pseudo Equipment Group (B547) is listed as MIS Built Date Mandatory The date the construction of the equipment is complete Data is Confidential. Used for Transportation Codes. Affects Rating	UMET uipment Generation B403 e Equipment CC BLDT •
Aguipment description without physical dimensions         Jsed in ETC Generation. Used for Transportation Codes.         Permissible Values for UMMD         MWTK       MoW - Tank         MWTK       MoW - Tank         T       Tank         Gquipment Type Code         vn alpha numeric code that describes the physical attributes of equipstem Generated Field. This element is not eligible for Input.         JOTES:         Please Refer to Appendix I for More information Regarding ETC         Alaint of Way Service Type         dentifies equipment Maintenance Of Way function         Yalue does not carry forward for Equipment Group Change.         Permissible Values for B403         C2       Crane / Boom Support Car         F4       Flat-Wheel Sets         T4       Training Car         T8       Track Geometry Car         /alidation Rule for B403         Maint of Way Service Type can only be listed on records where th         Group (0002) or Pseudo Equipment Group (B547) is listed as MIS         Built Date Mandatory         The date the construction of the equipment is complete         Data is Confidential. Used for Transportation Codes. Affects Rating not carry forward for Single Clone / Multi-Clone.	UMET uipment Generation B403 e Equipment CC BLDT •
Aquipment description without physical dimensions Jsed in ETC Generation. Used for Transportation Codes. Permissible Values for UMMD MWTK MoW - Tank T Tank Guipment Type Code an alpha numeric code that describes the physical attributes of equipstem Generated Field. This element is not eligible for Input. HOTES: Please Refer to Appendix I for More information Regarding ETC Maint of Way Service Type dentifies equipment Maintenance Of Way function Yalue does not carry forward for Equipment Group Change. Permissible Values for B403 C2 Crane / Boom Support Car F4 Flat-Wheel Sets T4 Training Car T8 Track Geometry Car Yalidation Rule for B403 Maint of Way Service Type can only be listed on records where the Group (0002) or Pseudo Equipment Group (B547) is listed as MIS Built Date Mandatory The date the construction of the equipment is complete Data is Confidential. Used for Transportation Codes. Affects Rating	UMET uipment Generation B403 e Equipment CC BLDT •
Guipment description without physical dimensions         Jsed in ETC Generation. Used for Transportation Codes.         Permissible Values for UMMD         MWTK       MoW - Tank         MWTK       MoW - Tank         T       Tank         Guipment Type Code         on alpha numeric code that describes the physical attributes of equipstem Generated Field. This element is not eligible for Input.         IOTES:         Please Refer to Appendix I for More information Regarding ETC         Anint of Way Service Type         dentifies equipment Maintenance Of Way function         Yalue does not carry forward for Equipment Group Change.         Permissible Values for B403         C2       Crane / Boom Support Car         F4       Flat-Wheel Sets         T4       Training Car         T8       Track Geometry Car         /alidation Rule for B403         Maint of Way Service Type can only be listed on records where th         Group (0002) or Pseudo Equipment Group (B547) is listed as MIS         suilt Date Mandatory         he date the construction of the equipment is complete         Data is Confidential. Used for Transportation Codes. Affects Rating not carry forward for Single Clone / Multi-Clone.         Tange of Values for BLDT	UMET uipment Generation B403 e Equipment CC BLDT •
Gquipment description without physical dimensions         Jsed in ETC Generation. Used for Transportation Codes.         Permissible Values for UMMD         MWTK       MoW - Tank         MWTK       MoW - Tank         T       Tank         Gquipment Type Code         vn alpha numeric code that describes the physical attributes of equipystem Generated Field. This element is not eligible for Input.         JOTES:         Please Refer to Appendix I for More information Regarding ETC         Aint of Way Service Type         dentifies equipment Maintenance Of Way function         Yalue does not carry forward for Equipment Group Change.         Permissible Values for B403         C2       Crane / Boom Support Car         F4       Flat-Wheel Sets         T4       Training Car         T8       Track Geometry Car         /alidation Rule for B403         Maint of Way Service Type can only be listed on records where th         Group (0002) or Pseudo Equipment Group (B547) is listed as MIS         Built Date Mandatory         The date the construction of the equipment is complete         Data is Confidential. Used for Transportation Codes. Affects Rating not carry forward for Single Clone / Multi-Clone.         tange of Values for BLDT       Minimum         Maximum       Maximu	UMET uipment Generation B403 e Equipment CC BLDT •

Built Date must not be in the future for equipment in Active Status
Prior and target equipment's Built Date (BLDT) must match for
restenciling

uilt Date cannot be updated within 30 days of the End of Service Date (B078)

#### 5:

- a is public for railroad marked equipment.
- connected unit cars report the oldest car in the set.

#### uilt Date

# uilt Date

# Confidential.

# of Values for A298

Minimum	Maximum	
1/1/1900	12/31/9999	

#### tion Rule for A298

Stub Sill Design Type is reported as Full then Private Tank Year must be orted

# ert of Constr Nbr Mandatory

nstruction certification number of the AAR provides to the equipment nufacturer (Form AAR 4-2)

Confidential. Value does not carry forward for Single Clone / Multi-Clone.

## tion Rule for A183

Original Certificate of Construction is required for Tanks that have a t/Rebuilt (Birth) Date on or after July 1, 1997

Rebuilt / ILS D	ate	RBDT
The date the re	e-construction of the equipment is complete	
Data is Confide	ntial. Value does not carry forward for Single	Clone / Multi-
Clone.		
Range of Valu		
Minimum	Maximum	
1/1/1900	12/31/9999	
Validation Rul		
	creased Life Service Date must be after the Bui	
	te must not be more than 70 years after the B	. ,
	te is required for Extended Service Code (A096	5) 1, 2, or 3 for
	sed Life Service	
	te is required for Extended Service Code (A096	6) R for Rebuilt,
	r 65 years of service	La (A00C)
	Date is reported then the Extended Service Coc	
•	orted as R for Rebuilt, V, 1, 2, or 3 for Increase	a Life Service
NOTES:		
	s applicable only to cars meeting status as pr	
	Rules, and the AAR Mechanical Interchange Ru	le 88, Office
Manual.		
	applicable to all cars meeting AAR Mechanic	
-	tion C, Office Manual and Sections A and B of t	
	ed unit cars report the oldest car in the set. Do	not report Rebuil
Date unless	car has been approved by the AAR.	
Rebuilt Flag		RBFL
Identifies the e	quipment is nearing its end of life cycle	
Data is Confide	ntial. System Generated Field. This element is	s not eligible for
Input.		Ū
Permissible Va	lues for RBFL	
N No		
Y Yes		
Owner Manda	tory	UMOW

y reporting mark of the railroad or private company owning the car 🔎 👘 does not carry forward for Single Clone / Multi-Clone / Single Restencil /

	=Mandatory	=Used in ETC Generation	= Affects Rating	– <b>106 –</b>	=Conditionally Mandatory	June 2024
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# **Data Specification Manual**

LESE

#### Multi-Restencil.

#### NOTES:

- · Report the primary reporting mark of the railroad or private company owning the car. When car's lease or lien is held by a bank, trust holder, capital lease company, etc. not having an assigned mark, report the primary reporting mark affiliated with the stenciled reporting mark.
- Owners are required to submit a form R-1 to the operating and Maintenance Department AAR when reporting marks are changed.

#### Lessee

# The reporting mark of the company leasing the equipment

Value does not carry forward for Single Clone / Multi-Clone / Single Restencil / Multi-Restencil.

#### Validation Rule for LESE

-Umler Owner (UMOW) and Lessee are not allowed to be equal

-Lessee cannot be a child reporting mark

#### NOTES

• In order to assign privately marked cars to a pool, a railroad reporting mark must be reported.

Equipment Group Mandatory	0002
Identifies the various major car types	•

Used for Transportation Codes. Affects Rating

#### Maintenance Party MNPT The parent reporting mark of the company responsible for the maintenance and repairs of the equipment

Does not Carry Forward.

Mark	Owner Category B201
	ompany that owns the stenciled mark on the car
	n Generated Field. This element is not eligible for Input. Value does not
	carry forward for Single Restencil / Multi-Restencil / Equipment Group
	Change / Add Back.
Permi	ssible Values for B201
В	US Private
С	Canadian Private
F	Foreign Private
Н	Canadian Class II
I	Canadian Class I
J	Mexican Class I
К	Canadian Class III
Μ	Mexican Private
Ν	US Private Steamship
0	Canadian Private Steamship
Р	Mexican Private Steamship
Q	Foreign Private Steamship
R	US Class II Railroad
U	US Class I Railroad
V	US Class III Railroad
W	Mexican Class II Railroad
Y	Mexican Class III Railroad
NOTE	S:
• This	value is stored in the Umler Database for informational purposes and is
	ieved from the Roadmark Registry.
Prior	Equipment ID PRID
The p	revious reporting mark and number of the equipment
Value	does not carry forward for Single Clone / Multi-Clone.
Valida	ation Rule for PRID
-P	rior and target equipment's Built Date (BLDT) must match
-T	he Prior Equipment ID (0001) must belong to the same or comparable
	Equipment Group (0002) as the current car initial and number

#### • Prior ID enables equipment records to share the same historical lineage. Equipment Identification Number (EIN) is a generated id that enables these equipment records to share inspections and transaction history.

#### Last Update Date

NOTES:

#### Date of the last Umler element change

System Generated Field. This element is not eligible for Input.

#### **Equipment Add Date**

Date the reporting mark and number was added to the Umler system

System Generated Field. This element is not eligible for Input.

#### **Status Change Reason**

USCR

B122

B082

Identifies the reason for the current operational state System Generated Field. This element is not eligible for Input. Does not Carry Forward.

#### Permissible Values for USCR

- Initial Load
- Movement Μ
- Status Changed Manually 0
- R Restencil

#### NOTES:

- If movement is detected on equipment, status is changed to Active.
- If an equipment record is changed to Active, any prior equipment record is placed in Inactive status.

#### Status Change Date USCT tifies the effective date of the current operational state em Generated Field. This element is not eligible for Input. Does not Carry

Forward.

Extended Service Mandatory	A096
A code indicating the eligibility of an increase to the life cycle	•
Used for Transportation Codes. Value does not carry forward for Sing	gle Clone /
Multi-Clone.	

#### missible Values for A096

- 1st ILS Inspection, additional 5 years of Service
- 2nd ILS Inspection, additional 5 years of service (10 years total)
- 3rd ILS Inspection, additional 5 years of service (15 years total)
- Built New between January 1, 1964 June 30, 1974, Certified for 50 Years of Service, Built New Before July 1, 1974 & Received AAR Waiver
- Built new from July 1,1974, Qualified for 50 Years Service
- Built Before January 1, 1964, Qualified for 40 Years Service
- Rule 88, Rebuilt cars
- Built between January 1, 1964 June 30, 1974, Qualified for 40 Years & eligible for certification for 50 Years Service
- Car is certified (FRA Waiver & AAR) for 65 years of service from date built new from January 1, 1964

#### dation Rule for A096

- -If Rebuilt Date (RBDT) is reported, then the Extended Service Code (A096) must be reported as R for Rebuilt, V, 1, 2, or 3 for Increased Life Service
- -Extended Service Code of C cannot be reported if the car was built before January 1, 1964 or on/after July 1, 1974
- -Extended Service Code of E cannot be reported if the car was built before July 1, 1974
- -Extended Service Code of N cannot be reported if the car was built on/after January 1, 1964
- -Extended Service Code of U cannot be reported if the car was built before January 1, 1964 or on/after July 1, 1974

# TES:

- Value is used to calculate End of Service Date (B078).
- Rebuilt Date (RBDT) is required for Extended Service Code (A096) R for

#### Tank Cars



B137

# **Data Specification Manual**

**B078** 

Rebuilt, or V for 65 years service.

Rebuilt Date (RBDT) is required for Extended Service Code (A096) 1, 2, 3, and V for Increased Life Service.

**End of Service Date** 

# Indicates the date of the end of equipment life

Data is Confidential. System Generated Field. This element is not eligible for Input.

#### NOTES:

#### Data becomes non-confidential two year priors to End of Service Date. Do Not Load After **B590** Equipment should not be loaded after date shown in the element Data is Confidential. Validation Rules for B590 -Do Not Load After (B590) cannot be updated thirty days prior to the date shown in the element. -Do Not Load After (B590) cannot be updated within thirty days of the End of Service Date (B078) -Do Not Load After (B590) date cannot be on or after the End of Service (B078) date. NOTES: The element will be initially populated by End of Service (B078) minus 30 davs. Data becomes non-confidential thirty days prior to the Do Not Load After (B590) date. **Equipment Identification** EINN Unique equipment identifier regardless of stenciled mark System Generated Field. This element is not eligible for Input. NOTES: Specify the Prior ID (PRID) on equipment records to ensure the historical lineage is preserved. Equipment with the same EIN share history and inspections. Info Conflict Status **B355** Indicates that an Informational Conflict exists on the Equipment record System Generated Field. This element is not eligible for Input. Value does not carry forward for Single Clone / Multi-Clone. **Conflict Status** B050 Identifies the escalation level of equipment in active conflict System Generated Field. Affects Rating. This element is not eligible for Input. Value does not carry forward for Add Back. Permissible Values for B050 Subject to Zero-Rating 1 Subject to Restricted in Interchange 2 З Subject to Deletion NOTES: • Subject to Zero-Rating, goes into effect 30 days after Conflict Status occurs Subject to Restricted in Interchange, goes into effect 90 days after Conflict Status occurs Subject to Deletion, goes into effect 365 days after Conflict Status occurs **Date of Original Conflict** B063 The date the equipment was originally placed in the current conflict System Generated Field. This element is not eligible for Input. **Next Conflict Status** B135 Identifies the next escalation level of an equipment in active conflict System Generated Field. This element is not eligible for Input. Value does not

carry forward for Add Back.

# Permissible Values for B135

- 1 Subject to Zero-Rating
- 2 Subject to Restricted in Interchange
- 3 Subject to Deletion

#### NOTES:

- Subject to Zero-Rating, goes into effect 30 days after Conflict Status occurs • Subject to Restricted in Interchange, goes into effect 90 days after Conflict
- Status occurs Subject to Deletion, goes into effect 365 days after Conflict Status occurs

#### Notice Indicator

Identifies equipment in error in Umler Notice Management

System Generated Field. This element is not eligible for Input.

#### **Conflict Status Next Date** B062

## The date the conflict status will be escalated

System Generated Field. This element is not eligible for Input. Value does not carry forward for Add Back.

Rate	Indicator			A070				
Indic	ates the rate type appl	icable	to the unit					
Syste	em Generated Field. Us	ed for	Transportation Codes. Aff	ects Rating. This				
element is not eligible for Input. Does not Carry Forward.								
Perm	Permissible Values for A070							
0	Zero-Rated Due to		t Errors					
2	Private Mileage Rat			( )				
6			), AAR Overage (XA), FRA O	<b>U</b> ( ).				
Umler Conflict - CHR 1/Tarriff 6007 (XZ). Zero-Rated Private Owner Election to Zero Rate [See Private Zero Rate (B150)].								
м	Railroad Market Ra	•	e Private Zero Rate (B150)].					
Q			et Rate Due to Conflict Erro	arc.				
NOT		INIGIN		715				
		oction	of conflicts will rejustate th	o appropriato rato				
	dicator code.	ection	of conflicts will reinstate th	e appropriate rate				
Priva	ite Zero Rate			B150				
		vioct t	contractual agreement n					
Indicates a private car is subject to contractual agreement, nullifying mileage								
rates								
	ts Rating.	<b>`</b>						
_	hissible Values for B150	J						
Y Yes NOTES:								
<ul> <li>Reporting "Y" generates Rate Indicator (A070) value 6 and a zero rate.</li> </ul>								
• Re	porting "Y" generates	Rate li	ndicator (A070) value 6 and	a zero rate.				
First	Movement Date			USAT				
The f	irst movement date un	der th	e stenciled mark of the equ	ipment				
This	element is not eligible f	for Inp	ut. Does not Carry Forward	ł.				
Envi	and a del Composition			8002				
	pment Add Company			B083				
			ny that added the equipmen					
Syste	em Generated Field. Th	is eler	nent is not eligible for Inpu	t.				
Regis	stration Reason			B174				
The o	code indicating the reas	son th	s equipment is added					
Does	not Carry Forward.							
	nissible Values for B174	1						
А	Add-Back	Ν	New					
Р	Pending Restencil	R	Restencil					
	5							
	1.8							

Restencil Program Ind	B1//
Identifies the equipment is under a restencil program	
Permissible Values for B177	

Yes

#### Data Specification Manual

	Data Speci
Delete Reas	on Code B064
A code that	designates the reason the equipment has been deleted
Value does	not carry forward for Add Back.
Permissible	Values for B064
A Res	tenciled
	troyed or wrecked
	se terminated, removed from fleet
	ired unserviceable beyond economic repair
R Reb	
	d Serviceable
	r age retired for dismantling
Y Erro Z Oth	or, reporting did not exist
z Oth	e
Non-Compli	ant Wheelsets B544
Equipment	record is incomplete and has a missing wheelset component ID
associatio	on. Refer to AAR Field Manual Rule 44 for industry requirements 🌻
System Gen	erated Field. This element is not eligible for Input. Value does not
carry f	orward for Single Clone / Multi-Clone.
Validation F	tule for B544
-A Wheels	set Component ID is required for each applicable location on
	pment built on or after January 1, 2016
-A Wheels	set Component ID is required for each applicable location on
equip	ment rebuilt on or after January 1, 2016 and Gross Rail Load (A266
is gre	ater than 268,000 lbs
NOTES:	
• A "Y" will	be system generated if the equipment is active and the number of
	CID's required is not equal to the Axle Count (A024) on the
equipme	nt
	n rule applies to equipment that has been in Active status for 60
days	
Pseudo Equ	ipment Group B547
	needs to be identified as a miscellaneous record while maintaining
	nts linked to the original equipment group
,	erated Field.
	Values for B547
MISC M	liscellaneous
	Weight
Gross Rail L	oad/Weight Mandatory A266
The maximu	m permissible weight on rail of the equipment and the load,
reported	in pounds •
Affects Ratin	lg.
Range of Va	lues for A266
Minimum	Maximum
43000	1000000

#### Validation Rule for A266

-UnStarred 4 Axle Cars with a Journal Size of G must have a Gross Weight equal to 315,000 lbs.

-Gross Rail Load must be equal to the Load Limit (LDLT) plus the Tare Weight (A259)

#### NOTES:

Use Table 1 below to determine Gross Rail Load, if Qualification for Increased Gross Rail Load (B344) does not exist.

#### TABLE 1 -

Journal Size	Load per Axle	Gross Rail Load for 4- axle Equipment
B - 4 1/2" x 8"	25,750 lbs.	103,000 lbs.
C - 5" x 9"	35,500 lbs.	142,000 lbs.
D - 5 1/2" x 10"	44,250 lbs.	177,000 lbs.
E - 6" x 11"	55,000 lbs.	220,000 lbs.

F - 6 1/2" x 12"	65,750 lbs.	263,000 lbs.
G - 7" x 12"	78,750 lbs.	315,000 lbs.
K - 6 1/2" x 9"	71,500 lbs.	263,000 lbs.
M - 7" x 9"	78,750 lbs.	315,000 lbs.

Use Table 2 below to determine Gross Rail Load for 4-axle equipment if Qualification for Increased Gross Rail Load (B344) exists.

TABLE 2 -		
Qualification for Increased Gross Rail	Journal Size	Gross Rail Load
Load (B344)		
1	K - 6 1/2" x 9"	286,000 lbs.
1	G - 7" x 12"	286,000 lbs.
1	M - 7" x 9"	286,000 lbs.
2	F - 6 1/2" x 12"	286,000 lbs.
2	K - 6 1/2" x 9"	286,000 lbs.
3	F - 6 1/2" x 12"	268,000 lbs.
3	K - 6 1/2" x 9"	268,000 lbs.

• For multi-unit equipment, report the total gross rail load for the entire set.

• Refer to Field Manual Rule 70 if additional information is required.

A Gross Rail Load less than the listed or calculated values may be entered; however:

- Star Code (A247) must be R or S, and
- Load Limit (LDLT) must also be reduced, ensuring Tare Weight (A259) plus Load Limit (LDLT) equals the reported Gross Rail Load.

For equipment having two or more different journal sizes, see following examples:

Example for Drawbar Connected:

- A 3-unit drawbar connected car has 12 axles.
- The end units (Locations A and B) each have 4 axles with E 6" x 11" journals.
- The intermediate unit (Locations C) has 4 axles with F 6 1/2" x 12" journals

Using TABLE 1, the Gross Rail Load would be:

8 ea. E-6" x 11" journal axles X 55,000 lbs. per axle = 440,000 lbs. + 4 ea. F-6 1/2" x 12" journal axles X 65,750 lbs. per axle = 263,000 lbs. Gross Rail Load = 703,000 lbs.

Example for Articulated Connected:

- A 5-unit articulated intermodal car has 6 trucks (12 axles).
- The end trucks (Locations A and B) each have 2 axles with E 6" x 11" journals.
- The intermediate trucks (Locations C, D, E, and F) each have 2 axles with G 7" x 12" journals

Using TABLE 1, the Gross Rail Load would be:

4 ea. E-6" x 11" journal axles X 55,000 lbs. per axle = 220,000 lbs. + 8 ea. G-7" x 12" journal axles X 78,750 lbs. per axle = 630,000 lbs. Gross Rail Load = 850,000 lbs.

Tare Weight <mark>A</mark>	Лandatory	A25	9
	it weight on rail ported in pound	when empty, sometimes referred to as Light s	
Range of Valu	es for A259		
Minimum	Maximum		
31000	200000		
Validation Ru	le for A259		

-Tare Weight for all non-articulated TANK must be less than 200000 lbs.

# Umler

**R344** 

#### **Data Specification Manual**

- Tare Weight (A259) value must be reported to the nearest 100 pounds if Weighing Date (A288).

#### NOTES:

- Do not report an average Tare Weight for car series, except for Pre-**Registered** cars
- When cars are made active, the actual Tare Weight must be recorded

Load Limit Mandatory LDLT The maximum permissible weight of the commodity that can be loaded into the equipment, reported in pounds NOTES: Affects Rating. Range of Values for LDLT Minimum Maximum 35000 650000 NOTES: · For connected unit cars report the sum of the load limits for all units in the set. Tank cars in Chlorine service cannot exceed 180,000 value. Reference Star Code (A247) Validation Rules and notes for Chlorine cars in this situation. 1 Weighing Status Mandatory A289 Indicates the weight information is an estimate or an actual measurement 2 Value does not carry forward for Single Clone / Multi-Clone. З Permissible Values for A289 Α Actual Е Estimated Verified correct Tare Weight V х Tare Weight subject to verification (System Generated) Validation Rule for A289 -Equipment cannot be within a series of 10 with identical Tare Weights (A259), refer to Appendix P for further information on resolving tare weight conflicts -When Status Code changes to Active or Inactive Weighing Status must be reported as Actual (A) or Verified (V) within 60 days of Status Code change Weighing Date A288 The date the equipment was actually weighed Value does not carry forward for Single Clone / Multi-Clone. **Range of Values for A288** Minimum Maximum 12/31/9999 1/1/1900 Validation Rule for A288 -If Weighing Date is reported the Tare Weight (A259) must be reported -When Weighing Date is reported then Weighing Status (A289) must be A (Actual) or V (Verified) -If Weighing Status (A289) is A (Actual) or V (Verified correct Tare Weight) then Weighing Date must be reported -Weighing Date must be on or before the current date -Weighing Date cannot be before Built / Rebuilt date Gallonage Capacity The number of gallons the equipment will hold Used in ETC Generation. Star Code Indicates a reduction of the Load Limit (LDLT) of the equipment per Affects Rating Ν Permissible Values for A247 NOTES: Body Capacity less than Truck Capacity R ς **Reduced Load Limit** manual. Validation Rule for A247

- -4-axle Cars with Star Codes of S or R must not exceed Gross Weight of 263,000 lbs. when Journal Size is A, B, C, D, or E
- -Journal Sizes having Star Code of S must have a Gross Weight that is less than the calculated Gross Weight with rounding applied
- -UnStarred 4 Axle Cars reporting Increased Gross Rail Load (IGRL) of 2 or 3 must have a Gross Weight greater than or equal to 264,000 lbs.
- -Starred 4 axle cars with IGRI of 1 must have a Wheel Size of 36 inches when Gross Weight is less than 286,000 lbs.
- -Starred 4 Axle Cars with Increased Gross Rail Load (IGRL) reported must have a Journal Size of K, G, or M
- Tank cars in Chlorine service cannot have a Load Limit (LDLT) greater than 180,000. If the Gross Rail Load (A266) minus the Tare Weight (A259) results in a Load Limit (LDLT) greater than 180,000 the following must be true:
  - Load Limit (LDLT) = 180,000
  - ° Star Code (A247) = S
  - Gross Rail Load (A266) = Tare Weight (A259) plus 180,000

#### **Oual for Inc GRL**

AAR qualification for increased Rail Load Code designating AAR approval for operating 4-axle equipment at a gross rail load greater than 263,000 lbs per AAR Rule 88

#### Permissible Values for B344

- Rule 88 IGRL Code 1 (> 263,000 lbs. and <= 286,000 lbs. GRL per AAR Specification S-286)
- Rule 88 IGRL Code 2 (> 263,000 lbs. and <= 286,000 lbs. GRL)
- Rule 88 IGRL Code 3 (> 263,000 lbs. and <= 268,000 lbs. GRL)

#### Validation Rule for B344

- -4-axle Cars reporting Increased Gross Rail Load (IGRL) of 3, or reporting IGRL of 1 or 2 and having an S Star Code must have a Gross Weight that does not exceed 286,000 lbs.
- -4-axle Cars with Increased Gross Rail Load (IGRL) of 2 or 3 must have a Journal Size of F or K
- -4-axle Rule 88 Cars require a Wheel Size of 36 or 38 inches for Gross Weight greater than 263,000 and less than or equal to 286,000 lbs.
- -4-axle Cars with Increased Gross Rail Load (IGRL) of 1 or 2 having no Star Code and a Journal Size of other than F or K, must have a Gross Weight greater than or equal to 263,000 lbs. and less than or equal to 286.000 lbs.
- -4-axle equipment with Increased Gross Rail Load (IGRL) of 1 and having no Star Code (A247) must have a Journal Size (A147) of G, K, or M
- -4-axle equipment having Qualification for Increased Gross Rail Load of 2 or 3 must have a Journal Size (A147) of F or K
- -Unstarred 4 Axle Cars with Increased Gross Rail Load of 2 or IGRL of 1 and Journal Size K must have a Wheel Size of 36 inches
- -Unstarred 4 Axle Cars with GRL of 315,000 and no IGRL reported and Unstarred cars with Journal Size of G or M must have a Wheel Size of 38 inches
- -Unstarred 4 axle cars must report Qualifications for Increased GRL if the GRL is between 263,000 and 315,000

	Dimension			
	Plate Code Mandatory AC			
A297	Indicates the extreme height and width clearance of the equipment			
	Affects Rating.			
	Permissible Values for A046			
	B Plate Code B			
A247	C Plate Code C			
r AAR Rule 70	E Plate Code E			
	F Plate Code F			
	G Clearance Code G			

- Plate Code N
- For a description of Plate Codes, please see Appendix J at the back of this
  - Report B: If clearance does not exceed Plate B



#### **Data Specification Manual**

- Report C: If clearance is greater than Plate B. but does not exceed Plate C
- o Report E: If clearance is greater than Plates B and C, but does not exceed Plate E.
- Report F: If clearance is greater than Plates B, C and E, but does not exceed Plate F
- Report G: If clearance exceeds Plates B, C, E, F, and N.
- o Report N: If clearance is greater than Plates B, C, E, and F, but does not exceed Plate N.
- There is no AAR Plate G. Clearance Code G is included in Umler to represent equipment that does not fit any existing AAR clearance plates.
- For ARTICULATED/MULTI-UNIT SET report the most restrictive clearance plate of UNIT in the set.

Outside Length Mandatory	OSLG
The outside length over pulling faces of couplers in normal position	•

Affects Rating. Displayed in feet and inches on the Web. Stored in inches.

#### **Range of Values for OSLG**

Minimum Maximum

26 ft 6 inches 124 ft 0 inches

#### Validation Rule for OSLG

- -Tanks cannot have an Outside Length greater than 80 feet 11 inches. -Outside Length (OSLG) on freight cars must exceed the Inside Length (A135) by 2 feet or more
- -Outside Length (OSLG) on freight cars (except refrigerators) must not exceed Inside Length (A135) by more than 16 feet
- -Outside Length (OSLG) on refrigerator cars (Mechanical Designation RB, RBL, RP, RPL, or RC) must not exceed Inside Length (A135) by more than 26 feet

#### NOTES:

- For connected unit cars report the maximum coupled length of the set.
- Round fraction to the higher inch, e.g., 05 1/4" = 06" Outside Extreme Width Mandatory A186 The outside extreme width of the equipment Affects Rating. Displayed in feet and inches on the Web. Stored in inches. Range of Values for A186

#### Minimum Maximum

7 ft 0 inches 11 ft 1 inches

#### Validation Rule for A186

- -Outside Extreme Width must not exceed 10 feet 8 inches for Plate Codes
- B. C. E. F. or N
- -Outside Extreme Width (A186) for Plate Code A must not be less than 10 feet 8 inches.
- -Outside Extreme Width (A186) for Plate Code A must not exceed 10 feet 10 inches.

#### NOTES:

• For connected unit cars report the dimension of the largest unit in the set. Round fraction to the higher inch, e.g., 05 1/4" = 06"

Outside Extreme	e Height Mandatory	A185
Height from top	of rail to extreme projecting height	•
Affects Rating. I	Displayed in feet and inches on the Web. Stored in	inches.
Range of Values	for A185	
Minimum	Maximum	
8 ft 0 inches	17 ft 11 inches	
Validation Rule	for A185	
-Outside Ext	reme Height for Plate Codes B must be less than or	equal to
15 feet	1 inch	
-Outside Extreme Height for Plate Codes C or I must be less than or equal		
to 15 feet 6 inches		
-Outside Extreme Height for Plate Code E must be less than or equal to 15		
feet 9 inches		

- -Outside Extreme Height for Plate Code F must be less than or equal to 17 feet 0 inch
- -Outside Extreme Height for Plate Code N must be less than or equal to 17 feet 1 inch

#### NOTES:

- For connected unit cars report the dimension of the largest unit in the set.
- Round fraction to the higher inch, e.g., 05 1/4" = 06"

• Round fraction to the higher finch, e.g., 05 1/4 = 06	
Outside Height Extr Width Mandatory	A187
The highest point at which the extreme width of the equipment occurs	•
Displayed in feet and inches on the Web. Stored in inches.	
Range of Values for A187 Minimum Maximum	
1 ft 0 inches 17 ft 11 inches	
Validation Rule for A187	
-Outside Extreme Width (A186) for Plate Codes B must not exceed 1	
8 inches if Outside Height Extreme Width is 13 feet 10 inches or	
-Outside Extreme Width (A186) for Plate Codes B must not exceed 1	0 feet
7 inches if Outside Height Extreme Width is 13 feet 11 inches -Outside Extreme Width (A186) for Plate Codes B must not exceed 1	0 feet
6 inches if Outside Height Extreme Width is 14 feet 0 inches	orect
-Outside Extreme Width (A186) for Plate Codes B must not exceed 1	0 feet
4 inches if Outside Height Extreme Width is 14 feet 1 inches	
-Outside Extreme Width (A186) for Plate Codes B must not exceed 1	0 feet
3 inches if Outside Height Extreme Width is 14 feet 2 inches -Outside Extreme Width (A186) for Plate Codes B must not exceed 1	0 foot
2 inches if Outside Height Extreme Width is 14 feet 3 inches	0 leet
-Outside Extreme Width (A186) for Plate Codes B must not exceed 1	0 feet
0 inches if Outside Height Extreme Width is 14 feet 4 inches	
-Outside Extreme Width (A186) for Plate Codes B must not exceed 9	feet 9
inches if Outside Height Extreme Width is 14 feet 5 inches -Outside Extreme Width (A186) for Plate Codes B must not exceed 9	foot 5
inches if Outside Height Extreme Width is 14 feet 6 inches	ieer J
-Outside Extreme Width (A186) for Plate Codes B must not exceed 9	feet 2
inches if Outside Height Extreme Width is 14 feet 7 inches	
-Outside Extreme Width (A186) for Plate Codes B must not exceed 8	feet
10 inches if Outside Height Extreme Width is 14 feet 8 inches -Outside Extreme Width (A186) for Plate Codes B must not exceed 8	foot 6
inches if Outside Height Extreme Width is 14 feet 9 inches	ieel 0
-Outside Extreme Width (A186) for Plate Codes B must not exceed 8	feet 3
inches if Outside Height Extreme Width is 14 feet 10 inches	
-Outside Extreme Width (A186) for Plate Codes B must not exceed 7	feet
11 inches if Outside Height Extreme Width is 14 feet 11 inches -Outside Extreme Width (A186) for Plate Codes B must not exceed 7	foot 6
inches if Outside Height Extreme Width is 15 feet 0 inches	ieet o
-Outside Extreme Width (A186) for Plate Codes B must not exceed 7	feet 4
inches if Outside Height Extreme Width is 15 feet 1 inches	
-Outside Extreme Width (A186) for Plate Codes C must not exceed 1	
8 inches if Outside Height Extreme Width is 14 feet 3 inches or l -Outside Extreme Width (A186) for Plate Codes C must not exceed 1	
7 inches if Outside Height Extreme Width is 14 feet 4 inches	oneer
-Outside Extreme Width (A186) for Plate Codes C must not exceed 1	0 feet
6 inches if Outside Height Extreme Width is 14 feet 5 inches	
-Outside Extreme Width (A186) for Plate Codes C must not exceed 1	0 feet
4 inches if Outside Height Extreme Width is 14 feet 6 inches -Outside Extreme Width (A186) for Plate Codes C must not exceed 1	0 feet
3 inches if Outside Height Extreme Width is 14 feet 7 inches	oneer
-Outside Extreme Width (A186) for Plate Codes C must not exceed 1	0 feet
2 inches if Outside Height Extreme Width is 14 feet 8 inches	
-Outside Extreme Width (A186) for Plate Codes C must not exceed 1 0 inches if Outside Height Extreme Width is 14 feet 9 inches	0 feet
-Outside Extreme Width (A186) for Plate Codes C must not exceed 9	feet 9
inches if Outside Height Extreme Width is 14 feet 10 inches	
-Outside Extreme Width (A186) for Plate Codes C must not exceed 9	feet 5
inches if Outside Height Extreme Width is 14 feet 11 inches	<b>(</b> ) <b>(</b>
-Outside Extreme Width (A186) for Plate Codes C must not exceed 9 inches if Outside Height Extreme Width is 15 feet 0 inches	reet 2
-Outside Extreme Width (A186) for Plate Codes C must not exceed 8	feet
10 inches if Outside Height Extreme Width is 15 feet 1 inches	
-Outside Extreme Width (A186) for Plate Codes C must not exceed 8	feet 6
inches if Outside Height Extreme Width is 15 feet 2 inches	



#### **Data Specification Manual**

-Outside Extreme Width (A186) for Plate Codes C must not exceed 8 feet 3 inches if Outside Height Extreme Width is 15 feet 3 inches

-Outside Extreme Width (A186) for Plate Codes C must not exceed 7 feet 11 inches if Outside Height Extreme Width is 15 feet 4 inches

-Outside Extreme Width (A186) for Plate Codes C must not exceed 7 feet 8 inches if Outside Height Extreme Width is 15 feet 5 inches

-Outside Extreme Width (A186) for Plate Codes C must not exceed 7 feet 4 inches if Outside Height Extreme Width is 15 feet 6 inches

-Outside Extreme Width (A186) for Plate Code E must not exceed 10 feet 8 inches if Outside Height Extreme Width is 15 feet 2 inches or less

-Outside Extreme Width (A186) for Plate Code E must not exceed 10 feet 6 inches if Outside Height Extreme Width is 15 feet 3 inches

-Outside Extreme Width (A186) for Plate Code E must not exceed 10 feet 3 inches if Outside Height Extreme Width is 15 feet 4 inches

-Outside Extreme Width (A186) for Plate Code E must not exceed 9 feet 6 inches if Outside Height Extreme Width is 15 feet 5 inches

-Outside Extreme Width (A186) for Plate Code E must not exceed 8 feet 8 inches if Outside Height Extreme Width is 15 feet 6 inches

-Outside Extreme Width (A186) for Plate Code E must not exceed 7 feet 11 inches if Outside Height Extreme Width is 15 feet 7 inches

-Outside Extreme Width (A186) for Plate Code E must not exceed 7 feet 1 inches if Outside Height Extreme Width is 15 feet 8 inches

-Outside Extreme Width (A186) for Plate Code E must not exceed 6 feet 3 inches if Outside Height Extreme Width is 15 feet 9 inches

-Outside Extreme Width (A186) for Plate Code F must not exceed 10 feet 8 inches if Outside Height Extreme Width is 16 feet 3 inches or less

-Outside Extreme Width (A186) for Plate Code F must not exceed 10 feet 7 inches if Outside Height Extreme Width is between 16 feet 4 inches and 16 feet 6 inches

-Outside Extreme Width (A186) for Plate Code F must not exceed 10 feet 6 inches if Outside Height Extreme Width is 16 feet 7 inches

-Outside Extreme Width (A186) for Plate Code F must not exceed 10 feet 3 inches if Outside Height Extreme Width is 16 feet 8 inches

-Outside Extreme Width (A186) for Plate Code F must not exceed 10 feet 0 inches if Outside Height Extreme Width is 16 feet 9 inches

-Outside Extreme Width (A186) for Plate Code F must not exceed 9 feet 8 inches if Outside Height Extreme Width is 16 feet 10 inches

-Outside Extreme Width (A186) for Plate Code F must not exceed 9 feet 5 inches if Outside Height Extreme Width is 16 feet 11inches

 Outside Extreme Width (A186) for Plate Code F must not exceed 9 feet 2 inches if Outside Height Extreme Width is 17 feet 0 inches

-Outside Extreme Width (A186) for Plate Code N must not exceed 10 feet 8 inches if Outside Height Extreme Width (A187) is 16 feet 9 inches or less

-Outside Extreme Width (A186) for Plate Code N must not exceed 10 feet 6 inches if Outside Height Extreme Width (A187) is 16 feet 10 inches

-Outside Extreme Width (A186) for Plate Code N must not exceed 10 feet 4 inches if Outside Height Extreme Width (A187) is 16 feet 11 inches -Outside Extreme Width (A186) for Plate Code N must not exceed 10 feet 2 inches if Outside Height Extreme Width (A187) is 17 feet 0 inches

-Outside Extreme Width (A186) for Plate Code N must not exceed 9 feet 11 inches if Outside Height Extreme Width (A187) is 17 feet 1 inch

#### NOTES:

• For connected unit cars report the dimension of the largest unit in the set.

Round fraction to the higher inch, e.g., 05 1/4" = 06"

Truck Center Leng	ţth		A276
The length betwee	en the centers of the t	wo truck systems	-
Affects Rating. Dis	splayed in feet and inc	hes on the Web. Stored in	inches.
Range of Values f	or A276		
Minimum	Maximum		
15 ft 0 inches	76 ft 11 inches		
Validation Rule for	or A276		
-Truck Center	Length is required for	cars with an Outside Lengt	h of greater
than 62 fe	eet 6 inches		
-Truck Center	Length must be a mini	mum of 15 feet for cars wi	ith an
Outside L	ength greater than 62	feet 6 inches	

NOTES:

• For connected unit cars report the dimension of the largest unit in the set.

Specification			
Truck Count			B256
The total num	ber of trucks o	n the equipment	
System Genera	ated Field. Thi	s element is not eligible for Input.	
Range of Valu	es for B256		
Minimum	Maximum		
2	4	-	
Axle Count Me	andatory		A024
The total num	ber of axles on	the equipment	•
Affects Rating.			
Range of Valu	es for A024		
Minimum	Maximum	_	
2	999	-	
Validation Rul	e for A024		
-Axle Cour	nt must be grea	iter than or equal to 4	
-Axle Cour	nt for an articul	ated car must be greater than or equal to	)
((Coni	nected Unit Co	unt (A020) x 2) + 2)	
-Axle Count for a draw bar connected car must be greater than or equal to			
(Conn	ected Unit Cou	int (A020) x 4)	
-Total Axle Count must match sum of truck axle counts			
Mileael Decite	Truce Manual de		<b>D101</b>
wheel Rearing	g <b>Type</b> Mandat	ory	B191

wheel bearing Type Munuatory	B191			
Indicates the wheel bearing code for the equipment	•			
Affects Rating.				
Permissible Values for B191				
P Plain R Roller				
Validation Rule for B191				
-Care with Plain Boarings will have a Transportation Code (	TCOD) and			

-Cars with Plain Bearings will have a Transportation Code (TCOD) and Transportation Condition Code (TCCD) of either YA, S\_, SX, or XJ -Equipment cannot have Plain Bearings if Built Date (BLDT) is on or after January 1, 1993

#### Bearing Shielded From HBD B021

Indicates the bearing is shielded from the hot box detector on the equipment

Permissible Values for B021 γ

Yes

Brake Shoe Type Mandatory	B026
Indicates the type of brake shoe on the equipment	•
Permissible Values for B026	

#### С Tread Conditioning

- н High Friction Composite
- Т Low Friction Composite/Cast Iron

#### **CC Side Bearing Type**

Indicates the travel range of the constant contact side bearings installed on the equipment

#### Permissible Values for A146

- Long Travel Constant Contact LC
- Short Travel Constant Contact SC

#### Validation Rule for A146

- -Equipment having Qualification for Increased Gross Rail Load (B344) of 1 must have Constant Contact Side Bearing Type of LC
- -All Tank cars must be equipped with (M-948) approved Long Travel CC Side Bearings

#### Empty/Load Device Eqpd

- 112 -

Indicates a system that determines if the equipment is empty or loaded, and then varies the braking forces accordingly

B075

A146



#### Data Specification Manual

Data Specific			
Permissible Values for B075 Y Yes	The manufacturer of the electronic controlled pneumatic brake used on the equipment		
	Permissible Values for B328		
Remote Monitoring Device B176	NYAB New York Air Brake		
Indicates the equipment is equipped with a location monitoring device	WABT WABTEC		
Permissible Values for B176	Validation Rule for B328		
Y Yes	-If ECP Brake Type (B327) is Stand Alone or Overlay then a value must be		
N No	entered for ECP Brake Builder		
Validation Rule for B176	-If ECP Brake Type (B327) is Not Equipped then ECP Brake Builder is not reportable		
-Remote Monitoring Device (B176) is mandatory for all tank cars on or after			
August 1, 2021	Slack Adjuster Group B538		
AEI High Temperature Tag B006	The slack adjuster group on the equipment per AAR Field Manual Rule #8		
Indicates the equipment is equipped with a high temperature AEI tag	Value does not carry forward for Single Clone / Multi-Clone.		
Permissible Values for B006	Permissible Values for B538		
Y High Temperature Tag	A Group A B Group B C Group C D Group D		
	E Group E F Group F G Group G H Group H		
Compartment Count Mandatory A052	J Group J L Group L M Group M N Group N		
	O Group O P Group P Q Group Q R Group R		
	1 Internal 2 Unequipped		
Affects Rating. Range of Values for A052	Validation Rule for B538		
Minimum Maximum	<ul> <li>Slack Adjuster Group is mandatory for all equipment built or rebuilt on or after January 1, 2016</li> </ul>		
1 5	- If Slack Adjuster Group is reported as "1" then Brake Cylinder Mount Type		
Validation Rule for A052	(B540) must be reported as "T"		
-Tank Compartment Count cannot be reported for Tank Major Class 77	- If Slack Adjuster Group is "1" or "2", then Slack Adjuster CID (B359) must n		
	be reported.		
Connected Unit Count A020	NOTES:		
Indicates the number of units within an articulated or multi-unit equipment	Permissible value of "1 – Internal" identifies special truck mounted internal		
Affects Rating.	slack adjuster within brake cylinder.		
Range of Values for A020			
Minimum Maximum	Brake Cylinder Mount Type B540		
2 45	Identifies the location of the brake cylinder		
·	Permissible Values for B540		
Intermediate Conn Style B115	Permissible Values for B540 B Body Mounted		
Intermediate Conn Style B115 Indicates the method by which two or more pieces of equipment are connected	Permissible Values for B540       B     Body Mounted       T     Truck Mounted		
Indicates the method by which two or more pieces of equipment are connected Permissible Values for B115	Permissible Values for B540         B       Body Mounted         T       Truck Mounted         Validation Rule for B540		
Indicates the method by which two or more pieces of equipment are connected Permissible Values for B115 A Articulated Connector	Permissible Values for B540       B     Body Mounted       T     Truck Mounted		
Indicates the method by which two or more pieces of equipment are connected Permissible Values for B115	Permissible Values for B540         B       Body Mounted         T       Truck Mounted         Validation Rule for B540       -         Brake Cylinder Mount Type is mandatory for all equipment built or		
Indicates the method by which two or more pieces of equipment are connected Permissible Values for B115 A Articulated Connector D Drawbar Connector	Permissible Values for B540         B       Body Mounted         T       Truck Mounted         Validation Rule for B540       -         Brake Cylinder Mount Type is mandatory for all equipment built or		
Indicates the method by which two or more pieces of equipment are connected Permissible Values for B115 A Articulated Connector D Drawbar Connector Operating Brakes Mandatory A182	Permissible Values for B540         B       Body Mounted         T       Truck Mounted         Validation Rule for B540       -         - Brake Cylinder Mount Type is mandatory for all equipment built or rebuilt on or after January 1, 2016		
Indicates the method by which two or more pieces of equipment are connected Permissible Values for B115 A Articulated Connector D Drawbar Connector Operating Brakes Mandatory A182 The number of air brake control valves on the equipment (excludes hand	Permissible Values for B540         B       Body Mounted         T       Truck Mounted         Validation Rule for B540         - Brake Cylinder Mount Type is mandatory for all equipment built or rebuilt on or after January 1, 2016         Equipment Builder       A035		
Indicates the method by which two or more pieces of equipment are connected Permissible Values for B115 A Articulated Connector D Drawbar Connector Operating Brakes Mandatory A182 The number of air brake control valves on the equipment (excludes hand brakes). One control valve consists of a service portion, emergency portion,	Permissible Values for B540         B       Body Mounted         T       Truck Mounted         Validation Rule for B540         - Brake Cylinder Mount Type is mandatory for all equipment built or rebuilt on or after January 1, 2016         Equipment Builder       A035         Identifies the original manufacturer of the equipment       Image: Comparison of the equipment		
Indicates the method by which two or more pieces of equipment are connected Permissible Values for B115 A Articulated Connector D Drawbar Connector Operating Brakes Mandatory A182 The number of air brake control valves on the equipment (excludes hand brakes). One control valve consists of a service portion, emergency portion, and pipe bracket. Example: DB-60 control valve	Permissible Values for B540         B       Body Mounted         T       Truck Mounted         Validation Rule for B540       -         - Brake Cylinder Mount Type is mandatory for all equipment built or rebuilt on or after January 1, 2016         Equipment Builder       A035         Identifies the original manufacturer of the equipment       *         Permissible Values for A035       AB         AB       AMF BEAIRD         ACF       American Car & Foundry		
Indicates the method by which two or more pieces of equipment are connected Permissible Values for B115 A Articulated Connector D Drawbar Connector Operating Brakes Mandatory A182 The number of air brake control valves on the equipment (excludes hand brakes). One control valve consists of a service portion, emergency portion, and pipe bracket. Example: DB-60 control valve Permissible Values for A182	Permissible Values for B540         B       Body Mounted         T       Truck Mounted         Validation Rule for B540       - Brake Cylinder Mount Type is mandatory for all equipment built or rebuilt on or after January 1, 2016         Equipment Builder       A035         Identifies the original manufacturer of the equipment       *         Permissible Values for A035       AB         ACF       American Car & Foundry         ACFX       ACF Industries		
Indicates the method by which two or more pieces of equipment are connected Permissible Values for B115 A Articulated Connector D Drawbar Connector Operating Brakes Mandatory A182 The number of air brake control valves on the equipment (excludes hand brakes). One control valve consists of a service portion, emergency portion, and pipe bracket. Example: DB-60 control valve Permissible Values for A182 1 2 3 4 5	Permissible Values for B540         B       Body Mounted         T       Truck Mounted         Validation Rule for B540       - Brake Cylinder Mount Type is mandatory for all equipment built or rebuilt on or after January 1, 2016         Equipment Builder       A035         Identifies the original manufacturer of the equipment       *         Permissible Values for A035       AB         ACF       American Car & Foundry         ACFX       ACF Industries         ALCC       Alloy Crafts Company		
Indicates the method by which two or more pieces of equipment are connected Permissible Values for B115 A Articulated Connector D Drawbar Connector Operating Brakes Mandatory A182 The number of air brake control valves on the equipment (excludes hand brakes). One control valve consists of a service portion, emergency portion, and pipe bracket. Example: DB-60 control valve Permissible Values for A182 1 2 3 4 5 6 7 8 9	Permissible Values for B540         B       Body Mounted         T       Truck Mounted         Validation Rule for B540         - Brake Cylinder Mount Type is mandatory for all equipment built or rebuilt on or after January 1, 2016         Equipment Builder       A035         Identifies the original manufacturer of the equipment       Identifies the A035         AB       AMF BEAIRD         ACF       American Car & Foundry         ACFX       ACF Industries         ALCC       Alloy Crafts Company         ARI       ARI Industries		
Indicates the method by which two or more pieces of equipment are connected Permissible Values for B115 A Articulated Connector D Drawbar Connector Operating Brakes Mandatory A182 The number of air brake control valves on the equipment (excludes hand brakes). One control valve consists of a service portion, emergency portion, and pipe bracket. Example: DB-60 control valve Permissible Values for A182 1 2 3 4 5 6 7 8 9	Permissible Values for B540         B       Body Mounted         T       Truck Mounted         Validation Rule for B540         - Brake Cylinder Mount Type is mandatory for all equipment built or rebuilt on or after January 1, 2016         Equipment Builder       A035         Identifies the original manufacturer of the equipment       Image: Comparison of the equipment         Permissible Values for A035       AB         ACF       American Car & Foundry         ACFX       ACF Industries         ALCC       Alloy Crafts Company         ARI       ARI Industries         CIPM       Chart Industries, Inc.		
Indicates the method by which two or more pieces of equipment are connected Permissible Values for B115 A Articulated Connector D Drawbar Connector Operating Brakes Mandatory A182 The number of air brake control valves on the equipment (excludes hand brakes). One control valve consists of a service portion, emergency portion, and pipe bracket. Example: DB-60 control valve Permissible Values for A182 1 2 3 4 5 6 7 8 9 Validation Rule for A182	Permissible Values for B540         B       Body Mounted         T       Truck Mounted         Validation Rule for B540         - Brake Cylinder Mount Type is mandatory for all equipment built or rebuilt on or after January 1, 2016         Equipment Builder       A035         Identifies the original manufacturer of the equipment       Image: Comparison of the equipment         Permissible Values for A035       AB         ACF       American Car & Foundry         ACFX       ACF Industries         ALCC       Alloy Crafts Company         ARI       ARI Industries         CIPM       Chart Industries, Inc.         CNCF       Carros De Ferrocarril, SA		
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#### **Data Specification Manual**

RICH	<b>Richmond Locomotive Works</b>
RTCX	Richmond Tank Car
TETX	Texana Tank
TRIN	Trinity
TT	TEXANA TANK
TTPM	Tytal
UNKN	Unknown
UTLX	Union Tank Car
VERM	Vertex
Validation R	ule for A035
Fauinm	ent Builder must he nonulated

- -Equipment Builder must be populated if the Built Date (BLDT) is July 1, 2010 or newer
- -Equipment built or rebuilt on or after July 1, 2010 cannot have a Equipment Builder of Unknown
- -Equipment with a Built Date (BLDT) on or after July 1, 2010 cannot have an Equipment Builder Code of OWNER RAILROAD.
- -Equipment Builder can have a value of MULT only if the equipment has multiple units.

#### **Builder Lot Code**

#### B030 A unique identifier for a group of equipment built by one manufacturer under the same contract Data is Confidential. Value does not carry forward for Single Clone / Multi-Clone. Validation Rule for B030 -Equipment built or rebuilt on or after June 28, 2012 must have a value for **Builder Lot Code Built Country** B031 The country where the equipment was constructed Data is Confidential. Permissible Values for B031 CA Canada Mexico MX US United States **Rebuilt Country** B170 The country where the equipment was re-constructed Permissible Values for B170 CA Canada MX Mexico US **United States FRA Reflectorization** B096 Indicates the equipment owner assumes responsibility for applying reflectorization tape Permissible Values for B096 Ρ **Reflectorization Plan** w/ **Reflectorization Waiver** Validation Rule for B096

Tank N	Лајог Class Mandatory	B207
The hi	gh level description of the tank design type	
Used in ETC Generation.		
Permi	ssible Values for B207	
01	Aluminum Non Pressure	

- 02 High Purity Aluminum Non Pressure
- 04 Nickel
- 05 Acid Car Welded or Riveted
- Stainless Steel Grade 304 or 430 06
- 07 Stainless Steel Grade 304L
- 08 Stainless Steel Grade 316
- Stainless Steel Grade 316L 09

- 10 General Service Carbon Steel Tank Welded or Riveted Includes Rubber Lined
- 11 Non Pressure Tank Within a Tank Carbon Steel Inner Tank
- 13 Non Pressure Tank Within a Tank Grade 304 or 430 Stainless Steel Inner Tank
- 14 Non Pressure Tank Within a Tank Grade 304L Stainless Steel Inner Tank
- 15 Non Pressure Tank Within a Tank Grade 316 Stainless Steel Inner Tank
- Non Pressure Tank Within a Tank Grade 316L Stainless Steel Inner 16 Tank
- 17 Non Pressure Tank HM-251
- 18 Stainless Clad Steel
- 19 Nickel Clad Steel
- Non Pressure Tank With a Head Shield 20
- 21 Non Pressure Tank With a Head Shield and Thermal Protection
- 36 Maintenance Of Way
- 37 Steel Pressure Non Insulated
- 38 Steel Pressure Non Insulated
- 39 Steel Pressure Non Insulated
- 40 Steel Pressure Non Insulated
- 41 Steel Pressure Non Insulated
- 42 Steel Pressure Non Insulated
- 43 Steel Pressure Non Insulated
- 44 Steel Pressure Non Insulated
- 45 Steel Pressure Non Insulated 46 Steel Pressure Non Insulated
- 47 Steel Pressure Non Insulated
- 48 Steel Pressure Non Insulated
- 49 Steel Pressure Non Insulated
- 50 Aluminum Pressure
- 51 Aluminum High Pressure
- 52 Steel Pressure Insulated
- 53 Steel Pressure Insulated
- 54 Steel Pressure Insulated 55 Steel Pressure Insulated
- 56 Steel Pressure Insulated
- 57 Steel Pressure Insulated
- 58 Steel Pressure Multi Unit Tanks
- 59 Steel Pressure Non Insulated
- 60 Steel Pressure Non Insulated
- 61 Steel Pressure Non Insulated
- 62 Steel Pressure Non Insulated
- 64 Steel Pressure Non Insulated
- 65 Steel Pressure Non Insulated
- 67 Pressure Tank Within a Tank
- 76 Cryogenic Tank Within a Tank
- 77 Helium
- 80 Stainless Clad Steel 81 Stainless Clad Steel
- 84 Pressure Tank for TIH (HM-246)
- 85 Pressure Tank for TIH (HM-246) 86 Steel Pressure Insulated
- 87 Steel Pressure Insulated
- 88
- Steel Pressure Insulated 89 Steel Pressure Insulated
- 90 Steel Pressure Insulated
- 91 Steel Pressure Insulated
- 92
- Steel Pressure Insulated 93 Steel Pressure Insulated
- 94 Steel Pressure Insulated
- 95 Steel Pressure Insulated
- 96 Steel Pressure Insulated
- 97 Steel Pressure Insulated

#### NOTES:

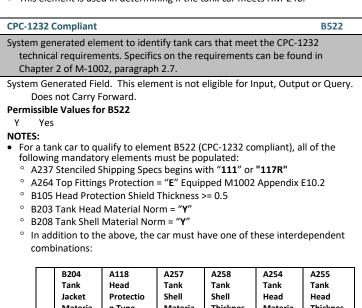
- See Appendix N for data ordered by Tank Major Class.
- This element is used in determining if the tank car meets DOT117. •

-Reflectorization is mandatory for all equipment after November 28, 2015.



#### Data Specification Manual

• This element is used in determining if the tank car meets HM-246.



	B204 Tank Jacket Materia I	A118 Head Protectio n Type	A257 Tank Shell Materia I Spec =	A258 Tank Shell Thicknes s >=	A254 Tank Head Materia I Spec =	A255 Tank Head Thicknes s >=
1	N or S	F	128B	0.4375	128B	0.4375
2	N or S	F	51670	0.5	51670	0.5
3	U	F or H or T	128B	0.5	128B	0.5
4	U	F or H or T	51670	0.5625	51670	0.5625
5	N or S	F	5167128	0.5	51670 or 128B	0.5
6	U	F or H or T	5167128	0.5625	51670 or 128B	0.5625
7	N or S	F	240304 240304L 240316 240316L	0.4375	240304 240304L 240316 240316L	0.4375
8	U	F or H or T	240304 240304L 240316 240316L	0.5	240304 240304L 240316 240316L	0.5

Stub Sill Variation	B526
Type of reinforcement on the bottom shell of the tank car	

Value does not carry forward for Equipment Group Change.

Permissible Values for B526

C Continuous N Non-Continuous

Validation Rule for B526

-For this tank car, a value for Stub Sill Design Variation is required. **NOTES:** 

- If the following conditions are met, Stub Sill Design Variation (B526) must be reported.
- If Shipping Container Spec Stenciled (A237) begins with '111' or '211'
  - ° and Stub Sill Design Type (A251) = any value except 'FULL'
  - $^\circ~$  and if Tank Shell Material Norm (B208) = any value except 'Y' ~
  - $^\circ~$  and if Tank Shell Material Spec (A257) = '51570' or '1997UNK'
  - $^\circ~$  and if Coils Exterior/Interior (X109) = any value except 'E'
  - then the user must report a value of 'C (Continuous)' or 'N (Noncontinuous)' for Stub Sill Design Variation (B526).

Restricted under TC-PD-34	B527

Tank Car Subject to restrictions under TC-PD-34

System Generated Field. This element is not eligible for Input, Output or Query. Does not Carry Forward.

#### Permissible Values for B527

- Y Yes
- NOTES:

 If the following conditions are met, Restricted Under TC-PD-34 (B527) will be assigned a value of 'Y (Yes)' by the system.

- If Shipping Container Spec Stenciled (A237) begins with '111' or '211'
  - $^\circ~$  and Stub Sill Design Type (A251) = any value except 'FULL'
  - $^\circ~$  and Tank Shell Material Norm (B208) = any value except 'Y'
  - ° and Tank Shell Material Spec (A257) = '51570' or '1997UNK'
  - $^\circ~$  and Coils Exterior/Interior (X109) = any value except 'E'
  - $^\circ~$  and Stub Sill Design Variation (B526) = any value except 'C'
  - $^\circ\;$  then the system will assign a value of 'Y (Yes)' for Restricted Under TC-PD- 34 (B527).

Design Shipping Co	ont Spec	A072
The Department o	f Transportation (DOT) design specification - as built	
Permissible Value	s for A072	
105A100ALW	DOT 105A100ALW	
105A100W	DOT 105A100W	
105A200ALW	DOT 105A200ALW	
105A200W	DOT 105A200W	
105A300ALW	DOT 105A300ALW	
105A300W	DOT 105A300W	
105A400W	DOT 105A400W	
105A500W	DOT 105A500W	
105A600W	DOT 105A600W	
107A	DOT 107A	
109A100ALW	DOT 109A100ALW	
109A200ALW	DOT 109A200ALW	
109A300ALW	DOT 109A300ALW	
109A300W	DOT 109A300W	
111A100ALW1	DOT 111A100ALW1	
111A100ALW2	DOT 111A100ALW2	
111A100W	10 and 18 Major Class (ICC or DOT)	
111A100W1	DOT 111A100W1	
111A100W2	DOT 111A100W2	
111A100W3	DOT 111A100W3	
111A100W4	DOT 111A100W4	
111A100W5	DOT 111A100W5	
111A100W6	DOT 111A100W6	
111A100W7	DOT 111A100W7	
111A60ALW1	DOT 111A60ALW1	
111A60ALW2	DOT 111A60ALW2	
111A60W1	DOT 111A60W1	
111A60W2	DOT 111A60W2	
111A60W6	DOT 111A60W6	
111A60W7	DOT 111A60W7	
112A200W	DOT 112A200W	
112A340W	DOT 112A340W	
112A400W	DOT 112A400W	
112A500W	DOT 112A500W	
113A60W 113A90W	DOT 113A60W DOT 113A90W	
113A90W 113C120W	DOT 113A90W DOT 113C120W	
113C120W9	DOT 113C120W DOT 113C120W9	
113C120W9 113C140W	TC 113C120W9	
114A340W	DOT 114A340W	
114A400W	DOT 114A540W DOT 114A400W	
115A60ALW	DOT 1144400W DOT 115A60ALW	
115A60W1	DOT 115A60W1	
115A60W1	DOT 115A60W1 DOT 115A60W6	
117A100W	DOT 117A100W	
117P100W	DOT 1177100W	
120A100W	DOT 120A100W	
120A100W	DOT 120A100W DOT 120A200ALW	
120A200ALW	DOT 120A200ALW DOT 120A200W	
120A200W	DOT 120A200W	
120A300W	DOT 120A300W DOT 120A400W	
120A400W	DOT 1204500W	
204W	AAR 204W	
206W	AAR 206W	
20000		

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	Data spec
207A20W	AAR 207A20W
207A28W	AAR 207A28W
207A40W	AAR 207A40W
207A48W	AAR 207A48W
207A60W	AAR 207A60W
207A80W	AAR 207A80W
211A100ALW1	AAR 211A100ALW1
211A100ALW1 211A100W1	AAR 211A100ALW1 AAR 211A100W1
211A100W3	AAR 211A100W3
211A100W6	AAR 211A100W6
211A60ALW1	AAR 211A60ALW1
211A60W1	AAR 211A60W1
211A60W7	AAR 211A60W7
NOTES:	
	ngraded, but never upgraded past its design tank test
<ul> <li>pressure.</li> <li>Selection of DOT</li> </ul>	117P requires approval from the FRA per 49 CFR 179.202-
12(a).	11/1 requires approval from the rink per 45 crit 1/5.202
==(0).	
Stenciled Shipping	Spec Mandatory A237
The Department of	Transportation (DOT) design specification - as stenciled
Affects Rating.	
Permissible Values	for A237
105A100ALW	Major Class 50 - DOT 105A100ALW
105A100W	Major Class 52 - DOT 105A100W
105A200ALW	Major Class 50 - DOT 105A200ALW
105A200W	Major Class 53 - DOT 105A200W
105A300W	Major Class 18/54 - DOT 105A300W
105A400W	Major Class 55 - DOT 105A400W
105A500W	Major Class 18/56 - DOT 105A500W
105A600W	Major Class 57 - DOT 105A600W
105H500W	Major Class 84 - DOT 105H500W
105H600W	Major Class 85 - DOT 105H600W
105J100W	-
	Major Class 86 - DOT 105J100W
105J200ALW	Major Class 50 - DOT 105J200ALW
105J200W	Major Class 88 - DOT 105J200W
105J300ALW	Major Class 50 - DOT 105J300ALW
105J300W	Major Class 80/90 - DOT 105J300W
105J400W	Major Class 92 - DOT 105J400W
105J500I	Major Class 84 - DOT 105J500I
105J500W	Major Class 94 - DOT 105J500W
105J600I	Major Class 85 - DOT 105J600I
105J600W	Major Class 96 - DOT 105J600W
105S100W	Major Class 87 - DOT 105S100W
105S200W	Major Class 89 - DOT 105S200W
105S300W	Major Class 81/91 - DOT 105S300W
105S400W	Major Class 81/91 - DOT 105S400W
105S500W	Major Class 95 - DOT 105S500W
105S600W	Major Class 97 - DOT 105S600W
107A	Major Class 77 - DOT 107A
109A100ALW	Major Class 50 - DOT 109A100ALW
109A200ALW	Major Class 50 - DOT 109A200ALW
109A300ALW	Major Class 51 - DOT 109A300ALW
109A300W	Major Class 54 - DOT 109A300W
111A100ALW1	Major Class 01 - DOT 111A100ALW1
111A100ALW1	Major Class 01 - DOT 111A100ALW1 Major Class 01 - DOT 111A100ALW2
	,
111A100W1	Major Class 10/18 - DOT 111A100W1
111A100W2	Major Class 05/18/19 - DOT 111A100W2
111A100W3	Major Class 10/18 - DOT 111A100W3
111A100W4	Major Class 10 - DOT 111A100W4
111A100W5	Major Class 05 - DOT 111A100W5
111A100W6	Major Class 06/07/08/09 - DOT 111A100W6
111A100W7	Major Class 07 - DOT 111A100W7
111A60ALW1	Major Class 01 - DOT 111A60ALW1
111A60ALW2	Major Class 01 - DOT 111A60ALW2
111A60W1	Major Class 10 - DOT 111A60W1
111A60W2	Major Class 05 - DOT 111A60W2

111A60W5	Major Class 05 - DOT 111A60W5
111A60W6	Major Class 06 - DOT 111A60W6
111A60W7	Major Class 06/07/09 - DOT 111A60W7
111J100W2	Major Class 21 - DOT 111J100W2
111J100W3	Major Class 21 - DOT 111J100W3
111J100W4	Major Class 21 - DOT 111J100W4
111S100ALW1	Major Class 01 - DOT 111S100ALW1
111S100ALW2	Major Class 01 - DOT 111S100ALW2
111S100W1	Major Class 20 - DOT 111S100W1
111S100W2	Major Class 20 - DOT 111S100W2
111S100W3	Major Class 20 - DOT 111S100W3
111S100W5	Major Class 20 - DOT 111S100W5
111S100W6	Major Class 09 - DOT 111S100W6
111S60ALW1 111S60ALW2	Major Class -01 - DOT 111S60ALW1 Major Class 01 - DOT 111S60ALW2
112A200W	Major Class 59 - DOT 112A200W
112A200W	Major Class 60 - DOT 112A200W
112A400W	Major Class 61 - DOT 112A400W
112A500W	Major Class 62 - DOT 112A500W
112H500W	Major Class 84 - DOT 112H500W
112J200W	Major Class 37 - DOT 112J200W
112J340W	Major Class 38 - DOT 112J340W
112J400W	Major Class 41 - DOT 112J400W
112J500I	Major Class 84 - DOT 112J500I
112J500W	Major Class 62 - DOT 112J500W
112S200W	Major Class 37 - DOT 112S200W
112S340W	Major Class 39/60 - DOT 112S340W
112S400W	Major Class 42/61 - DOT 112S400W
11255001	Major Class 84 - DOT 112S500I
112S500W	Major Class 62 - DOT 112S500W
112T200W	Major Class 37 - DOT 112T200W
112T340W	Major Class 40 - DOT 112T340W
112T400W	Major Class 43 - DOT 112T400W
112T500W	Major Class 62 - DOT 112T500W Major Class 67 - DOT 113A60W
113A60W	Major Class 67 - DOT 113A60W Major Class 76 - DOT 113A90W
113A90W 113C120W	Major Class 76 - DOT 113A90W Major Class 67 - DOT 113C120W
113C120W9	Major Class 67 - DOT 113C120W Major Class 67 - DOT 113C120W9
113C140W	Major Class 76 - TC 113C140W
113C60W	Major Class 76 - TC 113C60W
113D120W	Major Class 67 - DOT 113D120W
113D60W	Major Class 76 - TC 113D60W
114A340W	Major Class 64 - DOT 114A340W
114A400W	Major Class 65 - DOT 114A400W
114J340W	Major Class 44 - DOT 114J340W
114J400W	Major Class 47 - DOT 114J400W
114S340W	Major Class 45 - DOT 114S340W
114S400W	Major Class 48 - DOT 114S400W
114T340W	Major Class 46 - DOT 114T340W
114T400W	Major Class 49 - DOT 114T400W
115A60ALW	Major Class 67 - DOT 115A60ALW
115A60W1	Major Class 11 - DOT 115A60W1
115A60W6	Major Class 13/14/15/16 - DOT 115A60W6
117J100W	Major Class 17 - DOT 117J100W
117P100W	Major Class 17 - DOT 117P100W
117R100W 120A100W	Major Class 17 - DOT 117R100W Major Class 52 - DOT 120A100W
120A100W 120A200ALW	Major Class 52 - DOT 120A100W Major Class 50 - DOT 120A200ALW
120A200ALW	Major Class 53 - DOT 120A200ALW Major Class 53 - DOT 120A200W
120A200W	Major Class 55 - DOT 120A200W Major Class 54 - DOT 120A300W
120A300W	Major Class 55 - DOT 120A300W Major Class 55 - DOT 120A400W
120A400W	Major Class 56 - DOT 120A400W
120J100W	Major Class 52 - DOT 120/100W
120J200W	Major Class 07/53 - DOT 120J200W
204W	Major Class 76 - AAR 204W
206W	Major Class 11/13/14/15/16 - AAR 206W
207A20W	Major Class 77 - AAR 207A20W
207A28W	Major Class 77 - AAR 207A28W

= Affects Rating

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Major Class 77 - AAR 207A40W
Major Class 77 - AAR 207A48W
Major Class 77 - AAR 207A60W
Major Class 77 - AAR 207A80W
Major Class 01 - AAR 211A100ALW1
Major Class 10 - AAR 211A100W1
Major Class 10 - AAR 211A100W3
Major Class 06 - AAR 211A100W6
Major Class 10 - AAR 211A200W1
Major Class 01 - AAR 211A60ALW1
Major Class 10 - AAR 211A60W1
Major Class 07 - AAR 211A60W7

211J100W1 Major Class 10 - AAR 211J100W1

#### Validation Rule for A237

-Stencil Shipping Specifications must be reported for Tank Major Class – 94 -The original Built date (BLDT) for a DOT117R must occur before 10/1/2015

#### NOTES:

- This element is used in determining if the tank car meets CPC-1232 Compliance (B522). See CPC-1232 Compliant (B522) for explanation. ٠
- This element is used in determining tank major class 17. See Appendix N for ٠ explanation.
- Selection of DOT117P requires approval from the FRA per 49 CFR 179.202-٠ 12(a).
- This element is used in determining if the tank car meets DOT117.
- This element is used in determining if the tank car meets HM-246. ٠

Chulk Cill David	Truce	A251	TRN023	TRN023 Stub S
Stub Sill Desi	•	A251	TRN024	TRN024 Stub S
	equipment stub sill		TRN201	TRN201 Stub S
	/alues for A251		TRN211	TRN211 Stub S
1997UNK	Unknown, built prior to 7/1/1997		TRN221	TRN221 Stub
ACF100	ACF100 Stub Sill Design		TRN231	TRN231 Stub
ACF200	ACF200 Stub Sill Design		TRN31	TRN31 Stub Sil
ACF230	ACF230 Stub Sill Design		TRNTY1	TRNTY1 Stub S
ACF270	ACF270 Stub Sill Design		TRNTY2	TRNTY2 Stub S
ACF300	ACF300 Stub Sill Design		TRNTY3	TRNTY3 Stub S
AMFABC	AMFABC Stub Sill Design		TRNTYA	TRNTYA Stub S
AMFJKL	AMFJKL Stub Sill Design		TYT001	TYT001 Stub S
ARI300	ARI300 Stub Sill Design		UTLOOF	UTL00F Stub S
ARI301	ARI301 Stub Sill Design		UTLCBO	UTLCBO Stub S
ARI310	ARI310 Stub Sill Design		UTLCBR	UTLCBR Stub S
ARI330	ARI330 Stub Sill Design		UTLCWO	UTLCWO Stub
CHT001	CHT001 Stub Sill Design		UTLFBR	UTLFBR Stub S
CNC001	CNC001 Stub Sill Design		UTLZBA	UTLZBA Stub S
CNC002	CNC002 Stub Sill Design		UTLZBB	UTLZBB Stub S
EVAEVA	EVAEVA Stub Sill Design		UTLZBC	UTLZBC Stub S
EVAWBR	EVAWBR Stub Sill Design		UTLZBD	UTLZBD Stub S
FCA001	FCA001 Stub Sill Design		UTLZBE	UTLZBE Stub S
FCA002	FCA002 Stub Sill Design		UTLZBG	UTLZBG Stub S
FULL	FULL Stub Sill Design		UTLZBH	UTLZBH Stub S
GAT017	GAT017 Stub Sill Design		UTLZBI	UTLZBI Stub Si
GAT018	GAT018 Stub Sill Design		UTLZBL	UTLZBL Stub S
GAT020	GAT020 Stub Sill Design		UTLZBM	UTLZBM Stub
GAT098	GAT098 Stub Sill Design		UTLZBN	UTLZBN Stub S
GAT102	GAT102 Stub Sill Design		UTLZBO	UTLZBO Stub S
GAT18B	GAT18B Stub Sill Design		UTLZBR	UTLZBR Stub S
GBR001	GBR001 Stub Sill Design		UTLZBT	UTLZBT Stub S
GUL270	GUL270 Stub Sill Design		VRT001	VRT001 Stub S
GULGUL	GULGUL Stub Sill Design		VRT002	VRT002 Stub S
GULWBR	GULWBR Stub Sill Design		VRT003	VRT003 Stub S
GUN001	GUN001 Stub Sill Design			
HST098	HST098 Stub Sill Design		Tank Lining N	<b>Naterial</b>
HSTJKL	HSTJKL Stub Sill Design		Describes the	e construction ma
LAVLIN	LAVLIN Stub Sill Design			alues for A315
LOXLOX	LOXLOX Stub Sill Design			
NAC200	NAC200 Stub Sill Design			l electroplating, e
NACABC	NACABC Stub Sill Design		F Fiber	
NACDEF	NACDEF Stub Sill Design			oless plating, e.g
NACGHI	NACGHI Stub Sill Design		L Lead	
			I	

NACJKL	NACJKL Stub Sill Design
NACZBN	NACZBN Stub Sill Design
NSC001	NSC001 Stub Sill Design
NSC002	NSC002 Stub Sill Design
PENPEN	PENPEN Stub Sill Design
PROCBO	PROCBO Stub Sill Design
PROCBR	PROCBRS tub Sill Design
PROZBA	PROZBA Stub Sill Design
PROZBD	PROZBD Stub Sill Design
PROZBF	PROZBF Stub Sill Design
PROZBG	PROZBG Stub Sill Design
PROZBH	PROZBH Stub Sill Design PROZBI Stub Sill Design
PROZBI PROZBN	PROZBN Stub Sill Design
PROZBR	PROZBR Stub Sill Design
RICRIC	RICRIC Stub Sill Design
RICWBR	RICWBR Stub Sill Design
RILRIL	RILRIL Stub Sill Design
RILWBR	RILWBR Stub Sill Design
SEN001	SEN001 Stub Sill Design
SFE001	SFE001 Stub Sill Design
TEXTEX	TEXTEX Stub Sill Design
TEX012	TEX012 Stub Sill Design
TRN021	TRN021 Stub Sill Design
TRN022	TRN022 Stub Sill Design
TRN023	TRN023 Stub Sill Design
TRN024	TRN024 Stub Sill Design
TRN201	TRN201 Stub Sill Design
TRN211 TRN221	TRN211 Stub Sill Design TRN221 Stub Sill Design
TRN221	TRN221 Stub Sill Design
TRN31	TRN31 Stub Sill Design
TRNTY1	TRNTY1 Stub Sill Design
TRNTY2	TRNTY2 Stub Sill Design
TRNTY3	TRNTY3 Stub Sill Design
TRNTYA	TRNTYA Stub Sill Design
TYT001	TYT001 Stub Sill Design
UTL00F	UTL00F Stub Sill Design
UTLCBO	UTLCBO Stub Sill Design
UTLCBR	UTLCBR Stub Sill Design
UTLCWO	UTLCWO Stub Sill Design
UTLFBR	UTLFBR Stub Sill Design
UTLZBA	UTLZBA Stub Sill Design
UTLZBB	UTLZBB Stub Sill Design
	UTLZBC Stub Sill Design
UTLZBD UTLZBE	UTLZBD Stub Sill Design
UTLZBE	UTLZBE Stub Sill Design UTLZBG Stub Sill Design
UTLZBG	UTLZBH Stub Sill Design
UTLZBI	UTLZBI Stub Sill Design
UTLZBL	UTLZBL Stub Sill Design
UTLZBM	UTLZBM Stub Sill Design
UTLZBN	UTLZBN Stub Sill Design
UTLZBO	UTLZBO Stub Sill Design
UTLZBR	UTLZBR Stub Sill Design
UTLZBT	UTLZBT Stub Sill Design
VRT001	VRT001 Stub Sill Design
VRT002	VRT002 Stub Sill Design
VRT003	VRT003 Stub Sill Design
Tank Lining Ma	
	construction material lining applied to the interior of the tank 🌻
Dewesterikle V/a	luce for A21E

Nickel electroplating, e.g., Bart

Electroless plating, e.g., Kanigen



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- R Rubber - both natural and synthetic
- Т Liquid barrier applied by spray applications of materials such as epoxy and phenolic. Examples of some manufacturers' names are Plasite, PPG and Heresite
- U Unlined
- PolyVinyl Chloride v

#### Validation Rule for A315

- -Tank Lining Material can only be reported as Nickel electro-plating, e.g., Bart, if Tank Major Class is not equal to 19
- -Tank Lining Material is required for Tanks that have a Built/Rebuilt (Birth) Date on or after March 14, 2019

Tank Head Thickness	A255
The material thickness of the tank head in inches	

#### Range of Values for A255

#### Minimum Maximum

1.3

0.25

#### Validation Rule for A255

- -Tank Head Thickness is required for Tanks that have a Built/Rebuilt (Birth) Date on or after July 1, 1997
- -Tank Head Thickness must be reported for tank cars built on or after October 1, 2011 and whose Stenciled Shipping Specification begins with 111 or 211.

#### NOTES:

- This element is used in determining if the tank car meets CPC-1232 Compliance (B522). See CPC-1232 Compliant (B522) for explanation.
- This element is used in determining if the tank car meets DOT117.
- This element is used in determining if the tank car meets HM-246.

#### Tank Head Mat Spec Mandatory The equipment material characteristics including specification and grade for t

The equipmen tank head	it material characteristics including specification and gi
	alues for A254
115	AAR M115
128A	AAR TC128 Gr. A
128B	AAR TC-128, Gr. B
129	AAR TC-129
130	AAR TC-130
131	AAR TC-131
132	AAR TC-132
133	AAR TC-133
134	AAR TC-134
15565	ASTM A515, Gr. 65
162	ASTM B162
1997UNK	Unknown, built prior to 7/1/1997
201A	ASTM A201, Gr. A
201B	ASTM A201, Gr. B
2095052	ASTM B209, ALLOY 5052
2095083	ASTM B209, ALLOY 5083
2095086	ASTM B209, ALLOY 5086
2095154	ASTM B209, ALLOY 5154
2095254	ASTM B209, ALLOY 5254
2095454	ASTM B209, ALLOY 5454
2095652	ASTM B209, ALLOY 5652
212A	ASTM A212, Gr. A
212B	ASTM A212, Gr. B
240304	ASTM A240, TYPE 304
240304L	ASTM A240, TYPE 304L
240316	ASTM A240, TYPE 316
240316L	ASTM A240, TYPE 316L
285A	ASTM A285, Gr. A
285B	ASTM A285, Gr. B
285C	ASTM A285, Gr. C
302B	ASTM A302 Gr. B
304L	ASTMA515, Gr. 70 304L (DOT113)

316L	ASTMA516, Gr. 70 316L (DOT115)
353	ASTM A353
51555	ASTM A515, Gr. 55
51560	ASTM A515, Gr. 60
51570	ASTM A515, Gr. 70
5157128	A 515, Grade 70 and AAR TC-128
51655	ASTM A516, Gr. 55
51660	ASTM A516, Gr. 60
51665	ASTM A516, Gr. 65
51670	ASTM A516, Gr. 70
5167128	A 516, Grade 70 and AAR TC-128
5371	ASTM A537, C1.1
537A	ASTM A537, Gr. A
537B	ASTM A537, Gr. B
89	ASTM A89

#### Validation Rule for A254

-Tank Head Material Specification and Grade is required for Tanks having a Built/Rebuilt (Birth) Date on or after July 1, 1997

#### NOTES:

A254

- This element is used in determining if the tank car meets CPC-1232 Compliance (B522). See CPC-1232 Compliant (B522) for explanation.
- This element is used in determining if the tank car meets DOT117.
- ٠ This element is used in determining if the tank car meets HM-246.

Talik Heau iv	Aaterial Norm	B203
Indicates the	e tank head steel is normalized (cooled in still air)	۲
Permissible \	Values for B203	
N No	Y Yes Z Unknown	
Validation R	ule for B203	
-Normali	zed Head Material cannot be YES if Tank Head Materia	I value is
•	al to 240304, 240316, 2095052, 2095083, 2095086, 209	95154,
	5254, 2095454, 2095652, 240304L, 240316L, or 304L	
	zed Head Material can be YES or NO if Tank Head Mate	
	jual to 89, 115, 129, 130, 131, 132, 133, 134, 162, 353,	5371,
	55, or 5155	
	ad Material Normalized is required. But if tank was bu	llit after
	ary 1, 2010 then Z is not a valid option ad Material Normalized must be reported for tank cars	- huilt on o
	r October 1, 2011 and whose Stenciled Shipping Specifi	
	ns with 111 or 211.	ication
U		
NOTES:	ant is used in determining if the tank are mosts CDC 13	
	ent is used in determining if the tank car meets CPC-12	
•	ce (B522). See CPC-1232 Compliant (B522) for explana 200316, 2003041 and 2003161 (Stainless Steel) qualify f	
• 240304, 2	40316, 240304L and 240316L (Stainless Steel) qualify f	or CPC -123
<ul><li>240304, 2</li><li>This element</li></ul>	40316, 240304L and 240316L (Stainless Steel) qualify f ent is used in determining if the tank car meets DOT11	or CPC -123 7.
<ul><li>240304, 2</li><li>This element</li></ul>	40316, 240304L and 240316L (Stainless Steel) qualify f	or CPC -123 7.
<ul><li>240304, 2</li><li>This eleme</li><li>This eleme</li></ul>	40316, 240304L and 240316L (Stainless Steel) qualify f ent is used in determining if the tank car meets DOT11	or CPC -123 7.
<ul> <li>240304, 2</li> <li>This eleme</li> <li>This eleme</li> </ul>	40316, 240304L and 240316L (Stainless Steel) qualify f ent is used in determining if the tank car meets DOT11 ent is used in determining if the tank car meets HM-24	For CPC -123 7. 6. <b>A257</b>
<ul> <li>240304, 2</li> <li>This eleme</li> <li>This eleme</li> </ul> Tank Shell M	40316, 240304L and 240316L (Stainless Steel) qualify f ent is used in determining if the tank car meets DOT11 ent is used in determining if the tank car meets HM-24 laterial Spec Mandatory ent material characteristics including specification and	For CPC -123 7. 6. <b>A257</b>
<ul> <li>240304, 2</li> <li>This eleme</li> <li>This eleme</li> <li>Tank Shell M</li> <li>The equipme tank shell</li> </ul>	40316, 240304L and 240316L (Stainless Steel) qualify f ent is used in determining if the tank car meets DOT11 ent is used in determining if the tank car meets HM-24 laterial Spec Mandatory ent material characteristics including specification and	For CPC -123 7. 6. <b>A257</b>
<ul> <li>240304, 2</li> <li>This eleme</li> <li>This eleme</li> <li>Tank Shell M</li> <li>The equipme tank shell</li> </ul>	Ad0316, 240304L and 240316L (Stainless Steel) qualify f ent is used in determining if the tank car meets DOT11 ent is used in determining if the tank car meets HM-24 Interial Spec Mandatory ent material characteristics including specification and Values for A257 AAR M115	For CPC -123 7. 6. <b>A257</b>
<ul> <li>240304, 2</li> <li>This eleme</li> <li>This eleme</li> <li>This eleme</li> </ul> Tank Shell M The equipme <ul> <li>tank shell</li> </ul> Permissible V <ul> <li>115</li> <li>128A</li> </ul>	Ad0316, 240304L and 240316L (Stainless Steel) qualify f ent is used in determining if the tank car meets DOT11 ent is used in determining if the tank car meets HM-24 Interial Spec Mandatory ent material characteristics including specification and Values for A257 AAR M115 AAR TC128 Gr.A	For CPC -123 7. 6. <b>A257</b>
<ul> <li>240304, 2</li> <li>This eleme</li> <li>This eleme</li> <li>This eleme</li> <li>Tank Shell M</li> <li>The equipme tank shell</li> <li>Permissible V 115</li> </ul>	Ad0316, 240304L and 240316L (Stainless Steel) qualify f ent is used in determining if the tank car meets DOT11 ent is used in determining if the tank car meets HM-24 Interial Spec Mandatory ent material characteristics including specification and Values for A257 AAR M115 AAR TC128 Gr.A AAR TC128, Gr. B	For CPC -123 7. 6. <b>A257</b>
<ul> <li>240304, 2</li> <li>This eleme</li> <li>This eleme</li> </ul> Tank Shell M The equipme tank shell Permissible V 115 128A 128B 129	Ad0316, 240304L and 240316L (Stainless Steel) qualify f ent is used in determining if the tank car meets DOT11 ent is used in determining if the tank car meets HM-24 Interial Spec Mandatory ent material characteristics including specification and Values for A257 AAR M115 AAR TC128 Gr.A AAR TC128, Gr. B AAR TC-129	For CPC -123 7. 6. <b>A257</b>
<ul> <li>240304, 2</li> <li>This eleme</li> <li>This eleme</li> <li>This eleme</li> </ul> Tank Shell M The equipme <ul> <li>tank shell</li> </ul> Permissible V <ul> <li>115</li> <li>128A</li> <li>128B</li> <li>129</li> <li>130</li> </ul>	Ad0316, 240304L and 240316L (Stainless Steel) qualify f ent is used in determining if the tank car meets DOT11 ent is used in determining if the tank car meets HM-24 Interial Spec Mandatory ent material characteristics including specification and y Values for A257 AAR M115 AAR TC128 Gr.A AAR TC128, Gr. B AAR TC-129 AAR TC-130	For CPC -123 7. 6. <b>A257</b>
<ul> <li>240304, 2</li> <li>This eleme</li> <li>This eleme</li> <li>Tank Shell M</li> <li>The equipme tank shell</li> <li>Permissible V</li> <li>115</li> <li>128A</li> <li>128B</li> <li>129</li> <li>130</li> <li>131</li> </ul>	40316, 240304L and 240316L (Stainless Steel) qualify f ent is used in determining if the tank car meets DOT11 ent is used in determining if the tank car meets HM-24 Interial Spec Mandatory ent material characteristics including specification and Values for A257 AAR M115 AAR TC128 Gr.A AAR TC128, Gr. B AAR TC-129 AAR TC-130 AAR TC-131	For CPC -123 7. 6. <b>A257</b>
<ul> <li>240304, 2</li> <li>This eleme</li> <li>This eleme</li> <li>Tank Shell M</li> <li>The equipme tank shell</li> <li>Permissible V</li> <li>115</li> <li>128A</li> <li>128B</li> <li>129</li> <li>130</li> <li>131</li> <li>132</li> </ul>	Ado316, 240304L and 240316L (Stainless Steel) qualify f ent is used in determining if the tank car meets DOT11 ent is used in determining if the tank car meets HM-24 <b>Interial Spec</b> <i>Mandatory</i> ent material characteristics including specification and Values for A257 AAR M115 AAR TC128 Gr.A AAR TC128, Gr. B AAR TC-129 AAR TC-130 AAR TC-131 AAR TC-132	For CPC -123 7. 6. <b>A257</b>
<ul> <li>240304, 2</li> <li>This eleme</li> <li>This eleme</li> <li>This eleme</li> <li>Tank Shell M</li> <li>The equipme tank shell</li> <li>Permissible V</li> <li>115</li> <li>128A</li> <li>128B</li> <li>129</li> <li>130</li> <li>131</li> <li>132</li> <li>133</li> </ul>	Ado316, 240304L and 240316L (Stainless Steel) qualify f ent is used in determining if the tank car meets DOT11 ent is used in determining if the tank car meets HM-24 <b>Interial Spec</b> <i>Mandatory</i> ent material characteristics including specification and Values for A257 AAR M115 AAR TC128 Gr.A AAR TC128, Gr. B AAR TC-129 AAR TC-130 AAR TC-131 AAR TC-132 AAR TC-133	For CPC -123 7. 6. <b>A257</b>
<ul> <li>240304, 2</li> <li>This eleme</li> <li>This eleme</li> <li>This eleme</li> <li>The equipment tank shell</li> <li>Permissible V</li> <li>115</li> <li>128A</li> <li>128B</li> <li>129</li> <li>130</li> <li>131</li> <li>132</li> <li>133</li> <li>134</li> </ul>	Ado316, 240304L and 240316L (Stainless Steel) qualify f ent is used in determining if the tank car meets DOT11 ent is used in determining if the tank car meets HM-24 <b>Interial Spec</b> <i>Mandatory</i> ent material characteristics including specification and Values for A257 AAR M115 AAR TC128 Gr.A AAR TC128, Gr. B AAR TC129 AAR TC-130 AAR TC-131 AAR TC-131 AAR TC-132 AAR TC 133 AAR TC 134	For CPC -123 7. 6. <b>A257</b>
<ul> <li>240304, 2</li> <li>This eleme</li> <li>This eleme</li> <li>This eleme</li> <li>This eleme</li> <li>The equipme tank shell</li> <li>Permissible V</li> <li>115</li> <li>128A</li> <li>128B</li> <li>129</li> <li>130</li> <li>131</li> <li>132</li> <li>133</li> <li>134</li> <li>15565</li> </ul>	Ado316, 240304L and 240316L (Stainless Steel) qualify f ent is used in determining if the tank car meets DOT11 ent is used in determining if the tank car meets HM-24 <b>Interial Spec</b> Mandatory ent material characteristics including specification and Values for A257 AAR M115 AAR TC128 Gr.A AAR TC128, Gr. B AAR TC-129 AAR TC-130 AAR TC-131 AAR TC-132 AAR TC 133 AAR TC 134 ASTM A515 Gr. 65	For CPC -123 7. 6. <b>A257</b>
<ul> <li>240304, 2</li> <li>This eleme</li> <li>This eleme</li> <li>This eleme</li> <li>This eleme</li> <li>This eleme</li> <li>Tank Shell M</li> <li>The equipme tank shell</li> <li>Permissible M</li> <li>115</li> <li>128A</li> <li>128B</li> <li>129</li> <li>130</li> <li>131</li> <li>132</li> <li>133</li> <li>134</li> <li>15565</li> <li>162</li> </ul>	Ado316, 240304L and 240316L (Stainless Steel) qualify f ent is used in determining if the tank car meets DOT11 ent is used in determining if the tank car meets HM-24 <b>Interial Spec</b> <i>Mandatory</i> ent material characteristics including specification and ware specification and specification and AAR M115 AAR TC128 Gr.A AAR TC128, Gr. B AAR TC-129 AAR TC-130 AAR TC-131 AAR TC-131 AAR TC-132 AAR TC 133 AAR TC 134 ASTM A515 Gr. 65 ASTM B162	For CPC -123 7. 6. <b>A257</b>
<ul> <li>240304, 2</li> <li>This eleme</li> <li>This eleme</li> <li>This eleme</li> <li>This eleme</li> <li>This eleme</li> <li>The equipment of the equipment of the</li></ul>	Adv316, 240304L and 240316L (Stainless Steel) qualify f ent is used in determining if the tank car meets DOT11 ent is used in determining if the tank car meets HM-24 <b>Interial Spec</b> <i>Mandatory</i> ent material characteristics including specification and ware specification and specification and AAR M115 AAR TC128 Gr.A AAR TC128, Gr. B AAR TC-129 AAR TC-130 AAR TC-131 AAR TC-131 AAR TC-132 AAR TC 134 ASTM A515 Gr. 65 ASTM B162 Unknown, built prior to 7/1/1997	For CPC -123 7. 6. <b>A257</b>
<ul> <li>240304, 2</li> <li>This eleme</li> <li>This eleme</li> <li>This eleme</li> <li>This eleme</li> <li>This eleme</li> <li>The equipme tank shell</li> <li>Permissible V</li> <li>115</li> <li>128A</li> <li>128</li> <li>129</li> <li>130</li> <li>131</li> <li>132</li> <li>133</li> <li>134</li> <li>15565</li> <li>162</li> </ul>	Ado316, 240304L and 240316L (Stainless Steel) qualify f ent is used in determining if the tank car meets DOT11 ent is used in determining if the tank car meets HM-24 <b>Interial Spec</b> <i>Mandatory</i> ent material characteristics including specification and ware specification and specification and AAR M115 AAR TC128 Gr.A AAR TC128, Gr. B AAR TC-129 AAR TC-130 AAR TC-131 AAR TC-131 AAR TC-132 AAR TC 133 AAR TC 134 ASTM A515 Gr. 65 ASTM B162	For CPC -123 7. 6. <b>A257</b>
<ul> <li>240304, 2</li> <li>This eleme</li> <li>This eleme</li> <li>This eleme</li> <li>This eleme</li> <li>This eleme</li> <li>Tank Shell M</li> <li>The equipme tank shell</li> <li>Permissible M</li> <li>115</li> <li>128A</li> <li>128B</li> <li>129</li> <li>130</li> <li>131</li> <li>132</li> <li>133</li> <li>134</li> <li>15565</li> <li>162</li> </ul>	Ado316, 240304L and 240316L (Stainless Steel) qualify f ent is used in determining if the tank car meets DOT11 ent is used in determining if the tank car meets HM-24 <b>Interial Spec</b> <i>Mandatory</i> ent material characteristics including specification and ware specification and specification and AAR M115 AAR TC128 Gr.A AAR TC128, Gr. B AAR TC-129 AAR TC-130 AAR TC-131 AAR TC-131 AAR TC-132 AAR TC 133 AAR TC 134 ASTM A515 Gr. 65 ASTM B162	For CPC -: .7. .6. <b>A2</b> !

X109

**B105** 

A118

#### Data Specification Manual

2095083	ASTM B209, Alloy 5083
2095086	ASTM B209, Alloy 5086
2095154	ASTM B209, Alloy 5154
2095254	ASTM B209, Alloy 5254
2095454	ASTM B209, Alloy 5454
2095652	ASTM B209, Alloy 5652
212A	ASTM A212 Gr. A
212B	ASTM A212 Gr. B
240304	ASTM A240, Type 304
240304L	ASTM A240, Type 304L
240316	ASTM A240, Type 316
240316L	ASTM A240, Type 316L
285A	ASTM A285, Gr. A
285B	ASTM A285, Gr. B
285C	ASTM A285, Gr. C
302B	ASTM A302 Gr. B
304L	ASTMA515, Gr. 70 304L (DOT113)
316L	ASTMA516, Gr. 70 316L (DOT115)
353	ASTM A353
51555	ASTM A515 Gr. 55
51560	ASTM A515 Gr. 60
51570	ASTM A515, Gr. 70
5157128	A 515, Grade 70 and AAR TC-128
51655	ASTM A516 Gr. 55
51660	ASTM A516 Gr. 60
51665	ASTM A516 Gr. 65
51670	ASTM A516, Gr. 70
5167128	A 516, Grade 70 and AAR TC-128
5371	ASTM A537, C1.1
537A	ASTM A537 Gr. A
537B	ASTM A537 Gr. B
89	ASTM A89
Validation Rule	e for A257
	terial Specification and Grade is required for Tanks having a
Built/Rebuilt	(Birth) Date on or after July 1, 1997

#### NOTES:

- This element is used in determining if the tank car meets CPC-1232 Compliance (B522). See CPC-1232 Compliant (B522) for explanation.
- This element is used in determining if the tank car meets DOT117.
- This element is used in determining if the tank car meets HM-246.

#### **Tank Shell Thickness** A258 The material thickness of the tank shell in inches Range of Values for A258 Minimum Maximum 0.1875 1.3 Validation Rule for A258 -Tank Shell Thickness is required for Tanks that have a Built/Rebuilt (Birth) Date on or after July 1, 1997 -Tank Shell Thickness must be reported for tank cars built on or after October 1, 2011 and whose Stenciled Shipping Specification begins with 111 or 211. NOTES: This element is used in determining if the tank car meets CPC-1232

- This element is used in determining if the tank car meets CPC-1232 Compliance (B522). See CPC-1232 Compliant (B522) for explanation.
- This element is used in determining if the tank car meets DOT117.
- This element is used in determining if the tank car meets HM-246.

TankShell Material Norm	
-------------------------	--

Indicates the tank shell steel is normalized (cooled in still air)

Permissible Values for B208

N No Y Yes Z Unknown

#### Validation Rule for B208

-Normalized Tank Shell Material cannot be YES if Tank Head Material value is equal to 240304, 240316, 2095052, 2095083, 2095086, 2095154, 2095254, 2095454, 2095652, 240304L, 240316L, or 304L

-Tank Shell Material Normalized is required.	But if tank was built after
January 1, 2010 then Z is not a valid opt	ion

-Tank Shell Material Normalized must be reported for tank cars built on or after October 1, 2011 and whose Stenciled Shipping Specification begins with 111 or 211.

#### NOTES:

- This element is used in determining if the tank car meets CPC-1232 Compliance (B522). See CPC-1232 Compliant (B522) for explanation.
- 240304, 240316, 240304L and 240316L (Stainless Steel) qualify for CPC -1232
- This element is used in determining if the tank car meets DOT117.
- This element is used in determining if the tank car meets HM-246.

Coil Material			X111		
Indica	tes the construction	on mat	erial of the coils		
Permi	issible Values for )	(111			
Α	Aluminum	В	Brass		
С	Carbon Steel	I.	Inconel		
М	Monel	Ν	Nickel		

S Stainless Steel

Coils Exterior/Interior

Indicates the coils are built to the interior or exterior of the tank

#### Permissible Values for X109

E Exterior I Interior

- Validation Rule for X109
  - -If Coils Exterior/Interior is reported, then Coil Material must be reported
     -If the Coils Exterior/Interior is not reported, the Coil Material must not be reported

#### Head Protection Thickness

#### Range of Values for B105

Minimum Maximum

- 0.119 1.3
- Validation Rule for B105
  - -If Head Protection Type (A118) is F, H or T, then Head Protection Thickness is must be greater than or equal to 0.5 inches
  - -If Head Protection Type (A118) is U, then Head Protection Thickness must not be reported

#### NOTES:

- This element is used in determining if the tank car meets CPC-1232 Compliance (B522). See CPC-1232 Compliant (B522) for explanation.
- This element is used in determining if the tank car meets DOT117.
- This element is used in determining if the tank car meets HM-246.

#### Head Protection Type

Indicates the construction design of head protection shield		
Permissible Values for A118		
С	Head Protection (other than Head Shield)	
F	Full Height Head Shield	
н	Half Height Head Shield	
Т	Trapezoidal Head Shield	
U	Unequipped	
Z	Unknown, built before 7/1/1997	

#### Validation Rule for A118

- If the 4th character of the Stencil Class is J or S and the car was built on or after July 1, 1997, Head Protection Type must be reported as C, F, H, or T
- If the 4th character of the Stencil Class is T and the car was built on or after July 1, 1997, Head Protection Type must be reported as F, H, or T
- -Head Protection Type must be reported for tank cars built on or after October 1, 2011 and whose Stenciled Shipping Specification begins with 111 or 211

#### NOTES:

**B208** 

• This element is used in determining if the tank car meets CPC-1232



#### Data Specification Manual

B204

A142

Compliance (B522). See CPC-1232 Compliant (B522) for explanation.

- This element is used in determining if the tank car meets DOT117.
- This element is used in determining if the tank car meets HM-246.
- Permissible value C is a performance based head puncture-resistance system meeting 49 CFR 179.16(a).
- Permissible value F is a prescribed head puncture-resistance system meeting 49 CFR 179.16(c)(1).

#### Jacket Material Category Mandatory

The equipment material characteristics including specification and grade for the tank jacket

#### Permissible Values for B204

- N CARBON STEEL
- S Stainless Steel
- U UNEQUIPPED

#### NOTES:

- This element is used in determining if the tank car meets CPC-1232 Compliance (B522). See CPC-1232 Compliant (B522) for explanation.
   This element is used in determining if the tank car meets DOT117.
- This element is used in determining if the tank car meets HM-246.

#### Insulatn/Thrmal Prot Type

Describes the type of material(s) used for insulation/thermal protection of the tank car.

#### Permissible Values for A142

- CF Ceramic Fiber
- CK Cork
- CR Cork and Closed Cell Rubber Foam
- FC Fiberglass & Ceramic Fiber
- FG Standard Fiberglass
- FS Fiberglass and Spray On Foam
- FT High Temp Fiberglass
- MW Mineral Wool
- PC Polyurethane Foam and Ceramic Fiber
- PE Perlite
- PF Polyurethane Foam
- PI High Temperature Polyurethane Foam
- RF Rubatex
- SP Spray On Exterior Thermal Protection
- UE Unequipped

#### Validation Rule for A142

- -If Insulation/Thermal Protection Thickness (B259) is blank, then Insulation/Thermal Protection Type must be blank or Unequipped -If Insulation/Thermal Protection Thickness (B259) is reported, then
- Insulation/Thermal Protection Type must be populated with a permissible value other than UE (Unequipped)
- -When Insulation/Thermal Protection Type is CK Cork, then Compartment Count (A052) must be 1
- -Insulation/Thermal Protection Type is mandatory if Stenciled Shipping Spec (A237) is 105Axxx, 105Sxxx, 111A100W3, 111A100W4, 113xxx, 115xxx, 204W, 206W (permissible value cannot be UE-Unequipped)
- -Insulation/Thermal Protection Type is mandatory if the 4th character of the Stenciled Shipping Spec (A237) is equal to H, J, P, or R (permissible values cannot be UE – Unequipped or blank)
- -Insulation/Thermal Protection Type must be reported as SP Spray On Foam if 4th character of the Stenciled Shipping Spec (A237) is T

	Insulation Thi	ckness	B259
	The thickness	of the insulation,	thermal protection
	Range of Valu	es for B259	
	Minimum	Maximum	
	0.5	12	
	Validation Rul	e for B259	
-If	Insulation/The	rmal Protection	Type is Unequipped, Insulation/Thermal
	Thickness must	not be reported	
NC	TES:		

• This element is used in determining if the tank car meets DOT117.

Bottom	Outlet/Fitting Typ Mandatory	A308	
Describe	es the design of the bottom outlet of the tank	•	
Permiss	ible Values for A308		
А	Bottom Washout & Sump		
В	Bottom Outlet		
С	Bottom Outlet & Sump		
E	Bottom Outlet by Government Exemption		
F	Designed for but not equipped		
G	Bottom Outlet & Sump by Government Exemption		
S	Sump		
U	Not Equipped		
	Bottom Washout		
	Other		
	Unknown, built prior to 7/1/1997		
	on Rule for A308		
	k Bottom Outlet Fitting Type is required for Tanks having a		
	Built/Rebuilt (Birth) Date on or after July 1, 1997		
	he Tank Bottom Outlet Fitting Type is not reported, then the Bot	om	
	Outlet Count must be reported as Zero		
	-If the Tank Bottom Outlet/Fitting Type = U (Unequipped), then the Tank		
	Bottom Fitting Protection must equal U (Unequipped)		
	-Bottom Outlet Type must be reported as S (Sump) or U (Unequipped) if		
	the Stencil Class (A237) is 105xxx, 111A60W5, 111A60W7,		
	111A100W5, 111A100W4, 111A100W7, 112xxx, or 211A60W7		
	tom Outlet Type may be reported but cannot contain the value		
	G if the Stencil Class is equal to 103ALW, 103AW, 111A100ALW2	,	
111A100W2, 111A60ALW2, 111A60W2, 211A60W2, or 211A100W2			
	hks with Shipping Container Specs that begin with 120 can only h	ave	
	Bottom Outlet Type of B, W, S, U, or Z		
	nks with Shipping Container Specs that begin with 109 can only h	ave	
	Bottom Outlet Type of W, S, U, or Z		
Bottom	Outlet Count	B142	
The num	nber of bottom unloading devices on the equipment	*	
Range o	of Values for B142		
Minim	num Maximum		
0	9		
Validati	on Rule for B142		
Tain	la with China in a Cantain as Canaa that has in with 120 as 100 as	L	

- -Tanks with Shipping Container Specs that begin with 120 or 109 can only have 1 Bottom Outlet
- -Bottom Outlet Count is required if car was Built or Rebuilt on or after July 1, 1997
- -Tank Bottom Outlet Count is required for Tanks with a Bottom Outlet Fitting Type that is not equal to U and a Built/Rebuilt (Birth) Date on or after July 1, 1997

**Bottom Outlet Valve Type B542** Describes the type of Bottom Outlet Valve (BOV) design applied to the tank Permissible Values for B542 **External Bottom Outlet Ball Valve** Δ В Internal Bottom Outlet Ball Valve С **Bottom Operated Plug Valve** D Top Operated Valve Bottom Operated Butterfly Valve F Validation Rule for B542 - Bottom Outlet Valve Type is required when Bottom Outlet Fitting Type

 Bottom Outlet Valve Type is required when Bottom Outlet Fitting Type (A308) equals B, C, E, or G and the Tanks with a Built/Rebuilt date is on or after July 1, 2015

#### **Btm Outlet Vlv Actuation**

Identifies how the bottom outlet valve is to be actuated/operated Permissible Values for B543 **B543** 



#### Data Specification Manual

- A Handle that is stowed separately
- B Handle that is located completely within the skid
- C Handle that is disengaged from the valve when in the closed position and located outside the skid
- D Alternate means of actuation approved by the AAR Tank Car Committee

#### Validation Rule for B543

- -Bottom Outlet Valve Actuation is required when Bottom Outlet Valve Type (B542) equals A and the tank car Built/Rebuilt date is on or after July 1, 2015
- -If Stenciled Shipping Specification (A237) begins with 117J, 117P or 117R, reporting of Bottom Outlet Valve Actuation (B543) becomes conditionally mandatory when:
  - Bottom Outlet/Fitting Type (A308) equals B, C, E, or G; and
  - Bottom Outlet Valve Type (B542) equals A, B, C, or E.

#### NOTES:

- This element is used in determining tank major class 17. See Appendix N for explanation.
- This element is used in determining if the tank car meets DOT117.

Bott	om Fitting Protection	A153
Desc	ribes the design protection level around the bottom outlet value	e 🔹
Pern	nissible Values for A153	
А	Level A > 1"" Protrusion	
В	Level B Varies By Type	
С	Level C > 5"" Protrusion	
Е	Level E (meets CPC-1406)	
U	Unequipped	
Z	Unknown, built prior to 7/1/1997	
	lation Rule for A153	
-	If Tank Bottom Outlet Count is not reported, then the Tank Botto	om
	Fittings Protection must not be reported	
-	Tank Bottom Fittings Protection is required for Tanks with a Buil	t/Rebuilt
	(Birth) Date on or after July 1, 1997	
NOT		<b>.</b>
•	Tank cars ordered built new on or after January 1, 2024 must h	ave Bottom
	Fitting Protection (A153) of E or U reported.	
Тор	Fittings Protection Mandatory	A264
Iden	tifies the existence of top fittings protection associated with pre-	venting loss
of	commodity due to rollover.	•
Pern	nissible Values for A264	
Α	Equipped per M-1002 Chapter 2, paragraph 2.2.3.3 (Acid Car	s)
E	Equipped per M-1002, Appendix E, paragraph 9.2.1 (non-	
	pressure cars)	
F	Equipped per 49 CFR 179.202-13(h) (DOT117R tank cars)	
Ν	Unequipped	
Р	Equipped per 49 CFR 179.100-12(c) (pressure style housing)	
R	Equipped per 49 CFR §179.102-3(a)(1) (9 MPH Rollover)	
S	Alternative Protection Shear Off Valves Applied per 49 CFR	
-	§179.102(a)(2)	
Т	Equipped with Top Skids	2.4
Y	Equipped with other than M-1002, Appendix E, paragraph 9.2	2.1
Z	Unknown, built prior to 7/1/1997	
	lation Rule for A264 Top Fittings Brotaction is required for tank care with a Puilt (Pob	uilt (Dirth)
-	Top Fittings Protection is required for tank cars with a Built/Reb Date on or after July 1, 1997	инс (висп)
_	Tank cars built on or after July 1, 1997	c
-	Protection value of Z (unknown)	3
-	Top Fittings Protection cannot be reported as A, E, F, N, or Z for	Tank
	Major Classes of 37 - 62, 64 - 65, 67, 80 - 81, 86 - 97 if the	
	Built/Rebuilt Date is on or after July 1, 1997	
-	If Stenciled Shipping Specification (A237) beginss with 117R, the	Τορ
	Fittings Protection must be E or F.	
	-	

- -If Stenciled Shipping Specification (A237) beginss with 117J or 117P, the Top Fittings Protection must be E.
- -Tank cars built on or after December 1, 2015 cannot have a Top Fittings Protection value of Y.

#### NOTES:

- This element is used in determining if the tank car meets CPC-1232 Compliance (B522). See CPC-1232 Compliant (B522) for explanation.
- This element is used in determining tank major class 17. See Appendix N for explanation.
- This element is used in determining if the tank car meets DOT117.
- This element is used in determining if the tank car meets HM-246.
- Permissible value N is intended for tank cars unequipped with top fittings protection or as described by 49 CFR 179.200-16(g). which are only for weather protection.
- Permissible value R is intended for pressure tank cars built on or after March 16, 2009 used for the transportation of PIH materials and marked in accordance with 49 CFR 179.22(e). (Example: DOT105J600I).
- Refer specifically to 49 CFR Part 179, AAR Specification M-1002, and the approved Certificate of Construction to identify the type of top fitting protection appropriate to the tank class.

Safety Relief	Safety Relief Device Cnt A181	
The number of	The number of safety relief devices applied to the tank.	
Range of Valu	es for A181	
Minimum	Maximum	
0	9	
Validation Rul	e for A181	
-Tank Safe	ty Relief Device Count is required	for Tanks with a Built/Rebuilt
(Birth)	Date on or after July 1, 1997	
-Safety Relief Device Count must be reported for tank cars built on or after		
Octob	er 1, 2011 and whose Stenciled S	hipping Specification begins

Safet	Safety Relief Device Type Mandatory A230		
Describes the design of the safety relief device.		•	
Perm	Permissible Values for A230		
С	Combination (Valve & Vent)		
D	Vent		
р	Fusible Dlug		

P Fusible Plug

with 111 or 211.

- S Special Relief Device (for handling Carbon Dioxide AND Hydrogen Peroxide)
- U Unequipped
- V Valve
- Z Unknown, built prior to 7/1/1997
- Validation Rule for A230
  - -Safety Relief Device Type is required for Tanks with a Built/Rebuilt (Birth) Date on or after July 1, 1997
  - -Safety Relief Device Type should be reported, if Safety Relief Device Count is reported
  - -Safety Relief Device Type must be reported as Unequipped (U), when Safety Relief Device Count is reported as 0

#### NOTES:

- This element is used in determining if the tank car meets DOT117.
- This element is used in determining if the tank car meets HM-246.

#### Safety Vent w/Surge Prot Mandatory

## Indicates the equipment has a safety vent that is equipped with a surge protector

#### Permissible Values for A231

- N No
- Y Yes
- Z Unknown, built prior to 7/1/1997
- Validation Rule for A231

A231



#### Data Specification Manual

-Tank Safety Vent with Surge Protector is required for Tanks with a Built/Rebuilt (Birth) Date on or after July 1, 1997	-Year Service Equipment Qualified must be reported when the Year Service Equipment Qualification Due is reported -Year Service Equipment Qualified must not be reported if Year Service
PWHT Not Reworked B280	Equipment Qualification Due is not reported
Special Train Service Code WK	NOTES:
Permissible Values for B280	<ul> <li>Service equip qualified year must match the qualification stencil on the tank</li> </ul>
Y Yes	car.
PWHT Re-stress Relieved B279	Service Equipment Due B243
Special Train Service Code WJ	The year the service equipment is due for next qualification.
Permissible Values for B279	Data is Confidential.
Y Yes	Validation Rule for B243
	<ul> <li>Year Service Equipment Qualification Due cannot be prior to the Year the Service Equipment Qualified</li> </ul>
Year Tank Qualified Mandatory B240	NOTES:
The year the tank car tank was last qualified.	<ul> <li>Service equip qualified year must match the qualification stencil on the tank</li> </ul>
Data is Confidential.	car.
Validation Rule for B240 The Year the Tank was Qualified cannot be prior to the Year the Tank was	Pressure Relief VIv Qualified B244
-The Year the Tank was Qualified cannot be prior to the Year the Tank was Built or Rebuilt	
-The Year the Tank was Qualified cannot be prior to 1998	The year the pressure relief valve was last qualified. Data is Confidential.
-Year Tank Qualified must be reported when the Year Tank Qualification	Validation Rule for B244
Due is reported	-The year the Pressure Relief Valve was Qualified cannot be prior to the
-Year Tank Qualified must not be reported if Year Tank Qualification Due is	year the car was built
not reported	-The year the Pressure Relief Valve was Qualified must be on or after the
NOTES:	year 1998
<ul> <li>Year tank qualified must match the Qualification Stencil on the tank car. See figure below:</li> </ul>	-Pressure Relief Valve Qualification Year is required when Year Pressure
	Relief Valve Qualification Due is reported -Pressure Relief Valve Qualification Year must not be reported if Year
TANK QUALIFICATION ABC-1 (1999 (B240) 2009 (B241)	Pressure Relief Valve Qualification Due is not reported
THICKNESS TEST ABC-1 2000 2010	NOTES:
SERVICE EQUIPMENT         ABC-1         1999         2004           PRD:VALVE         175 PSI         DEF-1         1999         2004	<ul> <li>Pressure relief valve qualified must match the qualification stencil on the</li> </ul>
INTHTR ISPGR FGL-1 1999 2004	tank car.
LINING ABC-1 pp NONE 88.B.2 INSPECTION ABC-1 1999 2009	
STUB SILL INSPECTION ABC-1 1999 2009	Pressure Relief Valve Due B245
Qualification stencil-sample of completed form	The year the pressure relief valve is due for next qualification.
	Data is Confidential.
Tank Qualification Due B241	Validation Rule for B245 -Pressure Relief Valve Qualification Year due cannot be before Pressure Relief
The year the tank car tank is due for next qualification.	Year Due
Data is Confidential.	
Validation Rule for B241	NOTES:
-Year Tank Qualification Due must be greater than or equal Year Tank Qualified	<ul> <li>Pressure relief valve due must match the qualification stencil on the tank car.</li> </ul>
NOTES:	
The tank gualification due must match the Qualification Stencil on the tank	Thickness Qualified Year B246
car. See figure below:	The year the service equipment is inspected was last qualified.
	Data is Confidential. Validation Rule for B246
TANK QUALIFICATION ABC-1 1999 (B240) (2009 (B241)	-Tank Thickness Qualified Year cannot be prior to year car was built
THICKNESS TEST         ABC-1         2000         2040         4           SERVICE EQUIPMENT         ABC-1         1999         2004         4	-Tank Thickness Qualified Year must be on or after the year 1998
PRD:VALVE 175 PSI DEF-1 1999 2004	-Year Tank Thickness Valve Qualified is required when Year Tank
INTHTR JSPGR FGL-1 1999 2004 Lining ABC-1 pp None	Qualification Due reported
LINING ABC-1 pp NONE 88.B.2 INSPECTION ABC-1 1999 2009	-Year Tank Thickness Valve Qualified can only be reported if Year Tank
STUB SILL INSPECTION ABC-1 1999 2009	Qualification Due is reported NOTES:
Qualification stencil-sample of completed form	<ul> <li>Thickness qualified year must match the qualification stencil on the tank car.</li> </ul>
	· ····································
	Thickness Qualified Due B247
Service Equip Qualified B242	The year the tank car tank thickness is due for next qualification.
The year the service equipment is inspected	Data is Confidential.
Data is Confidential.	Validation Rule for B247
Validation Rule for B242	-Year Tank Thickness Qualification due cannot be before Thickness Qualified
-The Year Service Equipment Qualified cannot be prior to the Year the equipment was Built or Rebuilt	Due NOTES:
-The Year Service Equipment Qualified cannot be prior to 1998	<ul> <li>Thickness qualified due must match the qualification stencil on the tank car.</li> </ul>
· · · ·	<ul> <li>Report the year '9999' for next thickness qualification at the time of lining</li> </ul>
●=Mandatory ▲=Used in ETC Generation == Affects Rating -12	22 – Conditionally Mandatory June 2024

B555

#### Data Specification Manual

#### removal/replacement (LNG RMVL). **B524** Air Hose Arrangement The type of trainline air hose arrangement Permissible Values for B524 S-424 Angle Cock Location А R S-425 Angle Cock Location on Cars Equipped with AAR Type F Coupler S-426 Angle Cock Location on Cars with Floating Sills С S-427 Angle Cock and Air Brake Hose Location on Cars with Excessive D Overhang Preventing Compliance with AAR Standards Е S-428 Angle Cock Location on Cars Equipped with AAR Type F Coupler and Cushioned Underframe F S-4003 (Former Standard) S-4003x (Former Standard Retrofitted to Meet All Dimensions Except G Height) Н S-4003-05 (Current Standard Train Line Arrangement for Cars with F-Shank Couplers) S-4021 Angle Cock and Brake Hose Location on Cars with EOCC (E and Т F) S-4021 Coupler Mounted Bracket End Arrangement T Κ S-4028 Train Line Arrangement with Displaceable Union on Cars with EOCC and Couplers Not Exceeding 45 in. in Length L S-4029 Train Line Arrangement with Displaceable Union on Cars with EOCC and Couplers Exceeding 45 in. in Length М S-4030 Trolley Arrangement on Cars with EOCC and E-Shank Couplers Validation Rule for B524 -Air Hose Arrangement must be reported for this equipment if it is Bu Rebuilt on or after April 22, 2014. NOTES: If any of the following conditions apply, Air Hose Arrangement (B52) be reported for cars Built or Rebuilt on or after April 22, 2014: Draft Gear Type (B073) at any location is C or E. Connected Unit Count (A020) is reported. ° Outside Length (OSLG) is greater than or equal to 70 feet (840 ir 0 The overhang is greater than 5 feet 6 inches (66 inches). Overha calculated as follows: 0.5 \* (Outside Length, in inches, minus Truck Center Length, in in minus 31 inches) For all other equipment, reporting Air Hose Arrangement is o 4-Pressure ABT Receiver Eqpd Identifies if the equipment is equipped with a 4-pressure air brake tes Value does not carry forward for Single Clone / Multi-Clone. Permissible Values for B539 Е Equipped Ν Not Equipped NOTES: • An "E" will be system generated if a 4-Pressure ABT is reported on equipment. **Jacket Thickness** The nominal thickness for the jacket in inches

#### Range of Values for B541 Minimum Maximum

0.1196 1.3

#### Validation Rule for B541

-Jacket Thickness is required for tank cars built or rebuilt on or after July 1, 2015 when Tank Jacket Material (B204) equals N or S

#### NOTES:

- DOT117 jacket thickness requirement (49 CFR §179.202-7)
- This element is used in determining if the tank car meets DOT117.
- This element is used in determining if the tank car meets HM-246.

#### Thermal Protection System

	Identifies the existence of a Thermal Protection System that meets 49 CFR
I	179.18 (a), (b), or (c).

System Generated Field. This element is not eligible for input.

#### Permissible Values for B555

E Equipped

Validation Rule for B555

-Thermal Protection System is mandatory if the 4th character of the Stencil Shipping Specification (A237) is equal to J, T, P, or R

#### NOTES:

- When the fourth character of the Stencil Shipping Specification (A237) is equal to J, T, P, or R the system will generate a value of 'E'.
- This element is used to identify when a tank car is equipped with a thermal protection system that meets the requirements of 49 CFR 179.18.
- The applicability of the element is mandatory when specified by one of the following subparts of 49 CFR.
  - § 173.31(b)(4) (Thermal protection requirements for pressure tank cars)
  - § 173.314(k) (Special requirements for chlorine)
  - § 179.202–6 (DOT117J)
  - § 179.202–12 (DOT117P)
  - § 179.202–13 (DOT117R)
- This element is used in determining tank major class 17. See Appendix N for explanation.
- This element is used in determining if the tank car meets DOT117.

Cost	
Original Cost	A184
524) must The original manufacturer selling price	٠
Data is Confidential. Value does not carry forward for Single Clone /	Multi-
Clone.	
nches). Range of Values for A184	
ang is Minimum Maximum	
0 9999999 Validation Rule for A184	
-Original Cost must be equal to the Ledger Value if there are no A	ditions
& Rottormonts	untions
-Original Cost must be equal to the Ledger Value if Additions &	
Betterments Indicator is not reported	
-Railroad marked freight cars except MISC, LOCO, TRLR, CONT, CH	SS,
st receiver STWH, EOTD, and PSGR are required to have an Original Cost	
-Private marked freight cars except MISC, LOCO, TRLR, CONT, CHS	
EOTD, and PSGR are required to have an Original Cost if Built	Date
(BLDT) is on or after January 1, 2015	
NOTES:	
<ul> <li>Original Cost is never altered. It is the cost of the equipment to the owner.</li> </ul>	original
<ul> <li>For railroad-marked cars, report in US dollars the original ledger va</li> </ul>	luo of tho
original owner For cars rebuilt, report the cost prescribed in MR Int	
Rule 88 and Circular Letter OT-24	er en ange
• The original cost is used in the settlement of AAR Interchange Rule	107 Office
Manual.	
For connected unit cars report the total original cost for all units in	the set.
<ul> <li>Numeric, applicable to all railroad-marked cars Also, applicable to place</li> </ul>	orivately
marked covered hopper (LO) cars.	
• Raise all cents to the next dollar, e.g. \$5,501.02 = 0005502	
uly 1, 2015 Ledger Value	A150
The sum of original cost and additions & betterments	
Data is Confidential. Value does not carry forward for Single Clone /	Multi-
Clone.	
Range of Values for A150	
Minimum Maximum	
0 9999999	

Validation Rule for A150



A319

#### **Data Specification Manual**

Tł

A&B Date Done

- -Original Cost must be equal to the Ledger Value if there are no Additions & Betterments.
- -Ledger Value must equal the Original Cost (A184) plus the additions & betterments, if Total A&B (A003) has been reported. Otherwise Ledger Value should equal Original Cost (A184).

#### Total A&B

#### A003

A128

A316

System generated sum of all reported amounts in A&B Amount (A317), in US dollars

Data is Confidential. System Generated Field. This element is not eligible for Input. Value does not carry forward for Single Clone / Multi-Clone.

#### Range of Values for A003

Minimum	Maximum
0	99999999

NOTES:

- For railroad-marked cars, report the sum of all additions and betterments applied to the car. This value is for record keeping purposes only and will not be used to report Ledger Value.
- For private Cars report the additions and betterments as qualified under AAR interchange Rule 107 for determination of settlement value.
- o Additions are costs of all new components applied subsequent to the date the car was built or rebuilt and carried in the capital investment account.
- Betterments are costs of all improvements of components of existing equipment through the substitution of superior parts for inferior parts subsequent to the date the car was built of rebuilt.
- For connected unit cars report the total Truck Location A for all units in the set

#### Ind for Pos/Neg Total A&B

A code indicating the positive or negative adjustment to the original cost of the equipment

Data is Confidential. System Generated Field. This element is not eligible for Input. Value does not carry forward for Single Clone / Multi-Clone. Permissible Values for A128

#### Negative Positive Ν Ρ

#### A&B Pos/Neg Ind

A code indicating the positive or negative adjustment to the individual addition and betterment

Data is Confidential. Value does not carry forward for Single Clone / Multi-Clone.

Permissible Values for A316

Negative P Positive N

#### Validation Rule for A316

- -When entering an individual Addition & Betterment, you must enter a value in all 4 fields.
- -The A&B Indicator is required when Additions & Betterments are reported. -The A&B Indicator must not be reported if Additions & Betterments are not reported.

A&B Amount A317			
The amount of the individual addition and betterment added to or subtracted from the original cost of the equipment			
Data is Confidential. Value does not carry forward for Single Clone / Multi-			
Clone.	Clone.		
Range of Values for A317			
Minimum	Maximum		
1	999999		
Validation Rule for A317			
-When entering an individual addition & betterment; A&B Date Done (A319), A&B Type (A318), A&B Pos/Neg Ind (A316), and A&B Amount (A317) must be reported			

The date of the individual addition and betterment		
Data is Confident	tial. Value does not carry forward for Single Clone / Multi-	
Clone.		
Range of Values for A319		
Minimum I	Maximum	
1/1/1900 1	12/31/9999	
Validation Rule f	for A319	
-When entering an individual Addition & Betterment, you must enter a		
value in a	all 4 fields.	

- -Addition and Betterment Date Done cannot be earlier than Built Date (BLDT).
- -Additions & Betterments Date Done cannot be later than today's date.

	······, · ····, · ····
А&В Туре	e A318
The type of	of individual addition and betterment as defined by Rule 107
	onfidential. Value does not carry forward for Single Clone / Multi-
Clor	
	le Values for A318
COIL	Outside heater coils applied to tank shell by fusion welding. Includes
	renewal in damaged car.
GNRL	General - Capitalized Additions and Betterments
INIT	Initial load of historical A&B amount as of Umler 4.6 implementation
	date
JTHR	Jacketed thermal shield with integral headshield
NTHR	Non-jacketed thermal protection system. Includes renewal in
	damaged cars.
RUBB	Rubber, polyvinyl chloride and polyurethane elastomeric linings
	applied to inside of tank. Includes renewal in damaged car.
SPAR	Any type Sparger system applied. Includes renewal of lining in
	damaged cars.
STNS	Stainless steel inner shell, heater coils of other than ordinary steel
<b>T</b> 1/11	pipe.
TKLI	Protective coating to inside of tank. Includes renewal of lining in damaged car.
Validatio	n Rule for A318
	ach equipment, only one Individual A&B Type can have a value of
	VIT.
	n entering an individual Addition & Betterment, you must enter a
	alue in all 4 fields.
	Special Dermit
	Special Permit
Regulator	ry Agency B595
5	atory agency that issued the special permit or equivalency permit.
	es not carry forward for Single Clone / Multi-Clone.
	le Values for B595
DOT	Department of Transportation

Department of Transportation

#### Transport Canada TC

Validation Rule for B595

- Regulatory Agency must be selected when adding a Number (B595) NOTES:

- A special permit from DOT or equivalency certificate from Transport Canada that waives or modifies compliance with a regulatory requirement, related only to the tank construction, interior lining/coating, or service equipment.
- Example Format: SP-xxxxx for special permit or SR-xxxxxxxx for equivalency certificate.
- If the special permit or equivalency certificate requires the tank car to be stenciled, this element can be reported.
- If the special permit or equivalency certificate does not require the tank car to be stenciled, this element can be reported.
- Does not apply to AAR Service Trial (ST) stenciling or Alternate Inspection Program (AIP) or changes in commodity.



TCMR

TCGR

Permit Number       B596         Matches special permit or equivalency certificate number stenciled on the tank car.       Used for Transporta Permissible Values         Value does not carry forward for Single Clone / Multi-Clone.       Permissible Values         Value does not carry forward for Single Clone / Multi-Clone.       S Scrap         Value does not carry forward for Single Clone / Multi-Clone.       S Scrap         Value does not carry forward for Single Clone / Multi-Clone.       S Scrap         Value does not carry forward for Single Clone / Multi-Clone.       S Scrap         Value does not carry forward for Single Clone / Multi-Clone.       S Scrap         Value does not carry forward for Single Clone / Multi-Clone.       S Scrap         Value does not carry forward for sequivalency certificate from Transport Canada that waives or modifies compliance with a regulatory requirement, related in tank construction, interior infing/coating, or service equipment.         • Example Format: SP-xxxxxx for special permit or sequivalency certificate requires the tank car to be stenciled, this element can be reported.       Mech Restricted I         • If the special permit or equivalency certificate does not require the tank car to be stenciled, this element can be reported.       B Restricted I         • Does not apply to AAR Service Trial (ST) stenciling or Alternate Inspection Program (AIP) or changes in commodity.       F Restricted I         Pool Control       CCPC       NoTEs:         • For fu	tion Cc for TCI for TCI ange R nation Participation for TCI Due to Due t
Car.SScrapValue does not carry forward for Single Clone / Multi-Clone.XAAR InterchiValidation Rule for B596FRA InterchiNortEs:For further explaaNortEs:For further explaaNortes:	ange R nation nation he Me for TCI Due to Due to Du
<ul> <li>Y FRA Interchation of the special permit Number</li> <li>A special permit from DOT or equivalency certificate from Transport Canada that waives or modifies compliance with a regulatory requirement, related only to the tank construction, interior lining/coating, or service equipment.</li> <li>Example Format: SP-xxxxx for special permit or SR-xxxxxxxxx for equivalency certificate requires the tank car to be stenciled, this element can be reported.</li> <li>If the special permit or equivalency certificate does not require the tank car to be stenciled, this element can be reported.</li> <li>If the special permit or equivalency certificate does not require the tank car to be stenciled, this element can be reported.</li> <li>Does not apply to AAR Service Trial (ST) stenciling or Alternate Inspection Program (AIP) or changes in commodity.</li> <li>Car Management</li> <li>Pool Number</li> <li>Pool Number used to indicate the grouping of equipment for a particular purpose</li> <li>Used for Transportation Codes. This element is not eligible for Input, Output or Query.</li> <li>NOTES:</li> <li>For further explanation reference Appendices C and E.</li> <li>System Generated Field. Used for Transportation Codes.</li> <li>For further explanation reference Appendices C and E.</li> <li>System Generated Field. Used for Transportation Codes.</li> <li>For further explanation reference Appendices C and E.</li> <li>System Generated Field. Used for Transportation Codes.</li> <li>For further explanation reference Appendices C and E.</li> <li>System Generated Field Values for TCUR</li> <li>Permissible Values for TCUR</li> <li>Cartifies when a contexplay to a particular of the explanation reference Appendices C and E.</li> <li>Conting Control</li> <li>System Generated Field Values for TCUR</li> <li>Conting Struction reported by the user</li> <li>Loading Authority I</li> </ul>	havinge Print Prin
<ul> <li>For further explanation for D350</li> <li>Regulatory Agency (B595) must be selected when adding special permit Number</li> <li>A special permit from DOT or equivalency certificate from Transport Canada that waives or modifies compliance with a regulatory requirement, related only to the tank construction, interior lining/coating, or service equipment.</li> <li>Example Format: SP-xxxxx for special permit or SR-xxxxxxxxxx for equivalency certificate.</li> <li>If the special permit or equivalency certificate does not require the tank car to be stenciled, this element can be reported.</li> <li>If the special permit or equivalency certificate does not require the tank car to be stenciled, this element can be reported.</li> <li>Does not apply to AAR Service Trial (ST) stenciling or Alternate Inspection Program (AIP) or changes in commodity.</li> <li>Car Management</li> <li>Pool Number</li> <li>Valued for Transportation Codes. This element is not eligible for Input. Value does not carry forward for Equipment Group Change / Add Back.</li> <li>For further explanation reference Appendices C and E.</li> <li>System Generated Field. Used for Transportation Codes.</li> <li>For further explanation reference Appendices C and E.</li> <li>Sys Gen Routing Instructions</li> <li>For further expla</li> <li>For further explanation reference Appendices C and E.</li> <li>Sys Gen Routing Instruction s</li> <li>For further expla</li> <li< td=""><td>he Me tion CC for TC Due to Due to Du</td></li<></ul>	he Me tion CC for TC Due to Due to Du
Number         NoTES:         • A special permit from DOT or equivalency certificate from Transport Canada that waives or modifies compliance with a regulatory requirement, related only to the tank construction, interior lining/coating, or service equipment.         • Example Format: SP-xxxxx for special permit or SR-xxxxxxxxx for equivalency certificate requires the tank car to be stenciled, this element can be reported.         • If the special permit or equivalency certificate does not require the tank car to be stenciled, this element can be reported.         • Does not apply to AAR Service Trial (ST) stenciling or Alternate Inspection Program (AIP) or changes in commodity. <b>Car Management Pool Number P001</b> Unique number used to indicate the grouping of equipment for a particular purpose <b>Vertex Does for Transportation Codes</b> . This element is not eligible for Input. Value does not carry forward for Equipment Group Change / Add Back. <b>Notes</b> : <b>Pool Control TCPC Pool Control TCPC Pool Control TCUR The routing instructions TCUR</b>	tion Co for TC Due to Due to
<ul> <li>A special permit from DOT or equivalency certificate from Transport Canada that waives or modifies compliance with a regulatory requirement, related only to the tank construction, interior lining/coating, or service equipment.</li> <li>Example Format: SP-xxxxx for special permit or SR-xxxxxxxxxx for equivalency certificate requires the tank car to be stenciled, this element can be reported.</li> <li>If the special permit or equivalency certificate does not require the tank car to be stenciled, this element can be reported.</li> <li>Does not apply to AAR Service Trial (ST) stenciling or Alternate Inspection Program (AIP) or changes in commodity.</li> <li>Car Management</li> <li>Does not apply to AAR Service Trial (ST) stenciling of equipment for a particular purpose</li> <li>Used for Transportation Codes. This element is not eligible for Input. Value does not carry forward for Equipment Group Change / Add Back.</li> <li>Pool Control</li> <li>Pool Control</li> <li>System Generated Field. Used for Transportation Codes. This element is not eligible for Input, Output or Query.</li> <li>NOTES:</li> <li>For further explanation reference Appendices C and E.</li> <li>Used for Transportation Codes.</li> <li>For further explanation reference Appendices C and E.</li> <li>Used for Transportation Codes.</li> <li>For further explanation reference Appendices C and E.</li> <li>Used for Transportation Codes.</li> <li>For further explanation reference Appendices C and E.</li> <li>Used for Transportation Codes.</li> <li>For further explanation reference Appendices C and E.</li> <li>Used for Transportation Codes.</li> <li>For further explanation reference Appendices C and E.</li> <li>Used for Transportation Codes.</li> <li>For further explanation reference Appendices C and E.</li> <li>Used for Transportation Codes.</li> <li>For further explanation reference Appendices C and E.</li> <li>Usad for Transportation Codes.&lt;</li></ul>	tion Co for TC Due to Due to
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<ul> <li>Example Format: SP-xxxxx for special permit or SR-xxxxxxx for equivalency certificate.</li> <li>If the special permit or equivalency certificate requires the tank car to be stenciled, this element can be reported.</li> <li>If the special permit or equivalency certificate does not require the tank car to be stenciled, this element can be reported.</li> <li>Does not apply to AAR Service Trial (ST) stenciling or Alternate Inspection Program (AIP) or changes in commodity.</li> <li>Car Management</li> <li>Pool Number</li> <li>Pool Number</li> <li>Used for Transportation Codes. This element is not eligible for Input. Value does not carry forward for Equipment Group Change / Add Back.</li> <li>Pool Control</li> <li>System Generated Field. Used for Transportation Codes. This element is not eligible for Input, Output or Query.</li> <li>NOTES:</li> <li>For further explanation reference Appendices C and E.</li> <li>Used for Transportation Codes.</li> <li>Pool Control</li> <li>System Generated Field. Used for Transportation Codes. This element is not eligible for Input, Output or Query.</li> <li>NOTES:</li> <li>For further explanation reference Appendices C and E.</li> <li>User Routing Instructions</li> <li>The routing instruction reported by the user</li> <li>Used for Transportation Codes.</li> <li>Por further explanation reference Appendices C and E.</li> <li>System Generated Field. Used for Transportation Codes.</li> <li>For further explanation reference Appendices C and E.</li> <li>System Generated Field Used for Transportation Codes.</li> <li>For further explanation reference Appendices C and E.</li> <li>For further explanation reference Append</li></ul>	Due to Due to
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stenciled, this element can be reported. If the special permit or equivalency certificate does not require the tank car to be stenciled, this element can be reported. Does not apply to AAR Service Trial (ST) stenciling or Alternate Inspection Program (AIP) or changes in commodity. Car Management Pool Number Pool Control System Generated Field. Used for Transportation Codes. This element is not eligible for Input, Output or Query. NOTES: • For further explanation reference Appendices C and E. System Generated Field. Used for Transportation Codes. This element is not eligible for Input, Output or Query. NOTES: • For further explanation reference Appendices C and E. System Generated Field. Used for Transportation Codes. Permissible Values for TCUR 2 Trailer Service Rule 2	Due to Due to Due to Due to Due to Due to Due to Due to Due to Due to
<ul> <li>If the special permit or equivalency certificate does not require the tank car to be stenciled, this element can be reported.</li> <li>Does not apply to AAR Service Trial (ST) stenciling or Alternate Inspection Program (AIP) or changes in commodity.</li> <li>Car Management</li> <li>Car Management</li> <li>Pool Number</li> <li>Pool Number</li> <li>Pool Number approximation Codes. This element is not eligible for Input. Value does not carry forward for Equipment Group Change / Add Back.</li> <li>Pool Control</li> <li>Pool Control</li> <li>System Generated Field. Used for Transportation Codes. This element is not eligible for Input, Output or Query.</li> <li>NOTES:</li> <li>For further explanation reference Appendices C and E.</li> <li>System Generated Field. Used for Transportation Codes. This element is not eligible for Input, Output or Query.</li> <li>NOTES:</li> <li>For further explanation reference Appendices C and E.</li> <li>System Generated Field. Used for Transportation Codes.</li> <li>For further explanation reference Appendices C and E.</li> <li>System Generated Field. Used for Transportation Codes.</li> <li>For further explanation reference Appendices C and E.</li> <li>For further explanation reference Appendices C and E.</li> <li>For further expla</li> <li>For further</li></ul>	Due to Due to Due to Due to Due to Due to Due to Due to Due to
to be stenciled, this element can be reported. Does not apply to AAR Service Trial (ST) stenciling or Alternate Inspection Program (AIP) or changes in commodity. Car Management Car Management Pool Number Pool Number Pool Number Pool Number Pool Number Pool Number Pool Number Pool Number Pool Number Pool Control Pool Control Pool Control Pool Control Pool Control Pool Control System Generated Field. Used for Transportation Codes. This element is not eligible for Input, Output or Query. NOTES: Pool Control System Generated Field. Used for Transportation Codes. This element is not eligible for Input, Output or Query. NOTES: Poor further explanation reference Appendices C and E. Used for Transportation Codes. Permissible Values for TCUR 2 Trailer Service Rule 2 G Restricted I J Restricted I J Restricted I U Restricted I U Restricted I U Restricted I W Restricted I NOTES: Pool Control System Generated Field. Used for Transportation Codes. This element is not eligible for Input, Output or Query. NOTES: Permissible Values for TCUR 2 Trailer Service Rule 2	Due to Due to Due to Due to Due to Due to Due to Due to
Program (AIP) or changes in commodity.       N       Restricted I         Car Management       P       Restricted I         Pool Number       P001       N       Restricted I         Unique number used to indicate the grouping of equipment for a particular purpose       W       Restricted I         Used for Transportation Codes. This element is not eligible for Input. Value does not carry forward for Equipment Group Change / Add Back.       N       Restricted I         Pool Control       TCPC       For further expla       The assignment or the Rate Indicate mileage rate.       NoTES:         System Generated Field. Used for Transportation Codes. This element is not eligible for Input, Output or Query.       System Generated Field. Used for Transportation Codes. This element is not eligible for Input, Output or Query.       System Generated Field. Used for Transportation Codes. This element is not element is not eligible for Input, Output or Query.         NOTES:       • For further explanation reference Appendices C and E.       System Generated Field.         User Routing Instructions       TCUR       • For further expla         The routing instruction reported by the user       • For further expla         Used for Transportation Codes.       • For further expla         Permissible Values for TCUR       • For further expla         2       Trailer Service Rule 2       • For Generated Field.	Due to Due to Due to Due to Due to Due to
Car Management         Pool Number       P001         Unique number used to indicate the grouping of equipment for a particular purpose       W Restricted I         Used for Transportation Codes. This element is not eligible for Input. Value does not carry forward for Equipment Group Change / Add Back.       For further expla         Pool Control       TCPC         Pool Control       TCPC         Pool Control       System Generated Field. Used for Transportation Codes. This element is not eligible for Input, Output or Query.       Sys Gen Routing Instruction         NOTES:       • For further explanation reference Appendices C and E.       Sys Gen Routing Instruct System Generated Field is not element is not element is not mileage rate.         User Routing Instructions       TCUR       • For further expla         The routing instruction reported by the user       • For further expla         Used for Transportation Codes.       Eoding Authority I         Permissible Values for TCUR       2       Trailer Service Rule 2	Due to Due to Dy AAR Due to Due to
Car ManagementPool NumberP001Unique number used to indicate the grouping of equipment for a particular purposeW Restricted U W Restricted U X Restricted U Z Restricted U X Restricted U Z Restricted U Z Restricted U W Restricted U W Restricted U Z Restricted U W Restricted U W Restricted U W Restricted U Z Restricted U W Restricted U U Heat Indicate mileage rate.Pool ControlTCPCPool ControlSystem Generated Field. Used for Transportation Codes. This element is not element is not User Routing InstructionsUser Routing InstructionsTCUR The routing instruction reported by the user Used for Transportation Codes.Permissible Values for TCUR 2 Trailer Service Rule 2Loading Authority Fi Identifies when a ca Generated Fi Identifies when a ca Generated Fi	Due to by AAR Due to Due to
Pool Number       P001         Unique number used to indicate the grouping of equipment for a particular purpose       W       Restricted I         Used for Transportation Codes. This element is not eligible for Input. Value does not carry forward for Equipment Group Change / Add Back.       For further expla         Pool Control       TCPC         Pool Control       TCPC         Pool Control       System Generated Field. Used for Transportation Codes. This element is not eligible for Input, Output or Query.       System Generated Field. Used for Transportation Codes. This element is not eligible for Input, Output or Query.         NOTES:       • For further explanation reference Appendices C and E.         User Routing Instructions       TCUR         The routing instruction reported by the user       • For further expla         Used for Transportation Codes.       Permissible Values for TCUR         2       Trailer Service Rule 2	Due to Due to
Unique number used to indicate the grouping of equipment for a particular purpose       X       Restricted I         Used for Transportation Codes. This element is not eligible for Input. Value does not carry forward for Equipment Group Change / Add Back.       NOTES:         Pool Control       TCPC         Pool Control       TCPC         Pool Control       System Generated Field. Used for Transportation Codes. This element is not eligible for Input, Output or Query.       System Generated Field. Used for Transportation Codes. This element is not eligible for Input, Output or Query.         NOTES:       • For further explanation reference Appendices C and E.         User Routing Instructions       TCUR         The routing instruction reported by the user       • For further explanation Codes.         Used for Transportation Codes.       • For further explanation reference Appendices C and E.         Used for Transportation Codes.       • For further explanation reported by the user         Used for Transportation Codes.       • For further explanation codes.         Permissible Values for TCUR       • Coading Authority I         2       Trailer Service Rule 2	Due to
purposeZRestricted IUsed for Transportation Codes. This element is not eligible for Input. Value does not carry forward for Equipment Group Change / Add Back.NOTES:Pool ControlTCPCPool ControlSystem Generated Field. Used for Transportation Codes. This element is not eligible for Input, Output or Query.System Generated Field. Used for Transportation Codes. This element is not eligible for Input, Output or Query.NOTES:• For further explanation reference Appendices C and E.• For further explanation reference Appendices C and E.• For further explaUser Routing InstructionsTCURThe routing instruction reported by the user• For further explaUsed for Transportation Codes.• For further expla2Trailer Service Rule 2	)ue to
<ul> <li>For further explanation codes. This element is not eligible for input. Value does not carry forward for Equipment Group Change / Add Back.</li> <li>For further explanation codes. This element is not eligible for input, Output or Query.</li> <li>NOTES:</li> <li>For further explanation reference Appendices C and E.</li> <li>User Routing Instructions TCUR</li> <li>For further explanation codes.</li> <li>For further explanation reported by the user</li> <li>Loading Authority I Identifies when a carry for the second construction of the second con</li></ul>	
<ul> <li>The assignment of bulk for transportation Codes. This element is not eligible for Input, Output or Query.</li> <li>NOTES:</li> <li>For further explanation reference Appendices C and E.</li> <li>User Routing Instructions</li> <li>TCUR</li> <li>The routing instruction reported by the user</li> <li>Used for Transportation Codes.</li> <li>Permissible Values for TCUR</li> <li>Trailer Service Rule 2</li> </ul>	nation
Pool Control       TCPC         Pool Control       mileage rate.         System Generated Field. Used for Transportation Codes. This element is not eligible for Input, Output or Query.       Sys Gen Routing Instruct         NOTES:       • For further explanation reference Appendices C and E.       System Generated Field. System Generated Field.         User Routing Instructions       TCUR         The routing instruction reported by the user       • For further explanation Codes.         Used for Transportation Codes.       • For further explanation Codes.         Permissible Values for TCUR       Loading Authority Fildentifies when a card for the second compared by the compared of the second compared by the compared by	
Pool Control         System Generated Field. Used for Transportation Codes. This element is not eligible for Input, Output or Query.         NOTES:         • For further explanation reference Appendices C and E.         User Routing Instructions         The routing instruction reported by the user         Used for Transportation Codes.         Permissible Values for TCUR         2       Trailer Service Rule 2	r Code
eligible for Input, Output or Query. NOTES:  • For further explanation reference Appendices C and E.  User Routing Instructions TCUR The routing instruction reported by the user Used for Transportation Codes. Permissible Values for TCUR 2 Trailer Service Rule 2	
NOTES:       The routing instruct         • For further explanation reference Appendices C and E.       System Generated Felement is not         User Routing Instructions       TCUR         The routing instruction reported by the user       NOTES:         Used for Transportation Codes.       Loading Authority Fermissible Values for TCUR         2       Trailer Service Rule 2	t
<ul> <li>For further explanation reference Appendices C and E.</li> <li>System Generated F element is not NOTES:</li> <li>For further explanation codes.</li> <li>Permissible Values for TCUR</li> <li>Trailer Service Rule 2</li> </ul>	ion gei
User Routing Instructions       TCUR         The routing instruction reported by the user       • For further explain         Used for Transportation Codes.       • Loading Authority I         Permissible Values for TCUR       • Identifies when a car         2       Trailer Service Rule 2	ield. L
User Routing Instructions     TCUR       The routing instruction reported by the user     • For further explain       Used for Transportation Codes.     • Loading Authority I       Permissible Values for TCUR     • Identifies when a car       2     Trailer Service Rule 2	eligib
Used for Transportation Codes. Permissible Values for TCUR 2 Trailer Service Rule 2 Curtain Constrained	nation
Permissible Values for TCUR 2 Trailer Service Rule 2 Control of the service Rule 2	
G Contaminated commodity service System Generated F M Mark canceled carry forward	
O Owner requested return Permissible Values	
U Unassigned equipment Y Yes NOTES: S Suspended	
NOTES: S Suspended     NOTES: NOTES: NOTES:	
• • When ec	
Umler Transportation Code TCOD will update the fl LA application wi	-
The type of assigned service, empty routing or restriction of the equipment <ul> <li>When equipmen</li> </ul>	t is on
System Generated Field. Used for Transportation Codes. This element is not eligible for Input. update the flag t is no longer susp	
NOTES:	inueu
For further explanation reference Appendix E.	
Transportation Cond Code TCCD 286K Aprvd COC/FF	A Wai
The AAR or FRA interchange restriction code Indicates Tank Car h	
System Generated Field. Used for Transportation Codes. This element is not eligible for Input. Permissible Values	for BO
NOTES: Y Yes - Tank ca	
For further explanation reference Appendix E.     Waiver or sp Validation Rule for	ະບາດສາ
Mechanical Restriction TCME	

		1	h = ! = =   = = + ! = + ! =
User reported or s	vstem generated	type of mec	nanical restriction

#### Codes.

#### CME

- Restriction
- Prohibited
- n reference Appendix D.1

#### echanical Restriction (TCME)

#### Codes. CMR

- Age (Over 40-AAR, Over 50-FRA)
- o Air Brakes
- Axles
- Couplers and Couplers Parts
- Couplers Yokes
- Draft Gears
- Journal Bearing and Journal Lubrication
- o Trucks
- o Truck Side Frames
- Trucks Bolsters
- R or Owner
- o Wheels
- Scrap or Early Warning
- OUmler Conflict (Not Valid for User Input)
- n reference Appendix D.2.
- Transportation Codes S\_, SX, XA, XZ and YA generate e 6 to the CHARM file to zero (0) rate the car hire and

#### enerated by the system

Used for Transportation Codes. Affects Rating. This ole for Input.

n reference Appendix E.5.

#### Status B597

sted on a fleet in the Loading Authority application

This element is not eligible for Input. Value does not ngle Clone / Multi-Clone.

- 597
- ent is on a fleet the Loading Authority (LA) application 'Y – Yes'. When equipment is removed from a fleet the ove the 'Y – Yes'.
- a LA fleet that is suspended the LA application will Suspended'. When the equipment is on a LA fleet that the LA application will update the flag to 'Y – Yes'.

#### Train Service

#### B098 aiver valid FRA waiver, or has specifically an AAR-approved tion

#### 98

roved for GRL 286,000 pounds. Has a valid FRA ally an AAR-approved Certificate of Construction



#### Data Specification Manual

-Car must be stenciled with AAR specification if Gross Rail Load > 263,000 and the FRA/COC Waiver Allowing > 263,000 GRL is not set to YES

Loaded Net Braking Ratio is 11.0%.

 $\circ~$  For all other equipment, Loaded Net Braking Ratio is 8.5%.

Restricted Speed Empty B180	Owner-Provided Loaded Net Braking Ratio B552
Describes the maximum restricted speed the equipment can travel when empty	Indicates an alternate minimum loaded net braking ratio provided by owner (in percent).
Range of Values for B180	Range of Values for B552
Minimum Maximum	Minimum Maximum
5 95	8.5 14.0
Dest date d Consedute de d	<ul> <li>NOTES:</li> <li>Owner may enter a documented alternative minimum loaded net braking</li> </ul>
Restricted Speed Loaded B181	ratio in this field that is greater than the system calculated Loaded Net
Describes the maximum restricted speed the equipment can travel when loaded	Braking Ratio (B551).
Design of Male of Generation	When reported, the Owner-Provided Loaded Net Braking Ratio will be used
Range of Values for B181 Minimum Maximum	in PTC stopping distance calculations.
5 95	A change in value for the following elements will cause the Owner-Provided
	Loaded Net Braking Ratio to reset to blank:
Shove Car to Rest B189	<ul> <li>Rebuilt Date (RBDT)</li> <li>Gross Rail Load/Weight (A266)</li> </ul>
Identifies the car must be moved to rest by locomotive	<ul> <li>Equipment Type Code (UMET)</li> </ul>
Permissible Values for B189	<ul> <li>Empty/Load Device Eqpd (B075)</li> </ul>
Y Yes	
	Empty Braking Ratio B553
Shove Adj. Car to Rest B188	Indicates calculated empty braking ratio per AAR Specifications in place on built
Identifies the adjacent car must be shoved to rest by locomotive	or rebuilt date (in percent).
Permissible Values for B188	System Generated Field. This element is not eligible for input.
Y Yes	Range of Values for B553
	Minimum Maximum
Train Position Sensitive B211	15.0 38.0 NOTES:
Indicates there is a physical reason, limiting its position on a train	<ul> <li>Empty Braking Ratio is determined as follows;:</li> </ul>
Permissible Values for B211	<ul> <li>If Built Date (BLDT) or Rebuilt Date (RBDT) is less than 1/1/1972, then</li> </ul>
Y Yes	Empty Braking Ratio will be set to blank.
End of Train Only B277	
Indicates the equipment must be placed at the end of the train (including per	Owner-Provided Empty Braking Ratio B554
AAR RP-2001)	Indicates an owner supplied alternate empty braking ratio (in percent).
Permissible Values for B277	Range of Values for B554
	Minimum Maximum
Permissible Values for B277	-
Permissible Values for B277	MinimumMaximum15.038.0
Permissible Values for B277 Y Yes	MinimumMaximum15.038.0NOTES:
Permissible Values for B277         Y       Yes         Check Trailing Tonnage       B044         Indicates the equipment has restrictions on trailing tonnage         Permissible Values for B044	Minimum         Maximum           15.0         38.0           NOTES:         •           • Owner may enter a documented alternative minimum loaded net braking ratio in this field that is greater than the system calculated Loaded Net Braking Ratio (B551).
Permissible Values for B277         Y       Yes         Check Trailing Tonnage         B044       Indicates the equipment has restrictions on trailing tonnage	Minimum         Maximum           15.0         38.0           NOTES:         •           • Owner may enter a documented alternative minimum loaded net braking ratio in this field that is greater than the system calculated Loaded Net Braking Ratio (B551).           • When reported, the Owner-Provided Loaded Net Braking Ratio will be used
Permissible Values for B277         Y       Yes         Check Trailing Tonnage       B044         Indicates the equipment has restrictions on trailing tonnage         Permissible Values for B044         Y       Yes	Minimum         Maximum           15.0         38.0           NOTES:         •           • Owner may enter a documented alternative minimum loaded net braking ratio in this field that is greater than the system calculated Loaded Net Braking Ratio (B551).           • When reported, the Owner-Provided Loaded Net Braking Ratio will be used in PTC stopping distance calculations.
Permissible Values for B277         Y       Yes         Check Trailing Tonnage       B044         Indicates the equipment has restrictions on trailing tonnage         Permissible Values for B044         Y       Yes         Curve Negotiate Exception       B178	Minimum         Maximum           15.0         38.0           NOTES:         •           • Owner may enter a documented alternative minimum loaded net braking ratio in this field that is greater than the system calculated Loaded Net Braking Ratio (B551).           • When reported, the Owner-Provided Loaded Net Braking Ratio will be used
Permissible Values for B277         Y       Yes         Check Trailing Tonnage       B044         Indicates the equipment has restrictions on trailing tonnage         Permissible Values for B044         Y       Yes         Curve Negotiate Exception       B178         Describes the requirement for negotiating a curve	Minimum         Maximum           15.0         38.0           NOTES:         •           • Owner may enter a documented alternative minimum loaded net braking ratio in this field that is greater than the system calculated Loaded Net Braking Ratio (B551).           • When reported, the Owner-Provided Loaded Net Braking Ratio will be used in PTC stopping distance calculations.           • A change in value for the following elements will cause the Owner-Provided
Permissible Values for B277         Y       Yes         Check Trailing Tonnage       B044         Indicates the equipment has restrictions on trailing tonnage         Permissible Values for B044         Y       Yes         Curve Negotiate Exception       B178         Describes the requirement for negotiating a curve       Permissible Values for B178	Minimum         Maximum           15.0         38.0           NOTES:         •           • Owner may enter a documented alternative minimum loaded net braking ratio in this field that is greater than the system calculated Loaded Net Braking Ratio (B551).           • When reported, the Owner-Provided Loaded Net Braking Ratio will be used in PTC stopping distance calculations.           • A change in value for the following elements will cause the Owner-Provided Loaded Net Braking Ratio to reset to blank:
Permissible Values for B277         Y       Yes         Check Trailing Tonnage       B044         Indicates the equipment has restrictions on trailing tonnage         Permissible Values for B044         Y       Yes         Curve Negotiate Exception       B178         Describes the requirement for negotiating a curve         Permissible Values for B178         A       Restrictive Curve Negotiability, Section 2.1.4 of M-1001	Minimum         Maximum           15.0         38.0           NOTES:         •           •         Owner may enter a documented alternative minimum loaded net braking ratio in this field that is greater than the system calculated Loaded Net Braking Ratio (B551).           •         When reported, the Owner-Provided Loaded Net Braking Ratio will be used in PTC stopping distance calculations.           •         A change in value for the following elements will cause the Owner-Provided Loaded Net Braking Ratio to reset to blank:           •         Rebuilt Date (RBDT)           •         Gross Rail Load/Weight (A266)           •         Equipment Type Code (UMET)
Permissible Values for B277         Y       Yes         Check Trailing Tonnage       B044         Indicates the equipment has restrictions on trailing tonnage         Permissible Values for B044         Y       Yes         Curve Negotiate Exception       B178         Describes the requirement for negotiating a curve       Permissible Values for B178	Minimum         Maximum           15.0         38.0           NOTES:         •           • Owner may enter a documented alternative minimum loaded net braking ratio in this field that is greater than the system calculated Loaded Net Braking Ratio (B551).           • When reported, the Owner-Provided Loaded Net Braking Ratio will be used in PTC stopping distance calculations.           • A change in value for the following elements will cause the Owner-Provided Loaded Net Braking Ratio to reset to blank:           • Rebuilt Date (RBDT)           • Gross Rail Load/Weight (A266)
Permissible Values for B277         Y       Yes         Check Trailing Tonnage       B044         Indicates the equipment has restrictions on trailing tonnage         Permissible Values for B044         Y       Yes         Curve Negotiate Exception       B178         Describes the requirement for negotiating a curve         Permissible Values for B178         A       Restrictive Curve Negotiability, Section 2.1.4 of M-1001	Minimum         Maximum           15.0         38.0           NOTES:         •           •         Owner may enter a documented alternative minimum loaded net braking ratio in this field that is greater than the system calculated Loaded Net Braking Ratio (B551).           •         When reported, the Owner-Provided Loaded Net Braking Ratio will be used in PTC stopping distance calculations.           •         A change in value for the following elements will cause the Owner-Provided Loaded Net Braking Ratio to reset to blank:           •         Rebuilt Date (RBDT)           •         Gross Rail Load/Weight (A266)           •         Equipment Type Code (UMET)           •         Empty/Load Device Eqpd (B075)
Permissible Values for B277         Y       Yes         Check Trailing Tonnage       B044         Indicates the equipment has restrictions on trailing tonnage         Permissible Values for B044       Y         Y       Yes         Curve Negotiate Exception       B178         Describes the requirement for negotiating a curve       Permissible Values for B178         A       Restrictive Curve Negotiability, Section 2.1.4 of M-1001         B       Does not meet all Chapter XI Curving Requirements	Minimum         Maximum           15.0         38.0           NOTES:         •           •         Owner may enter a documented alternative minimum loaded net braking ratio in this field that is greater than the system calculated Loaded Net Braking Ratio (B551).           •         When reported, the Owner-Provided Loaded Net Braking Ratio will be used in PTC stopping distance calculations.           •         A change in value for the following elements will cause the Owner-Provided Loaded Net Braking Ratio to reset to blank:           •         Rebuilt Date (RBDT)           •         Gross Rail Load/Weight (A266)           •         Equipment Type Code (UMET)
Permissible Values for B277         Y       Yes         Check Trailing Tonnage       B044         Indicates the equipment has restrictions on trailing tonnage         Permissible Values for B044       Y         Y       Yes         Curve Negotiate Exception       B178         Describes the requirement for negotiating a curve       Permissible Values for B178         A       Restrictive Curve Negotiability, Section 2.1.4 of M-1001         B       Does not meet all Chapter XI Curving Requirements         Loaded Net Braking Ratio       B551         Indicates calculated minimum loaded net braking ratio per AAR Specifications in place on built or rebuilt date (in percent).	Minimum         Maximum           15.0         38.0           NOTES:         •           •         Owner may enter a documented alternative minimum loaded net braking ratio in this field that is greater than the system calculated Loaded Net Braking Ratio (B551).           •         When reported, the Owner-Provided Loaded Net Braking Ratio will be used in PTC stopping distance calculations.           •         A change in value for the following elements will cause the Owner-Provided Loaded Net Braking Ratio to reset to blank:           •         Rebuilt Date (RBDT)           •         Gross Rail Load/Weight (A266)           •         Equipment Type Code (UMET)           •         Empty/Load Device Eqpd (B075)
Permissible Values for B277         Y       Yes         Check Trailing Tonnage       B044         Indicates the equipment has restrictions on trailing tonnage         Permissible Values for B044       Y         Y       Yes         Curve Negotiate Exception       B178         Describes the requirement for negotiating a curve       Permissible Values for B178         A       Restrictive Curve Negotiability, Section 2.1.4 of M-1001         B       Does not meet all Chapter XI Curving Requirements         Loaded Net Braking Ratio       B551         Indicates calculated minimum loaded net braking ratio per AAR Specifications in	Minimum         Maximum           15.0         38.0           NOTES:         •           • Owner may enter a documented alternative minimum loaded net braking ratio in this field that is greater than the system calculated Loaded Net Braking Ratio (B551).         •           • When reported, the Owner-Provided Loaded Net Braking Ratio will be used in PTC stopping distance calculations.         •           • A change in value for the following elements will cause the Owner-Provided Loaded Net Braking Ratio to reset to blank:         •           • Rebuilt Date (RBDT)         •         Gross Rail Load/Weight (A266)           • Equipment Type Code (UMET)         •         Empty/Load Device Eqpd (B075)
Permissible Values for B277         Y       Yes         Check Trailing Tonnage       B044         Indicates the equipment has restrictions on trailing tonnage         Permissible Values for B044       Y         Y       Yes         Curve Negotiate Exception       B178         Describes the requirement for negotiating a curve       Permissible Values for B178         A       Restrictive Curve Negotiability, Section 2.1.4 of M-1001         B       Does not meet all Chapter XI Curving Requirements         Loaded Net Braking Ratio       B551         Indicates calculated minimum loaded net braking ratio per AAR Specifications in place on built or rebuilt date (in percent).	Minimum         Maximum           15.0         38.0           NOTES:         •           • Owner may enter a documented alternative minimum loaded net braking ratio in this field that is greater than the system calculated Loaded Net Braking Ratio (B551).         •           • When reported, the Owner-Provided Loaded Net Braking Ratio will be used in PTC stopping distance calculations.         •           • A change in value for the following elements will cause the Owner-Provided Loaded Net Braking Ratio to reset to blank:         •           • Rebuilt Date (RBDT)         •         Gross Rail Load/Weight (A266)           • Equipment Type Code (UMET)         •         Empty/Load Device Eqpd (B075)
Permissible Values for B277         Y       Yes         Check Trailing Tonnage       B044         Indicates the equipment has restrictions on trailing tonnage       Permissible Values for B044         Y       Yes         Curve Negotiate Exception       B178         Describes the requirement for negotiating a curve       Permissible Values for B178         A       Restrictive Curve Negotiability, Section 2.1.4 of M-1001         B       Does not meet all Chapter XI Curving Requirements         Loaded Net Braking Ratio       B551         Indicates calculated minimum loaded net braking ratio per AAR Specifications in place on built or rebuilt date (in percent).       System Generated Field. This element is not eligible for input.         Permissible Values for B551       - 11.0	Minimum         Maximum           15.0         38.0           NOTES:         •           • Owner may enter a documented alternative minimum loaded net braking ratio in this field that is greater than the system calculated Loaded Net Braking Ratio (B551).         •           • When reported, the Owner-Provided Loaded Net Braking Ratio will be used in PTC stopping distance calculations.         •           • A change in value for the following elements will cause the Owner-Provided Loaded Net Braking Ratio to reset to blank:         •           • Rebuilt Date (RBDT)         •         Gross Rail Load/Weight (A266)           • Equipment Type Code (UMET)         •         Empty/Load Device Eqpd (B075)           Truck Components           Axle Spacing Distance Mandatory         B020           The distance between axle centers on the same truck         •
Permissible Values for B277       Y       Yes         Check Trailing Tonnage       B044         Indicates the equipment has restrictions on trailing tonnage       Permissible Values for B044         Y       Yes         Curve Negotiate Exception       B178         Describes the requirement for negotiating a curve       Permissible Values for B178         A       Restrictive Curve Negotiability, Section 2.1.4 of M-1001         B       Does not meet all Chapter XI Curving Requirements         Loaded Net Braking Ratio       B551         Indicates calculated minimum loaded net braking ratio per AAR Specifications in place on built or rebuilt date (in percent).       System Generated Field. This element is not eligible for input.         Permissible Values for B551       - 11.0       - 8.5	Minimum         Maximum           15.0         38.0           NOTES:         •           •         Owner may enter a documented alternative minimum loaded net braking ratio in this field that is greater than the system calculated Loaded Net Braking Ratio (B551).           •         When reported, the Owner-Provided Loaded Net Braking Ratio will be used in PTC stopping distance calculations.           •         A change in value for the following elements will cause the Owner-Provided Loaded Net Braking Ratio to reset to blank:           •         Rebuilt Date (RBDT)           •         Gross Rail Load/Weight (A266)           •         Equipment Type Code (UMET)           •         Empty/Load Device Eqpd (B075)            Maximum Andatory           •         Make Spacing Distance Mandatory           •         Affects Rating.           Permissible Values for B020         53           •         S3
Permissible Values for B277       Y       Yes         Check Trailing Tonnage       B044         Indicates the equipment has restrictions on trailing tonnage       Permissible Values for B044         Y       Yes         Curve Negotiate Exception       B178         Describes the requirement for negotiating a curve       Permissible Values for B178         A       Restrictive Curve Negotiability, Section 2.1.4 of M-1001         B       Does not meet all Chapter XI Curving Requirements         Loaded Net Braking Ratio       B551         Indicates calculated minimum loaded net braking ratio per AAR Specifications in place on built or rebuilt date (in percent).       System Generated Field. This element is not eligible for input.         Permissible Values for B551       - 11.0       - 8.5         NOTES:	Minimum       Maximum         15.0       38.0         NOTES:       •         •       Owner may enter a documented alternative minimum loaded net braking ratio in this field that is greater than the system calculated Loaded Net Braking Ratio (B551).         •       When reported, the Owner-Provided Loaded Net Braking Ratio will be used in PTC stopping distance calculations.         •       A change in value for the following elements will cause the Owner-Provided Loaded Net Braking Ratio to reset to blank:         •       Rebuilt Date (RBDT)         •       Gross Rail Load/Weight (A266)         •       Equipment Type Code (UMET)         •       Empty/Load Device Eqpd (B075)         Truck Components         Axle Spacing Distance Mandatory       B020         The distance between axle centers on the same truck       •         Affects Rating.       Permissible Values for B020         53       53 Inches         54       54 Inches
Permissible Values for B277       Y       Yes         Check Trailing Tonnage       B044         Indicates the equipment has restrictions on trailing tonnage       Permissible Values for B044         Y       Yes         Curve Negotiate Exception       B178         Describes the requirement for negotiating a curve       Permissible Values for B178         A       Restrictive Curve Negotiability, Section 2.1.4 of M-1001         B       Does not meet all Chapter XI Curving Requirements         Loaded Net Braking Ratio       B551         Indicates calculated minimum loaded net braking ratio per AAR Specifications in place on built or rebuilt date (in percent).         System Generated Field. This element is not eligible for input.         Permissible Values for B551         - 11.0         - 8.5         NOTES:         • Loaded Net Braking Ratio is determined as follows;:	Minimum       Maximum         15.0       38.0         NOTES:       •         •       Owner may enter a documented alternative minimum loaded net braking ratio in this field that is greater than the system calculated Loaded Net Braking Ratio (B551).         •       When reported, the Owner-Provided Loaded Net Braking Ratio will be used in PTC stopping distance calculations.         •       A change in value for the following elements will cause the Owner-Provided Loaded Net Braking Ratio to reset to blank:         •       Rebuilt Date (RBDT)         •       Gross Rail Load/Weight (A266)         •       Equipment Type Code (UMET)         •       Empty/Load Device Eqpd (B075)         Truck Components         Axle Spacing Distance Mandatory         B020         The distance between axle centers on the same truck         Affects Rating.         Permissible Values for B020         53       53 Inches         54       54 Inches         55       55 Inches
Permissible Values for B277       Y       Yes         Check Trailing Tonnage       B044         Indicates the equipment has restrictions on trailing tonnage       Permissible Values for B044         Y       Yes         Curve Negotiate Exception       B178         Describes the requirement for negotiating a curve       Permissible Values for B178         A       Restrictive Curve Negotiability, Section 2.1.4 of M-1001         B       Does not meet all Chapter XI Curving Requirements         Loaded Net Braking Ratio       B551         Indicates calculated minimum loaded net braking ratio per AAR Specifications in place on built or rebuilt date (in percent).       System Generated Field. This element is not eligible for input.         Permissible Values for B551       - 11.0       - 8.5         NOTES:       • Loaded Net Braking Ratio is determined as follows;:       • If Built Date (BLDT) or Rebuilt Date (RBDT) is less than 1/1/1972, then	Minimum       Maximum         15.0       38.0         NOTES:       •         •       Owner may enter a documented alternative minimum loaded net braking ratio in this field that is greater than the system calculated Loaded Net Braking Ratio (B551).         •       When reported, the Owner-Provided Loaded Net Braking Ratio will be used in PTC stopping distance calculations.         •       A change in value for the following elements will cause the Owner-Provided Loaded Net Braking Ratio to reset to blank:         •       Rebuilt Date (RBDT)         •       Gross Rail Load/Weight (A266)         •       Equipment Type Code (UMET)         •       Empty/Load Device Eqpd (B075)         Truck Components         Axle Spacing Distance Mandatory         B020         The distance between axle centers on the same truck         Affects Rating.         Permissible Values for B020         53       53 Inches         54       54 Inches         55       55 Inches         60       60 Inches
Permissible Values for B277       Y       Yes         Check Trailing Tonnage       B044         Indicates the equipment has restrictions on trailing tonnage       Permissible Values for B044         Y       Yes         Curve Negotiate Exception       B178         Describes the requirement for negotiating a curve       Permissible Values for B178         A       Restrictive Curve Negotiability, Section 2.1.4 of M-1001         B       Does not meet all Chapter XI Curving Requirements         Loaded Net Braking Ratio       B551         Indicates calculated minimum loaded net braking ratio per AAR Specifications in place on built or rebuilt date (in percent).       System Generated Field. This element is not eligible for input.         Permissible Values for B551       - 11.0       - 8.5         NOTES:       • Loaded Net Braking Ratio is determined as follows;:	Minimum       Maximum         15.0       38.0         NOTES:       •         •       Owner may enter a documented alternative minimum loaded net braking ratio in this field that is greater than the system calculated Loaded Net Braking Ratio (B551).         •       When reported, the Owner-Provided Loaded Net Braking Ratio will be used in PTC stopping distance calculations.         •       A change in value for the following elements will cause the Owner-Provided Loaded Net Braking Ratio to reset to blank:         •       Rebuilt Date (RBDT)         •       Gross Rail Load/Weight (A266)         •       Equipment Type Code (UMET)         •       Empty/Load Device Eqpd (B075)         Truck Components         Axle Spacing Distance Mandatory         B020         The distance between axle centers on the same truck         Affects Rating.         Permissible Values for B020         53       53 Inches         54       54 Inches         55       55 Inches
Permissible Values for B277       Y       Yes         Check Trailing Tonnage       B044         Indicates the equipment has restrictions on trailing tonnage       Permissible Values for B044         Y       Yes         Curve Negotiate Exception       B178         Describes the requirement for negotiating a curve       Permissible Values for B178         A       Restrictive Curve Negotiability, Section 2.1.4 of M-1001         B       Does not meet all Chapter XI Curving Requirements         Loaded Net Braking Ratio       B551         Indicates calculated minimum loaded net braking ratio per AAR Specifications in place on built or rebuilt date (in percent).         System Generated Field. This element is not eligible for input.         Permissible Values for B551         - 11.0         - 8.5         NOTES:         • Loaded Net Braking Ratio is determined as follows;:         • If Built Date (BLDT) or Rebuilt Date (RBDT) is less than 1/1/1972, then Loaded Net Braking Ratio will be set to blank.	Minimum       Maximum         15.0       38.0         NOTES:       •         •       Owner may enter a documented alternative minimum loaded net braking ratio in this field that is greater than the system calculated Loaded Net Braking Ratio (B551).         •       When reported, the Owner-Provided Loaded Net Braking Ratio will be used in PTC stopping distance calculations.         •       A change in value for the following elements will cause the Owner-Provided Loaded Net Braking Ratio to reset to blank:         •       Rebuilt Date (RBDT)         •       Gross Rail Load/Weight (A266)         •       Equipment Type Code (UMET)         •       Empty/Load Device Eqpd (B075)         Truck Components         Axle Spacing Distance Mandatory       B020         The distance between axle centers on the same truck       •         Affects Rating.       Permissible Values for B020         53       53 Inches         54       54 Inches         55       55 Inches         60       60 Inches         61       61 Inches



#### Data Specification Manual

	Cars					UII
						Data Specific
64	64 Inches					•
65	65 Inches					
66	66 Inches					
68	68 Inches					
70	70 Inches					
71	71 Inches					
72	72 Inches					
73	73 Inches					
74 76	74 Inches 76 Inches					
78	78 Inches					
99	Axle Space L	Inknown				
	Aula Caunt					0252
	Axle Count umber of axles	ner truck				B252
	of Values for I					
-	1	imum				
2	4					
	tion Rule for B					
- 5	Sum of Truck Ax	le Count m	ust equal	Axle (	ount (A024)	
Journ	al Size <i>Mandat</i> e	ory				A147
ſhe si	ze of the journa	I bearing				
	s Rating.					
	ssible Values fo		(4)( 0)	6	<b>F X O</b>	
A	3-3/4 X 7		./4 X 8	C	5 X 9	
D G	5-1/2 X 10 7 X 12	E 6X	11	F K	6-1/2 X 12 6-1/ 2X 9	
M	7 X 9	11 //	14	ĸ	0-1/2/	
	ition Rule for A	147				
			nal Size B	and St	tar Code (A247)	is not populated,
	must have G	ross Rail Lo	ad (A266)	of 10	3,000 lbs.	
-Jo	ournal Size B (4	1/4 x 8) red	quires a G	ross V	/eight of 154,00	0 lbs. for 6-axle
	cars unless tl					
-4						is not populated,
	must have G					
-1(				weig	nt of 213,000 lb	s. for 6-axle cars
_1	unless the ca			and S	tar Code (A247)	is not populated,
-4	must have G					is not populated,
-Jo	ournal Size D (5		. ,			
						000 lbs. for 6-axle
-4	cars unless tl	ne car is Sta	-			000 lbs. for 6-axle
			r Coded		-	is not populated,
	axle equipmer- must have G	t with Jour ross Rail Lo	r Coded nal Size E ad (A266)	and St of 220	- ar Code (A247) 0,000 lbs.	is not populated,
-Jo	-axle equipmer must have G ournal Size E (6	t with Jour ross Rail Lo x 11) requi	r Coded nal Size E ad (A266) res a Gros	and St of 220 s Wei	ar Code (A247) 0,000 lbs. ght of 179,000 l	is not populated, bs. for 4-axles ETC
-10	-axle equipmer must have G ournal Size E (6 P, Q, V	t with Jour ross Rail Lo x 11) requi	r Coded nal Size E ad (A266) res a Gros	and St of 220 s Wei	ar Code (A247) 0,000 lbs. ght of 179,000 l	is not populated,
	-axle equipmer must have G burnal Size E (6 P, Q, V Coded	t with Jour ross Rail Lo x 11) requi - cars only (	r Coded nal Size E ad (A266) res a Gros cars with	and St of 220 s Wei 28 inc	ar Code (A247) 0,000 lbs. ght of 179,000 l h wheels) unles	is not populated, bs. for 4-axles ETC ss the car is Star
-Jo	-axle equipmer must have G ournal Size E (6 P, Q, V Coded ournal Size E (6	t with Jour ross Rail Lo x 11) requi - cars only ( x 11) requi	r Coded nal Size E ad (A266) res a Gros cars with res a Gros	and St of 220 s Wei 28 inc s Wei	ar Code (A247) 0,000 lbs. ght of 179,000 l ch wheels) unles ght of 330,000 l	is not populated, bs. for 4-axles ETC ss the car is Star bs. for 6-axles
-Jo	-axle equipmer must have G burnal Size E (6 P, Q, V Coded burnal Size E (6 -axle equipmer	t with Jour ross Rail Lo x 11) requi - cars only ( x 11) requi t with Jour	r Coded nal Size E ad (A266) res a Gros cars with res a Gros nal Size F	and Si of 220 s Weij 28 inc s Weij or K, S	car Code (A247) 0,000 lbs. ght of 179,000 l th wheels) unles ght of 330,000 l titar Code (A247	is not populated, bs. for 4-axles ETC ss the car is Star bs. for 6-axles ) is not populated,
-Jo	-axle equipmer must have G burnal Size E (6 P, Q, V Coded burnal Size E (6 -axle equipmer and Qualifica	t with Jour ross Rail Lo x 11) requi - cars only ( x 11) requi t with Jour tion for Inc	r Coded nal Size E ad (A266) res a Gros cars with res a Gros nal Size F reased Gr	and St of 220 s Weij 28 inc s Weij or K, S ross Ra	ar Code (A247) 0,000 lbs. ght of 179,000 l th wheels) unles ght of 330,000 l tar Code (A247 ail Load (B344) i	is not populated, bs. for 4-axles ETC ss the car is Star bs. for 6-axles
-Jo -4	-axle equipmer must have G purnal Size E (6 P, Q, V Coded purnal Size E (6 -axle equipmer and Qualifica must have G	t with Jour ross Rail Lo x 11) requi - cars only ( x 11) requi t with Jour tion for Inc ross Rail Lo	r Coded nal Size E ad (A266) res a Gros cars with res a Gros nal Size F reased Gr ad (A266)	and St of 220 s Weij 28 inc s Weij or K, S coss Ra of 263	ar Code (A247) 0,000 lbs. ght of 179,000 l th wheels) unles ght of 330,000 l tar Code (A247 ail Load (B344) i 3,000 lbs.	is not populated, bs. for 4-axles ETC ss the car is Star bs. for 6-axles ) is not populated, s not populated,
-Jo -4	-axle equipmer must have G purnal Size E (6 P, Q, V Coded purnal Size E (6 -axle equipmer and Qualifica must have G -axle equipmer	t with Jour ross Rail Lo x 11) requi - cars only ( x 11) requi t with Jour tion for Inc ross Rail Lo t with Jour	r Coded nal Size E ad (A266) res a Gros cars with res a Gros nal Size F reased Gr ad (A266) nal Size F	and St of 220 s Weij 28 inc s Weij or K, S ross Ra of 26 or K, S	ar Code (A247) 0,000 lbs. ght of 179,000 l th wheels) unles ght of 330,000 l tar Code (A247 ail Load (B344) i 3,000 lbs. tar Code (A247	is not populated, bs. for 4-axles ETC ss the car is Star bs. for 6-axles ) is not populated, s not populated, ) is not populated,
-Jo -4	-axle equipmer must have G purnal Size E (6 P, Q, V Coded purnal Size E (6 -axle equipmer and Qualifica must have G -axle equipmer	t with Jour ross Rail Lo x 11) requi - cars only ( x 11) requi t with Jour tion for Inc ross Rail Lo t with Jour tion for Inc	r Coded nal Size E ad (A266) res a Gros cars with res a Gros nal Size F reased Gr ad (A266) nal Size F reased Gr	and Si of 220 s Weil 28 inc s Weil or K, S or K, S or K, S coss Ra	ar Code (A247) 0,000 lbs. ght of 179,000 l th wheels) unles ght of 330,000 l tar Code (A247 ail Load (B344) i 3,000 lbs. tar Code (A247 ail Load (B344) d	is not populated, bs. for 4-axles ETC ss the car is Star bs. for 6-axles ) is not populated, s not populated, ) is not populated,
-Jo -4 -4	-axle equipmer must have G purnal Size E (6 P, Q, V Coded purnal Size E (6 -axle equipmer and Qualifica must have G -axle equipmer and Qualifica have Gross R	t with Jour ross Rail Lo x 11) requi - cars only ( x 11) requi t with Jour tion for Inc ross Rail Lo t with Jour tion for Inc ail Load (A2	r Coded nal Size E ad (A266) res a Gros cars with res a Gros nal Size F reased Gr ad (A266) nal Size F reased Gr 266) of 28	and St of 220 s Weil 28 inc s Weil or K, S ross Ra of 26: or K, S ross Ra 6,000	ar Code (A247) 0,000 lbs. ght of 179,000 l th wheels) unles ght of 330,000 l tar Code (A247 ail Load (B344) i 3,000 lbs. tar Code (A247 ail Load (B344) o lbs.	is not populated, bs. for 4-axles ETC ss the car is Star bs. for 6-axles ) is not populated, s not populated, ) is not populated,
-Jo -4 -4 -Jo	-axle equipmer must have G purnal Size E (6 P, Q, V Coded purnal Size E (6 -axle equipmer and Qualifica must have G -axle equipmer and Qualifica have Gross R purnal Size F re axle cars unle	t with Jour ross Rail Lo x 11) requi - cars only ( x 11) requi t with Jour tion for Inc ross Rail Lo t with Jour tion for Inc ail Load (A2 quires a Gro css the car	r Coded nal Size E ad (A266) res a Gros cars with res a Gros nal Size F reased Gr ad (A266) nal Size F reased Gr 266) of 28 boss Weigh is Star Coc	and St of 220 s Weij 28 inc s Weij or K, S ross Ra of 262 or K, S ross Ra 6,000 t of 39 led.	car Code (A247) 0,000 lbs. ght of 179,000 l ch wheels) unles ght of 330,000 l ctar Code (A247 ail Load (B344) i 3,000 lbs. ctar Code (A247 ail Load (B344) o lbs. 04,500 lbs. or 42	is not populated, bs. for 4-axles ETC ss the car is Star bs. for 6-axles ) is not populated, s not populated, of 1 or 2, must 29,000 lbs. for 6-
-J( -4 -4	-axle equipmer must have G purnal Size E (6 P, Q, V Coded purnal Size E (6 -axle equipmer and Qualifica must have G -axle equipmer and Qualifica have Gross R purnal Size F re axle cars unle -axle equipmer	t with Jour ross Rail Lo x 11) requi - cars only ( x 11) requi t with Jour tion for Inc ross Rail Lo t with Jour tion for Inc ail Load (A2 quires a Gro ess the car t with Jour	r Coded nal Size E ad (A266) res a Gros cars with res a Gros nal Size F reased Gr ad (A266) nal Size F reased Gr 266) of 28 oss Weigh is Star Coo nal Size G	and St of 220 s Weil 28 inc s Weil or K, S coss Ra of 26: or K, S coss Ra 6,000 t of 39 ded. or M,	car Code (A247) 0,000 lbs. ght of 179,000 l ch wheels) unles ght of 330,000 l ctar Code (A247 ail Load (B344) i 3,000 lbs. ctar Code (A247 ail Load (B344) o lbs. 04,500 lbs. or 42 Star Code (A24	is not populated, bs. for 4-axles ETC ss the car is Star bs. for 6-axles ) is not populated, s not populated, of 1 or 2, must 29,000 lbs. for 6- 7) is not
-Jo -4 -4 -Jo	-axle equipmer must have G purnal Size E (6 P, Q, V Coded purnal Size E (6 -axle equipmer and Qualifica must have G -axle equipmer and Qualifica have Gross R purnal Size F re axle cars unle -axle equipmer populated, a	t with Jour ross Rail Lo x 11) requi - cars only ( x 11) requi t with Jour tion for Inc ross Rail Lo t with Jour tion for Inc ail Load (A2 quires a Gro ess the car t with Jour nd Qualifica	r Coded nal Size E ad (A266) res a Gros cars with res a Gros nal Size F reased Gr ad (A266) nal Size F reased Gr 266) of 28 Sos Weigh s Star Coo nal Size G ation for In	and St of 220 s Weij 28 inc s Weij or K, S ross Ra of 26: or K, S ross Ra 6,000 t of 39 ded. or M, ncreas	tar Code (A247) 0,000 lbs. ght of 179,000 l th wheels) unles ght of 330,000 l itar Code (A247 ail Load (B344) i 3,000 lbs. itar Code (A247 ail Load (B344) o lbs. 94,500 lbs. or 42 Star Code (A24 sed Gross Rail Lo	is not populated, bs. for 4-axles ETC ss the car is Star bs. for 6-axles ) is not populated, s not populated, of 1 or 2, must 29,000 lbs. for 6- 7) is not pad (B344) is not
-J( -4 -J( -4	-axle equipmer must have G purnal Size E (6 P, Q, V Coded purnal Size E (6 -axle equipmer and Qualifica must have G -axle equipmer and Qualifica have Gross R purnal Size F re- axle cars unli -axle equipmer populated, a populated, n	t with Jour ross Rail Lo x 11) requi - cars only ( x 11) requi t with Jour tion for Inc ross Rail Lo t with Jour tion for Inc ail Load (A2 quires a Gro ess the car t with Jour nd Qualifica nust have G	r Coded nal Size E ad (A266) res a Gros cars with res a Gros nal Size F reased Gr ad (A266) nal Size F reased Gr 266) of 28 bss Weigh s Star Coc nal Size G ation for In ross Rail L	and Si of 22i s Weig 28 inco s Weig or K, S cross Ra of 26: or K, S cross Ra of A () or M, N cross Ra of A () or M, N cross Ra of A () or M, S cross Ra of M, S cross R	tar Code (A247) 0,000 lbs. ght of 179,000 l th wheels) unles ght of 330,000 l itar Code (A247 ail Load (B344) i 3,000 lbs. itar Code (A247 ail Load (B344) o lbs. 94,500 lbs. or 42 Star Code (A24 Star C	is not populated, bs. for 4-axles ETC ss the car is Star bs. for 6-axles ) is not populated, s not populated, of 1 or 2, must 29,000 lbs. for 6- 7) is not pad (B344) is not 0 lbs.
-J( -4 -J( -4	-axle equipmer must have G purnal Size E (6 P, Q, V Coded purnal Size E (6 -axle equipmer and Qualifica must have G caxle equipmer and Qualifica have Gross R purnal Size F re axle cars unle -axle equipmer populated, a populated, n -axle equipmer	t with Jour ross Rail Lo x 11) requi - cars only ( x 11) requi t with Jour tion for Inc ross Rail Lo t with Jour tion for Inc ail Load (A2 quires a Gro ess the car t with Jour nd Qualifica nust have G t with Jour	r Coded nal Size E ad (A266) res a Gros cars with res a Gros nal Size F reased Gr ad (A266) nal Size F reased Gr 266) of 28 boss Weigh is Star Coc nal Size G ation for II ross Rail L nal Size G	and Si of 220 s Weig 28 inco s Weig or K, S coss Ra of 260 or K, S coss Ra 6,000 t of 39 ded. or M, ncreas .oad (/ , K, or	tar Code (A247) 0,000 lbs. ght of 179,000 l th wheels) unles ght of 330,000 l tar Code (A247 ail Load (B344) i 3,000 lbs. itar Code (A247 ail Load (B344) o lbs. 94,500 lbs. or 42 Star Code (A24 Star Code (A247 ad Gross Rail Lo A266) of 315,00 M, Star Code (A	is not populated, bs. for 4-axles ETC ss the car is Star bs. for 6-axles ) is not populated, s not populated, of 1 or 2, must 29,000 lbs. for 6- 7) is not bad (B344) is not 0 lbs. A247) is not
-J( -4 -J( -4	-axle equipmer must have G purnal Size E (6 P, Q, V Coded purnal Size E (6 -axle equipmer and Qualifica must have G -axle equipmer and Qualifica have Gross have Gross have Gross axle cars unle -axle equipmer populated, a populated, a	t with Jour ross Rail Lo x 11) requi - cars only ( x 11) requi t with Jour tion for Inc ross Rail Lo t with Jour tion for Inc ail Load (A2 quires a Gro t with Jour nd Qualifica ust have G t with Jour nd Qualifica	r Coded nal Size E ad (A266) res a Gros cars with res a Gros nal Size F reased Gr ad (A266) nal Size F reased Gr 266) of 28 boss Weigh s Star Coc ation for In ross Rail L nal Size G ation for In	and Si of 220 s Weig 28 inco s Weig or K, S coss Ra of 260 or K, S coss Ra 6,000 t of 39 ded. or M, ncreas coad (/ , K, or ncreas	tar Code (A247) 0,000 lbs. ght of 179,000 l th wheels) unles ght of 330,000 l ttar Code (A247 ail Load (B344) i 3,000 lbs. ttar Code (A247 ail Load (B344) o lbs. 94,500 lbs. or 42 Star Code (A24 Star Code (A247 ail Load (B344) o lbs. 94,500 lbs. or 42 Star Code (A24 aed Gross Rail Lo A266) of 315,00 M, Star Code (A aed Gross Rail Lo	is not populated, bs. for 4-axles ETC ss the car is Star bs. for 6-axles ) is not populated, s not populated, of 1 or 2, must 29,000 lbs. for 6- 7) is not pad (B344) is not 0 lbs.
-Ja -4 -4 -Ja -4	-axle equipmer must have G purnal Size E (6 P, Q, V Coded purnal Size E (6 -axle equipmer and Qualifica must have G -axle equipmer and Qualifica have Gross R purnal Size F rei axle cars unli -axle equipmer populated, a populated, a must have G	t with Jour ross Rail Lo x 11) requi - cars only ( x 11) requi t at with Jour tion for Inc ross Rail Lo t with Jour tion for Inc ail Load (A2 quires a Gra t with Jour the Car t with Jour nd Qualifica nust have G t with Jour nd Qualifica ross Rail Lo	r Coded nal Size E ad (A266) res a Gros cars with res a Gros nal Size F reased Gr ad (A266) nal Size F reased Gr 266) of 28 boss Weigh is Star Coc nal Size G attion for II nal Size G attion for II nal Size G attion for II	and Si of 22i s Weig 28 inc s Weig 28 inc s S Weig or K, S oross Ra 6,000 t of 32 ded. or M, noreas 0, K, or moreas 0, K, or noreas 0, K, or noreas 0, K, S	tar Code (A247) 0,000 lbs. ght of 179,000 l th wheels) unles ght of 330,000 l tar Code (A247 ail Load (B344) i 3,000 lbs. tar Code (A247 ail Load (B344) o lbs. 94,500 lbs. or 42 Star Code (A24 ted Gross Rail Lo A266) of 315,00 M, Star Code (A24 ted Gross Rail Lo A266) of 315,00 M, Star Code (A24 ted Gross Rail Lo A266) of 315,00 M, Star Code (A24 ted Gross Rail Lo 5,000 lbs.	is not populated, bs. for 4-axles ETC ss the car is Star bs. for 6-axles ) is not populated, s not populated, of 1 or 2, must 29,000 lbs. for 6- 7) is not bad (B344) is not 0 lbs. 247) is not bad (B344) of 1,
-J( -4 -4 -J( -4	-axle equipmer must have G purnal Size E (6 P, Q, V Coded purnal Size E (6 -axle equipmer and Qualifica must have G caxle equipmer and Qualifica have Gross have Gross caxle equipmer populated, a populated, a must have G purnal Size G (7	t with Jour ross Rail Lo x 11) requi - cars only ( x 11) requi t with Jour tion for Inc ross Rail Lo t with Jour tion for Inc ail Load (A2 quires a Gra duires a Gra t with Jour nd Qualifica ust have G t with Jour nd Qualifica ross Rail Lo x 12) requi	r Coded nal Size E ad (A266) res a Gros cars with res a Gros nal Size F reased Gr ad (A266) nal Size F reased Gr 266) of 28 bos Weigh s Star Coc nal Size G ation for In nal Size G ation for In ad (A266) res a Gros	and Si of 22i s Weig 28 inc s Weig 28 inc s S Weig or K, S oross Ra 6,000 t of 32 ded. or M, noreas 0, K, or moreas 0, K, or noreas 0, K, or noreas 0, K, S	tar Code (A247) 0,000 lbs. ght of 179,000 l th wheels) unles ght of 330,000 l tar Code (A247 ail Load (B344) i 3,000 lbs. tar Code (A247 ail Load (B344) o lbs. 94,500 lbs. or 42 Star Code (A24 ted Gross Rail Lo A266) of 315,00 M, Star Code (A24 ted Gross Rail Lo A266) of 315,00 M, Star Code (A24 ted Gross Rail Lo A266) of 315,00 M, Star Code (A24 ted Gross Rail Lo 5,000 lbs.	is not populated, bs. for 4-axles ETC ss the car is Star bs. for 6-axles ) is not populated, s not populated, of 1 or 2, must 29,000 lbs. for 6- 7) is not bad (B344) is not 0 lbs. A247) is not
-Ja -4 -4 -4 -4 -4	-axle equipmer must have G purnal Size E (6 P, Q, V Coded purnal Size E (6 -axle equipmer and Qualifica must have G c-axle equipmer and Qualifica have Gross R purnal Size F re axle cars unle -axle equipmer populated, a populated, a must have G purnal Size G (7 unless the ca	t with Jour ross Rail Lo x 11) requi - cars only ( x 11) requi t with Jour tion for Inc ross Rail Lo t with Jour tion for Inc ail Load (A2 quires a Gra t with Jour the Car t with Jour nd Qualifica nust have G t with Jour nd Qualifica ross Rail Lo x 12) requi r is Star Co	r Coded nal Size E ad (A266) res a Gros cars with res a Gros nal Size F reased Gr ad (A266) nal Size F reased Gr 266) of 28 bos Weigh is Star Coc nal Size G ation for I nal Size G ation for I nal Size G ation for I ad (A266) res a Gros ded	and Si of 22i s Weig 28 inco s Weig 28 inco s Rise of 26: or K, S coss Rise of 26: or K, S coss Rise of 26: or K, S coss Rise of 26: or K, S ded. or M, norceas of 28i s S Weig	tar Code (A247) 0,000 lbs. ght of 179,000 l th wheels) unles ght of 330,000 l tar Code (A247 ail Load (B344) i 3,000 lbs. tar Code (A247 ail Load (B344) o lbs. 94,500 lbs. or 42 Star Code (A244 ed Gross Rail Lo A266) of 315,00 M, Star Code (A24 ted Gross Rail Lo 6,000 lbs. ght of 472,000	is not populated, bs. for 4-axles ETC ss the car is Star bs. for 6-axles ) is not populated, s not populated, of 1 or 2, must 29,000 lbs. for 6- 7) is not bad (B344) is not 0 lbs. 247) is not bad (B344) of 1,

-Journal Size H (7 x 14) requires a Gross Weight of 315,000 lbs. for 4-axle cars unless the car is Star Coded

-Journal Size H (7 x 14) requires a Gross Weight of 472,000 lbs. for 6-axle cars
unless the car is Star Coded

- -Journal Size I (6 x 11 and 6 1/2 x 12) or J (6 x 11 and 7 x 12) are only applicable to articulated or draw-bar cars
- -Journal Size Code M (7 x 9) requires a Gross Weight of 472,000 lbs. for 6-axles
- -Unstarred 4 Axle Cars with GRL of 315,000 and no IGRL reported and Unstarred cars with Journal Size of G or M must have a Wheel Size of 38 inches

### -Gross Weight must be 394,000 lbs. for 6 -axle cars with Journal Size K **NOTES**:

• A, B and C Journal Classes are prohibited in Interchange per Rule 90.B.4

	eter Mandatory	A294
	r of the wheels	•
Affects Ratin	-	
	Values for A294	
	nches 30 30 Inches 33 33 Inches nches 38 38 Inches	
Validation R		
	ed Cars with Gross Weight of 286,000 lbs. and Increa	sed Gross
	Load of 2 must have a Wheel Diameter of 36 inches	
-UnStarre	ed Cars with Gross Weight of 286,000 lbs. and Increa	sed Gross
Rail	Load of 2 must have a Wheel Diameter of either 36 o	or 38 inches
	h an Increased Gross Rail Load of 1 and Journal of G	or M must
	a Wheel Diameter of 38 inches	
	ected Unit Count (A020) is not reported, different Wh	ieel
Dian	neters cannot be reported	
Stability Dev	ice Equipped	B199
Indicates a st	ability device is present on the truck	
Affects Ratin		
Permissible	Values for B199	
Y Yes		
Bolster Com	ponent ID	B351
Bolster Com	ponent ID from Component Registry	
Data is Confi	dential. This element is not eligible for Input. Value	does not carry
forward	d for Single Clone / Multi-Clone.	
Sideframe Co	omponent ID	B352
	Component ID from Component Registry	5002
	dential. This element is not eligible for Input. Value	does not carry
	d for Single Clone / Multi-Clone.	does not carry
Wheelset Co	omponent ID	B350
Component I	D from Component Registry	
	dential. This element is not eligible for Input. Value	does not carry
forward	d for Single Clone / Multi-Clone.	
	Draft System Components	
Coupler Cod		A057
Defines the e	equipment coupler type	
	Values for A057	
1997UNK	Unknown, built prior to 7/1/1997	
BE60AHT	Type E (Rule 16) - BE60AHT	
BE60BHT	Type E Obsolete (Rule 16) - BE60BHT	
BE63AHT	Type E Obsolete (Rule 16) - BE63AHT	
BE63HT	Type E (Rule 16) - BE63HT	
BE67HT	Type E (Rule 16) - BE67HT	
BL07III	Type E (Rule 10) - $E(0)$	

E42BEX

E50ARE

E50BEX

Type E/F (Rule 17) - E42BEX

Type E/F (Rule 17) - E50ARE

Type E/F (Rule 17) - E50BEX

# Umler®

Data Specification Manual

E60CC Type E (Rule 16) - E60CC E60CE Type E (Rule 16) - E60CE E60CHT Type E (Rule 16) - E60CHT E60CHTE Type E (Rule 16) - E60CHTE E60DC Type E (Rule 16) - E60DC Type E (Rule 16) - E60DE E60DE E60EE Type E (Rule 16) - E60EE E61 Type E Obsolete (Rule 16) - E61 E67AHT Type E (Rule 16) - E67AHT E67BC Type E (Rule 16) - E67BC E67BE Type E (Rule 16) - E67BE E67BHT Type E (Rule 16) - E67BHT E67BHTE Type E (Rule 16) - E67BHTE E67CC Type E (Rule 16) - E67CC E67CE Type E (Rule 16) - E67CE E68AHT Type E/F Obsolete (Rule 17) - E68AHT E68AHTE Type E/F Obsolete (Rule 17) - E68AHTE E68BC Type E/F (Rule 17) - E68BC E68BE Type E/F (Rule 17) - E68BE Type E/F (Rule 17) - E68BHT E68BHT E68BHTE Type E/F (Rule 17) - E68BHTE E68CE Type E/F (Rule 17) - E68CE Type E/F (Rule 17) - E69AE E69AE E69AHTE Type E/F (Rule 17) - E69AHTE E69BE Type E/F (Rule 17) - E69BE E69CE Type E/F (Rule 17) - E69CE Type E/F (Rule 17) - E69CEX E69CEX E69HTE Type E/F (Rule 17) - E69HTE E69LCE Type E/F (Rule 17) - E69LCE EB7AHT Type E (Rule 16) - EB7AHT EF204CE Type E/F (Rule 17) - EF204CE EF306CE Type E/F (Rule 17) - EF306CE Type E/F (Rule 17) - EF511AE EF511AE Type E/F (Rule 17) - EF511BE FF511BF Type E/F (Rule 17) - EF511CE EF511CE EF511DE Type E/F (Rule 17) - EF511DE **FF511LCF** Type E/F (Rule 17) - EF511LCE EF511WE Type E/F (Rule 17) - EF511WE EF512CE Type E/F (Rule 17) - EF512CE Type E/F (Rule 17) - EF512WE EF512WE EF528WE Type E/F (Rule 17) - EF528WE EFROTARY Type E/F Rotary - EFROTARY FESPEC Type E/F Special - EFSPEC EFUNK Type E/F Unknown - EFUNK ESPEC Type E Special - ESPEC EUNK Type E Unknown - EUNK F70BHT Type F Obsolete (Rule 18) - F70BHT Type F Obsolete (Rule 18) - F70BHTE F70BHTE F70CC Type F (Rule 18) - F70CC F70CF Type F (Rule 18) - F70CE F70CHT Type F (Rule 18) - F70CHT F70CHTE Type F (Rule 18) - F70CHTE Type F (Rule 18) - F70DE F70DE F70HT Type F Obsolete (Rule 18) - F70HT F71CHT Type F (Rule 18) - F71CHT F72HT Type F (Rule 18) - F72HT Type F (Rule 18) - F73AC F73AC F73AE Type F (Rule 18) - F73AE F73AHT Type F (Rule 18) - F73AHT F73AHTF Type F (Rule 18) - F73AHTE F73BE Type F (Rule 18) - F73BE F73HTE Type F Obsolete (Rule 18) - F73HTE F79BHT Type F Obsolete (Rule 18) - F79BHT Type F Obsolete (Rule 18) - F79BHTE F79BHTE F79CC Type F (Rule 18) - F79CC F79CE Type F (Rule 18) - F79CE F79CHT Type F (Rule 18) - F79CHT F79CHTE Type F (Rule 18) - F79CHTE

ion Manual	
F79DE	Type F (Rule 18) - F79DE
FF218AE	Type F (Rule 18) - FF218AE
FR201E	Type F (Rule 18) Rotary - FR201E
FR205AE	Type F (Rule 18) Rotary - FR205AE
FR205BE	Type F (Rule 18) Rotary - FR205BE
FR205E	Type F (Rule 18) Rotary - FR205E
FR206E	Type F (Rule 18) Rotary - FR206E
FR207AE	Type F (Rule 18) Rotary - FR207AE
FR207E	Type F (Rule 18) Rotary - FR207E
FR208AE	Type F (Rule 18) Rotary - FR208AE (without wear insert)
FR208E	Type F (Rule 18) Rotary - FR208E (with wear insert)
FR209E	Type F (Rule 18) Rotary - FR209E
FR301E	Type F (Rule 18) Rotary - FR301E Type F (Rule 18) Rotary - FR301E
FR304E FR304WE	Type F (Rule 18) Rotary - FR304E (with wear plate) Type F (Rule 18) Rotary - FR304WE (without wear plate)
FROTARY	Type E/F Rotary - FROTARY
FSPEC	Type F Special - FSPEC
FUNK	Type F Unknown - FUNK
S700AE	Type E (Rule 16) - S700AE
SBE60CC	Type E (Rule 16) - SBE60CC
SBE60CE	Type E (Rule 16) - SBE60CE
SBE60DC	Type E (Rule 16) - SBE60DC
SBE60DE	Type E (Rule 16) - SBE60DE
SBE60DREX	Type E (Rule 16) - SBE60DREX
SBE60EE	Type E (Rule 16) - SBE60EE
SBE67BC	Type E (Rule 16) - SBE67BC
SBE67BE	Type E (Rule 16) - SBE67BE
SBE67CC	Type E (Rule 16) - SBE67CC
SBE67CE	Type E (Rule 16) - SBE67CE
SBE67CREX	Type E (Rule 16) - SBE67CREX
SBE67DE	Type E (Rule 16) - SBE67DE
SBE68BC	Type E/F (Rule 17) - SBE68BC Type E/F (Rule 17) - SBE68BE
SBE68BE SBE68CE	Type E/F (Rule 17) - SBE68CE
SBE68CREX	Type E/F (Rule 17) - SBE68CREX
SBE68DE	Type E/F (Rule 17) - SBE68DE
SBE68WEX	Type E/F (Rule 17) - SBE68WEX
SBE69AE	Type E/F (Rule 17) - SBE69AE
SBE69BE	Type E/F (Rule 17) - SBE69BE
SBE69BREX	Type E/F (Rule 17) - SBE69BREX
SBE69CE	Type E/F (Rule 17) - SBE69CE
SE60CC	Type E (Rule 16) - SE60CC
SE60CE	Type E (Rule 16) - SE60CE
SE60CHT	Type E (Rule 16) - SE60CHT
SE60CHTE	Type E (Rule 16) - SE60CHTE
SE60DC	Type E (Rule 16) - SE60DC
SE60DE	Type E (Rule 16) - SE60DE
SE60EE SE67BC	Type E (Rule 16) - SE60EE Type E (Rule 16) - SE67BC
SE67BE	Type E (Rule 16) - SE67BE
SE67BHT	Type E (Rule 16) - SE67BHT
SE67BHTE	Type E (Rule 16) - SE67BHTE
SE67CC	Type E (Rule 16) - SE67CC
SE67CE	Type E (Rule 16) - SE67CE
SE68BC	Type E/F (Rule 17) - SE68BC
SE68BE	Type E/F (Rule 17) - SE68BE
SE68BHT	Type E/F (Rule 17) - SE68BHT
SE68BHTE	Type E/F (Rule 17) - SE68BHTE
SE68CE	Type E/F (Rule 17) - SE68CE
SE69AE	Type E/F (Rule 17) - SE69AE
SE69BE	Type E/F (Rule 17) - SE69BE
SE69CE	Type E/F (Rule 17) - SE69CE
SF70CC SF70CE	Type F (Rule 18) - SF70CC Type F (Rule 18) - SF70CE
SF70CE SF70CHT	Type F (Rule 18) - SF70CE Type F (Rule 18) - SF70CHT
SF70CHTE	Type F (Rule 18) - SF70CHTE
SF70DE	Type F (Rule 18) - SF70DE
SF79CC	Type F (Rule 18) - SF79CC

Mandatory A=Used in ETC Generation

#### Data Specification Manual

SF79CE	Type F (Rule 18) - SF79CE
SF79CHT	Type F (Rule 18) - SF79CHT
SF79CHTE	Type F (Rule 18) - SF79CHTE
SF79DE	Type F (Rule 18) - SF79DE

#### Validation Rule for A057

- -If Rotary Coupler Style is reported, then Coupler Code must be a rotary coupler.
- -If Coupler Code is a rotary coupler, then Coupler Style must be R (Rotary).
   -Coupler Code of Type E Obsolete (Rule 16) can only be reported if the car was built or rebuilt before July 31, 2015
- -Coupler Code of Type E/F Obsolete (Rule 17) can only be reported if the car was built or rebuilt before July 31, 2015
- -Coupler Code of Type F Obsolete (Rule 18) can only be reported if the car was built or rebuilt before July 31, 2015
- -Coupler Code of FROTARY or EFROTARY cannot be reported for cars Built or Rebuilt on or after August 12, 2014.

#### NOTES:

- Obsolete: All Type D couplers are obsolete and should report code DOBS; cars with this coupler code will be restricted in interchange as discussed below.
- Unknown: If the coupler code is unknown or if the code stamped on the coupler is illegible, the code BUNK FUNK, EFUNK, or LOCOUNK should be reported.
- Special: Codes ESPEC, FSPEC, and EFSPEC have been created to decline coupler bodies that have been manufactured specifically for the equipment owner and are not listed in the attached table.
- The codes FROTARY and EFROTARY cannot be reported for equipment Built or Rebuilt since August 12, 2014.

or Rebuilt since August 12, 2014.	
Coupler Style Mandatory	B058
Describes the basic coupler design of the equipment	•
Affects Rating.	
Permissible Values for B058	
B Bottom Shelf D Double Shelf	
P Plain R Rotary Validation Rule for B058	
-If Draft System Type (B073) is H (Hydraulic) then Coupler Style canno	nt he
reported as M (Solid Drawbar) or L (Rotary Drawbar)	
-If Draft System Type (B073) is not Center Of Car or End Of Car, Inche	s of Travel
(B061) cannot be reported	
-If Draft System Type (B073) of Center Of Car or End Of Car is reporte	d then
Inches of Travel (B061) must also be reported	
Inches of Travel	B061
	DUUI
The number of inches a draft system will travel Affects Rating.	
Range of Values for B061	
Minimum Maximum	
1 36	
Validation Rule for B061	
-If Draft System Type (B073) is not Center Of Car or End Of Car, In	ches of
Travel (B061) cannot be reported	
- If Draft System Type (B073) of Center Of Car or End Of Car is rep	orted
then Inches of Travel (B061) must also be reported	
Draft System Type Mandatory	B073
Describes the draft gear/underframe cushion type	•
Affects Rating.	
Permissible Values for B073	
C Cushioning Center of Car	
E Cushioning End of Car	
S Standard	D Chan dand
X Devices with less than 6 inches buff travel approved under AA S-060	ik standard

Y Devices with 6 to 10 inches of buff travel approved under AAR Standard S-060

#### Validation Rule for B073

- If Draft System Type (B073) is Standard Draft Gear (S), Inches of Travel (B061) cannot be reported
- If Draft System Type (B073) is reported as C, E, X, or Y then Inches of Travel (B061) must also be reported
- If Draft System Type (B073) of X, or Y is reported then Draft Gear Group/Cushion Unit Pocket (B562) cannot be reported
- If Draft System Type (B073) X is reported, the Inches of Travel (B061) value must be greater than or equal to 1 and less than 6
- If Draft System Type (B073) Y is reported, the Inches of Travel (B061) value must be greater than or equal to 6 and less than or equal to 10
- -If Draft System Type (B073) is S then Draft Gear Group/Cushion Unit Pocket (B562) may only be A, B, C, D, E, F, G, H, J, K, L, M, N, P, Q, R, S, or Z (AAR Rule 21)
- -If Draft System Type (B073) is E then Draft Gear Group/Cushion Unit Pocket (B562) may only be EOC-1,EOC-1D, EOC-1B, EOC-2, EOC-2D, EOC-2B, EOC-3, EOC-3B,EOC-4, EOC-4B, EOC-5, EOC-5D, EOC-5B, EOC-6, EOC-6D, EOC-6B, EOC-7, EOC-7B, EOC-8B, EOC-8B, EOC-8F, EOC-9, EOC-9B, EOC-9D, EOC-9E, EOC-10, EOC-10D, EOC-10B, EOC-10F, EOC-11, EOC-11D, EOC-11B,EOC-12, EOC-12D, EOC-12B, EOC-13, EOC-13B, EOC-14, EOC-14B, EOC-15, EOC-15D, EOC-15B, EOC-16, EOC-16D, EOC-16B, EOC-17, EOC-17D, EOC-17B, EOC-18, EOC-18D, EOC-18B, EOC-19, EOC-19B, EOC-20, EOC-20B, EOC-21, EOC-21B, EOC-22, EOC-22B, EOC-23, EOC-23B, EOC-24, EOC-24B, EOC-25E, EOC-26B, EOC-26F, or EOC-27D, or EOC-27E (AAR Rule 59)

Draft Gear Group/Cushion Unit Pocket B562
Draft Gear Group/Cushion Unit Pocket value as listed in AAR Field Manual
Interchange Rule 21 and 59
Carry forward for Single Clone / Multi-Clone / Restencil / Add-Back / Equipment
Group Change.
Permissible Values for B562EOC-1,EOC-1D, EOC-1B, EOC-2, EOC-2D, EOC-2B,
EOC-3, EOC-3B,EOC-4, EOC-4B, EOC-5, EOC-5D, EOC-5B, EOC-6, EOC-6D, EOC-
6B, EOC-7, EOC-7B, EOC-8, EOC-8B, EOC-8F, EOC-9, EOC-9B, EOC-9D, EOC-9E,
EOC-10, EOC-10D, EOC-10B, EOC-10F, EOC-11, EOC-11D, EOC-11B,EOC-12,
EOC-12D, EOC-12B, EOC-13, EOC-13B, EOC-14, EOC-14B, EOC-15, EOC-15D,
EOC-15B, EOC-16, EOC-16D, EOC-16B, EOC-17, EOC-17D, EOC-17B, EOC-18,
EOC-18D, EOC-18B, EOC-19, EOC-19B, EOC-20, EOC-20B, EOC-21, EOC-21B,
EOC-22, EOC-22B, EOC-23, EOC-23B, EOC-24, EOC-24B, EOC-25E, EOC-26B, EOC-26F, EOC-27D, EOC-27E, COC-1, COC-2, COC-3, COC-4, COC-5, COC-6,
COC-7, COC-8 (AAR Rule 59).
A, B, C, D, E, F, G, H, J, K, L, M, N, P, Q, R, S, Z ( <i>AAR Rule 21</i> ).
Validation Rule(s) for B562
- Draft Gear Group/Cushion Unit Pocket (B562) is mandatory for equipment
built on or after June 13, 2019, unless Draft System Type (B073) is
reported as X or Y
-If Draft Gear Group/Cushion Unit Pocket (B562) is not equal to A, B, C, D, E, F,
G, H, J, K, L, M, N, P, Q, R, S, or Z, then Cushion Unit Type (B563) must be
populated
-When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-6, EOC-7,
EOC-7B, EOC-8, EOC-8B, EOC-9, EOC-9B, EOC-9D, EOC-10, EOC-10B, EOC-
10D, EOC-14, EOC-14B, EOC-18D, EOC-23, EOC-23B, EOC-24, EOC-25E,
EOC-26B, or EOC-27D then the Cushion Unit Type (B563) must be 1 -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-9E, EOC-26F,
or EOC-27E, then the Cushion Unit Type (B562) must be 2

- or EOC-27E, then the Cushion Unit Type (B563) must be 2 -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-11, EOC-12, EOC-13, EOC-13B, EOC-15, EOC-15B, EOC-15D, EOC-17, EOC-17B, EOC-17D, EOC-18, EOC-18B, EOC-19, EOC-19B, EOC-20, EOC-20B, EOC-21, EOC-21B, EOC-22, EOC-22B, EOC-24B, COC-3, COC-5, or COC-7 then the Cushion Unit Type (B563) must be 1 or 2
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-8F or EOC-10F then the Cushion Unit Type (B563) must be 2 or 3
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-5, EOC-5B, EOC-5D, EOC-6, EOC-6B, EOC-6D EOC-11B, EOC-11D, EOC-12B, EOC-12D, or COC-4 then the Cushion Unit Type (B563) must be 1, 2, or 3
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-16, EOC-16B, EOC-16D, or COC-1 then the Cushion Unit Type (B563) must be 1, 2, or 4
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-2B, EOC-2D, EOC-3, EOC-3B, EOC-4, EOC-4B, or COC-2 then the Cushion Unit Type (B563) must be 1, 2, 3, or 4



#### Data Specification Manual

- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-1, EOC-1B, EOC-1D, or EOC-2 then the Cushion Unit Type (B563) must be 1, 2, 3, 4, or S
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-8 then the Cushion Unit Type (B563) must be 1, 2, 3, 4, or 5
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-1D, EOC-2,EOC-2D, EOC-2B, EOC-3, EOC-3B, EOC-5, EOC-5D, EOC-5B, EOC-6D, EOC-7, EOC-7B, EOC-9, EOC-9B, EOC-9D, EOC-9E, EOC-10D, EOC-11, EOC-11B, EOC-11D, EOC-12D, EOC-14,EOC-14B, EOC-15, EOC-15D, EOC-15B, EOC-16D, EOC-17D, EOC-23, EOC-23B, EOC-27D, or EOC-27E then the Inches of Travel (B061) must be 10
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-16, EOC-16B, EOC-19, EOC-19B, EOC-22, EOC-22B, or EOC-25E then the inches of travel must be 12
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-20 or EOC-20B then the Inches of Travel (B061) must be 14
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-1B, EOC-4, EOC-4B, EOC-6, EOC-6B, EOC-8, EOC-8B, EOC-8F, EOC-10, EOC-10B, EOC-10F, EOC-12, EOC-12B, EOC-13, EOC-13B, EOC-17, EOC-17B, EOC-18, EOC-18D, EOC-18B, EOC-21, EOC-21B, EOC-24, or EOC-24B then the Inches of Travel (B061) must be 15
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-2, COC-3, COC-4, COC-5, COC-6, or COC-8 then the Inches of Travel (B061) must be 20
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-1, and Cushion Unit Type (B563) is 1 or 2, then the Inches of Travel (B061) must be 20
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-1, and Cushion Unit Type (B563) is 4, then the Inches of Travel (B061) must be 18
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-7, and Cushion Unit Type (B563) is 2, then the Inches of Travel (B061) must be 20
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-7, and Cushion Unit Type (B563) is 1, then the Inches of Travel (B061) must be 30
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-1 then the Inches of Travel (B061) must be 10, 12, or 15
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-26, then the Inches of Travel (B061) must be 18

#### Note:

Reference AAR Field Manual Interchange Rule(s) 21 and 59.

#### Cushion Unit Type

Cushion Unit Type value as listed in AAR Field Manual Interchange Rule 21 and 59

Carry forward for Single Clone / Multi-Clone / Restencil / Add-Back / Equipment Group Change.

#### Permissible Values for B563

- 1 Type 1
- 2 Type 2
- 3 Type 3
- 4 Type 4
- 5 Type 5
- S Type S

#### Validation Rule(s) for B563

- Cushion Unit Type (B563) is mandatory for equipment built on or after June 13, 2019.
- -If Draft Gear Group/Cushion Unit Pocket (B562) is not equal to A, B, C, D, E, F, G, H, J, K, L, M, N, P, Q, R, S, or Z, then Cushion Unit Type (B563) must be populated.
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-6, EOC-7, EOC-7B, EOC-8, EOC-8B, EOC-9, EOC-9B, EOC-9D, EOC-10, EOC-10B, EOC-10D, EOC-14, EOC-14B, EOC-18D, EOC-23, EOC-23B, EOC-24, EOC-25E, or EOC-26B then the Cushion Unit Type (B563) must be 1.
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-9E, EOC-26F, or EOC-27E, then the Cushion Unit Type (B563) must be 2
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-11, EOC-12, EOC-13, EOC-13B, EOC-15, EOC-15B, EOC-15D, EOC-17, EOC-17B, EOC-17D, EOC-18, EOC-18B, EOC-19, EOC-19B, EOC-20, EOC-20B, EOC-21, EOC-21B, EOC-22, EOC-22B, EOC-24B, COC-3, COC-5, or COC-7 then the Cushion Unit Type (B563) must be 1 or 2.
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-8F or EOC-10F then the Cushion Unit Type (B563) must be 2 or 3.

-When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-5, EOC-5B, EOC-5D, EOC-6, EOC-6B, EOC-6D EOC-11B, EOC-11D, EOC-12B, EOC-12D, or COC-4 then the Cushion Unit Type (B563) must be 1, 2, or 3.

-When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-16, EOC-16B, EOC-16D, or COC-1 then the Cushion Unit Type (B563) must be 1, 2, or 4.

- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-2B, EOC-2D, EOC-3, EOC-3B, EOC-4, EOC-4B, or COC-2 then the Cushion Unit Type (B563) must be 1, 2, 3, or 4.
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-1, EOC-1B, EOC-1D, or EOC-2 then the Cushion Unit Type (B563) must be 1, 2, 3, 4, or S.
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-8 then the Cushion Unit Type (B563) must be 1, 2, 3, 4, or 5.
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-1, and Cushion Unit Type (B563) is 1 or 2, then the Inches of Travel (B061) must be 20.
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-1, and Cushion Unit Type (B563) is 4, then the Inches of Travel (B061) must be 18.
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-7, and Cushion Unit Type (B563) is 2, then the Inches of Travel (B061) must be 20.
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-7, and Cushion Unit Type (B563) is 1, then the Inches of Travel (B061) must be 30.

#### Note:

**B563** 

Reference AAR Field Manual Interchange Rule(s) 21 and 59.

Coupler Component ID	B353
Coupler Component ID from Component Registry	
Data is Confidential. This element is not eligible for Input. Value do	oes not carry
forward for Single Clone / Multi-Clone.	

#### Cushioning Unit Component ID

#### Component ID from Component Registry

Data is Confidential. This element is not eligible for Input. Value does not carry forward for Single Clone / Multi-Clone.

#### **Unit Segment Components**

|--|

Describes the equipment type of the platform

#### Affects Rating.

Permissible Values for A307				
BOXC	Box Car	FLAT	Flat Car	
GOND	Gondola	HOPP	Hopper	
IFLT	Intermodal Flat	TANK	Tank Car	
VFLT	Vehicular Flat			

#### Validation Rule for A307

- -Unit Equipment Group cannot be reported if the Connected Unit Count (A020) is not reported
- -Unit Equipment Group must be reported if Connected Unit Count (A020) is reported

Unit Tare We	eight	A299	
U	The unit segment weight on rail when empty, sometimes referred to as Light Weight, reported in pounds		
Range of Val	Range of Values for A299		
Minimum	Maximum		
10000	500000		
Validation Ru	le for A299		
-Unit Tare Weight must not be reported if the Connected Unit Count			
(A02	0) is not reporte	ed	
-Unit Tar	e Weight must k	pe reported if Connected Unit Count (A020) is	

-Unit Tare Weight must be reported if Connected Unit Count (A020) is reported

**B361** 

A307



**B564** 

#### Data Specification Manual

- -Unit Tare Weight for Boxcars must be less than or equal 160,000 lbs.
- -Unit Tare Weight for Refrigerators must be less than or equal 140,000 lbs.
- -Unit Tare Weight for Gondolas must be greater than or equal 30,000 lbs.
- -Unit Tare Weight for Gondolas must be less than or equal 110,000 lbs.
- -Unit Tare Weight for Hoppers must be greater than or equal 23,000 lbs.
- -Unit Tare Weight for Hoppers must be less than 120,000 lbs.
- -Unit Tare Weight for Tanks must be greater than 31,000 lbs.
- -Unit Tare Weight for Tanks must be less than 200,000 lbs.
- -Unit Tare Weight for Vflats must be greater than 55,000 lbs.
- -Unit Tare Weight for VFlats must be less than 136,000 lbs.
- -Unit Tare Weight for IFLTs must be greater than 10,000 lbs.
- -Unit Tare Weight for IFLTs must be less than 72,000 lbs.
- -Unit Tare Weight for all flats other than VFlats with ETC Q\_\_\_ must be greater than 23,000 lbs.
- -Unit Tare Weight for all flats other than VFlats with ETC Q\_\_\_\_ must be less than 500,000 lbs.
- -Unit Segment Tare Weights must add up to the Total Tare Weight (A259)
- -Unit Tare Weight (A299) value must be reported to the nearest 100 pounds

#### A300

B354

B357

The maximum permissible weight of the commodity that can be loaded into the unit segment, reported in pounds

Range of Values for A300 Minimum Maximum

**Unit Load Limit** 

20000 500000

#### Validation Rule for A300

- -Unit Load Limit must not be reported if the Connected Unit Count (A020) is not reported
- -Unit Load Limit must be reported if Connected Unit Count (A020) is reported
- -Unit Segment Load Limits must add up to the Load Limit (LDLT)

#### Brake System Components

#### Emergency Brake Valve CID Component ID from Component Registry

Data is Confidential. This element is not eligible for Input. Value does not carry forward for Single Clone / Multi-Clone.

Emergency Valve COTS Date	B567
Proke value emergency perties recondition date	

#### Brake valve emergency portion recondition date

System generated element. This element is not eligible for Input. Value does not carry forward for Single Clone / Multi-Clone.

#### NOTES:

 Emergency Valve COTS Date is system-generated from a Emergency Brake Valve Inspection.

Emergency Valve OEM Warranty Date	B568	
Brake valve emergency portion Original Equipment Manufacturer warranty date		
System generated element. This element is not eligible for Input. Value does not carry forward for Single Clone / Multi-Clone. <b>NOTES:</b>		
<ul> <li>Emergency Valve OEM Date is system-generated from a Emergency I Valve Inspection.</li> </ul>	3rake	
Emergency Valve Part Number	B569	
Brake valve emergency portion part number		
System generated element. This element is not eligible for Input. Value does not carry forward for Single Clone / Multi-Clone. NOTES:		
• Emergency Valve Part Number is system-generated from a Emergency Brake		

 Emergency Valve Part Number is system-generated from a Emergency Brake Valve Inspection.

Service Brake Valve CID

Component ID from Component Registry	
--------------------------------------	--

Data is Confidential. This element is not eligible for Input. Value does not carry forward for Single Clone / Multi-Clone.

#### Service Valve COTS Date

#### Brake valve service portion recondition date

System generated element. This element is not eligible for Input. Value does not carry forward for Single Clone / Multi-Clone.

#### NOTES:

 Service Valve COTS Date is system-generated from a Service Brake Valve Inspection.

# Service Valve OEM Warranty Date B565 Brake valve service portion Original Equipment Manufacturer warranty date System generated element. This element is not eligible for Input. Value does not carry forward for Single Clone / Multi-Clone. NOTES: NOTES:

 Service Valve OEM Date is system-generated from a Service Brake Valve Inspection.

#### Service Valve Part Number

Brake valve service portion part number

B566

B359

**B360** 

System generated element. This element is not eligible for Input. Value does not carry forward for Single Clone / Multi-Clone.

#### NOTES:

Service Valve Part Number is system-generated from a Service Brake Valve Inspection.

#### Slack Adjuster CID

#### Component ID from Component Registry

Data is Confidential. This element is not eligible for Input. Value does not carry forward for Single Clone / Multi-Clone.

#### Tank Car Components

#### Pressure Relief Valve CID

#### Component ID from Component Registry

Data is Confidential. This element is not eligible for Input. Value does not carry forward for Single Clone / Multi-Clone.

#### Miscellaneous

Commercial Owner CIF	B049
The Customer Identification File (CIF) number for a commercial owner specific location	at a

# Commercial Lessee CIF B048 The Customer Identification File (CIF) number for a commercial lessee at a specific location Value does not carry forward for Single Clone / Multi-Clone / Add Back. Value does not carry forward for Single Clone / Multi-Clone / Add Back. Value does not carry forward for Single Clone / Multi-Clone / Add Back. Value does not carry forward for Single Clone / Multi-Clone / Add Back. Value does not carry forward for Single Clone / Multi-Clone / Add Back. Umler Effective Date EFDT The date the rating activity (pre-registration, modification, etc.) is expected to occur Description for Support forward forward for Support forward forward for Support forward forw

This element is not eligible for Query. Does not Carry Forward. Validation Rule for EFDT -Effective Date cannot be set to more than 13 months in the future.

NOTES:

• Effective Date will default to the 1st of the following month that equipment is registered

#### Data Specification Manual

	ABT 5-8 Year Due Date DU58
	The 5-8 year due date for the air brake test (ABT) after the ABT Due Date
Inspection	(Repair Track)
ABT Due Date (Repair Track) DU13	System Generated Field. This element is not eligible for Input. Value does not
The due date of the air brake test per AAR Field Manual Rule 3	carry forward for Add Back.
System Generated Field. This element is not eligible for Input. Value does not	Inspection Date Done DTDN
carry forward for Add Back.	The date the inspection was completed; used for all inspection types reported
	on equipment
Inspection Reporter REPT	NOTES:
The SCAC that reported the inspection; used for all inspection types reported on equipment	<ul> <li>Reports of 999999 will be allowed in case the date is illegible and the valve cannot be replaced immediately.</li> <li>Valid date format: MMYYYY</li> </ul>
Value does not carry forward for Single Clone / Multi-Clone / Add Back.	
Location/SPLC SPLC	Insp Emergency Valve COTS Date B573
The SPLC of the inspecting location; used for all inspection types reported on	Brake valve emergency portion recondition date
equipment	Value does not carry forward for Single Clone / Multi-Clone / Add Back. NOTES:
Value does not carry forward for Single Clone / Multi-Clone / Add Back.	<ul> <li>Reports of 9999 will be allowed in case the date is illegible and the valve cannot be replaced immediately.</li> </ul>
Air Brake Test Device B523	Valid date format: MMYY
Indicates the type of test device used to perform the Air Brake Test	Insp Emergency Valve OEM Warranty Date B574
Value does not carry forward for Single Clone / Multi-Clone / Add Back.	Brake valve emergency portion Original Equipment Manufacturer warranty date
Permissible Values for B523         A       Automatic (Non 4-Pressure)         M       Manual         P       Automatic (4-Pressure)         Validation Rule for B523         -Air Brake Test Device (B523) must be reported for Air Brake Test inspection reported on or after December 10, 2020	<ul> <li>System generated element. This element is not eligible for Input. Value does not carry forward for Single Clone / Multi-Clone.</li> <li>NOTES:</li> <li>Reports of 999999 will be allowed in case the date is illegible and the valve cannot be replaced immediately.</li> <li>Valid date format: MMYYYY</li> </ul>
Insp Service Valve COTS Date B570	Insp Emergency Valve Part Number B575
Brake valve service portion recondition date	Brake valve emergency portion part number
Value does not carry forward for Single Clone / Multi-Clone / Add Back. NOTES:	System generated element. This element is not eligible for Input. Value does not carry forward for Single Clone / Multi-Clone.
<ul> <li>Reports of 9999 will be allowed in case the date is illegible and the valve cannot be replaced immediately.</li> </ul>	Insp Service Valve Location Mandatory B576
Valid date format: MMYY	Brake valve service portion location
Laser Comitice Makes OFM Managers Date	Value does not carry forward for Single Clone / Multi-Clone.
Insp Service Valve OEM Warranty Date B571 Prake valve service parties Original Equipment Manufactures warranty date	
Brake valve service portion Original Equipment Manufacturer warranty date Value does not carry forward for Single Clone / Multi-Clone / Add Back.	Insp Emergency Valve Location Mandatory B577
value does not carry for ward for Single clone / infuti-clone / Aud bdtk.	Brake valve emergency portion location reported on an emergency brake valve inspection
Insp Service Valve Part Number B572	Value does not carry forward for Single Clone / Multi-Clone.
Brake valve service portion part number	
Value does not carry forward for Single Clone / Multi-Clone / Add Back.	

Data Specification Manua

## **Flat Cars**

Ge	neral	135
S	tatus Code (USCD)	135
E	quipment ID (0001)	135
	Aechanical Designation (UMMD)	
	quipment Type Code (UMET) Dedicated Service (B346)	125
	Maint of Way Service Type (B403)	135
E	Built Date (BLDT)	135
F	Rebuilt / ILS Date (RBDT)	135
F	Rebuilt Flag (RBFL)	136
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	essee (LESE)	
	quipment Group (0002)	
	Aaintenance Party (MNPT) Aark Owner Category (B201)	130
	Prior Equipment ID (PRID)	
	ast Update Date (B122)	
E	quipment Add Date (B082)	136
S	itatus Change Reason (USCR)	136
	tatus Change Date (USCT)	
	xtended Service (A096)	
	ind of Service Date (B078)	
	Do Not Load After (B590) quipment Identification (EINN)	127
	nfo Conflict Status (B355)	137
Ċ	Conflict Status (B050)	137
Č	Date of Original Conflict (B063)	137
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Ν	Notice Indicator (B137)	137
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F	Rate Indicator (A070)	137
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	TX Mileage Rate (B212)	
	irst Movement Date (USAT)	
Ë	Equipment Add Company (B083)	138
F	Registration Reason (B174)	138
F	Restencil Program Ind (B177)	138
C	Delete Reason Code (B064)	138
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	Conflict Status (B050)	120
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We G T	sight Bross Rail Load/Weight (A266) are Weight (A259)	<b>138</b> 138 139
We C T L	sight Bross Rail Load/Weight (A266) are Weight (A259) oad Limit (LDLT)	<b>138</b> 138 139 139
We C T L V V	tight Gross Rail Load/Weight (A266) are Weight (A259) 	<b>138</b> 139 139 139 139 139
We C L V V C	tight Gross Rail Load/Weight (A266) are Weight (A259) 	<b>138</b> 139 139 139 139 139 139
We C L V V C S	tight	<b>138</b> 139 139 139 139 139 139 139
We T L V C S C	tight	<b>138</b> 139 139 139 139 139 139 139 139
We T L V C S C Din	tight	<b>138</b> 139 139 139 139 139 139 139 139 <b>140</b>
We G T L V V C S C O D In P	tight	<ul> <li><b>138</b></li> <li>139</li> <li>139</li> <li>139</li> <li>139</li> <li>139</li> <li>139</li> <li>139</li> <li>140</li> <li>140</li> </ul>
We G L W V C S C D In C	tight	<ul> <li><b>138</b></li> <li>139</li> <li>139</li> <li>139</li> <li>139</li> <li>139</li> <li>139</li> <li>139</li> <li>140</li> <li>140</li> <li>140</li> </ul>
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	<b>ight</b>	<b>138</b> 139 139 139 139 139 139 139 139 140 140 140 140 140 140 141 141 141 141
	hight	<b>138</b> 139 139 139 139 139 139 139 139 140 140 140 140 140 141 141 141 142 142 142 142 142 142 142
	hight         Gross Rail Load/Weight (A266)	<b>138</b> 139 139 139 139 139 139 139 139 140 140 140 140 140 141 141 141 142 142 142 142 142 143
	hight         Gross Rail Load/Weight (A266)	<b>138</b> 138 139 139 139 139 139 139 139 140 140 140 140 140 141 141 142 142 142 142 142 142 142 143 143
	<b>ight</b>	<b>138</b> 138 139 139 139 139 139 139 140 140 140 140 140 140 141 141 142 142 142 142 142 142 142 142
	hight         Gross Rail Load/Weight (A266)	<b>138</b> 138 139 139 139 139 139 139 140 140 140 140 141 141 141 142 142 142 142 142 143 143 143 143
	hight         Gross Rail Load/Weight (A266)	138           138           139           139           139           139           139           139           140           140           140           140           140           141           142           142           142           142           142           142           142           142           142           143           143           143           143           143           143           143           143
	<b>hight</b> Gross Rail Load/Weight (A266)	138           138           139           139           139           139           139           140           140           140           140           141           141           141           141           141           141           141           142           142           142           142           142           143           143           143           143           143           144           144
	<b>ight</b>	<b>138</b> 138 139 139 139 139 139 139 <b>140</b> 140 140 140 140 140 141 141 142 142 142 142 142 143 143 143 143 144 144
	ight	138           138           139           139           139           139           139           140           140           140           140           141           142           142           142           142           142           142           142           142           142           142           142           142           143           143           143           143           144           144           144
	<b>injekt</b> Gross Rail Load/Weight (A266)	138           138           139           139           139           139           139           140           140           140           141           142           142           142           142           142           142           142           142           142           142           142           142           143           143           143           144           144           144           144           144
	<b>ight</b>	<b>138</b> <b>139</b> <b>139</b> <b>139</b> <b>139</b> <b>139</b> <b>139</b> <b>140</b> <b>140</b> <b>140</b> <b>140</b> <b>140</b> <b>140</b> <b>140</b> <b>140</b> <b>140</b> <b>140</b> <b>140</b> <b>141</b> <b>141</b> <b>141</b> <b>142</b> <b>142</b> <b>142</b> <b>142</b> <b>142</b> <b>143</b> <b>143</b> <b>143</b> <b>144</b> <b>144</b> <b>144</b> <b>144</b> <b>144</b>
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#### Data Specification Manual

# General

# Status Code Mandatory Identifies the current operational state

#### Does not Carry Forward.

Permissible Values for USCDAACTIVEI

A ACTIVE P PRE-REGISTERED

P NOTES:

- For Restencil and Clone process the initial Status of a car should be Pre-Registered.
- All Add-Back processes should initially set the Status to Pre-Registered
- A Pre-registered car will automatically have its Status changed to Active for the initial change when TRAIN detects three (3) movements on the car

INACTIVE

• If the Status changes to Active due to movement and the car was created from a Restencil, the Prior Equipment ID (PRID) or source car will have its status changed to Inactive automatically by Umler

Equipment ID	0001
The equipment stenciled number	

#### Validation Rule for 0001

-Equipment Number must not be larger than 6 digits (i.e., 999999) NOTES:

- Equipment ID includes the mark and number stenciled on the equipment. Marks can be up to 4 characters and number up to 6 digits (i.e., ABCD999999).
- Up to 500 cars can be added or updated in a transaction.
- When adding an equipment record, ensure that Prior Equipment ID (PRID) is reported, unless the equipment is new.

Mechanica	al Designation Mandatory	UMMD	
Equipment	t description without physical dimensions	•	
Used for Transportation Codes.			
Permissibl	e Values for UMMD		
FB	Flat-Bulkhead		
FBC	Flat-Bulkhead Center Beam		
FBS	Flat-Bulkhead, Specially Equipped		
FD	Flat-Depressed (Heavy Duty)		
FDC	Flat-Depressed Center Beam		
FL	Flat-Fitted with Cross Supports for Longitudinal Loading	B	
FM	Flat-Straight Deck		
FMS	Flat-Straight Deck, Specially Equipped		
FW	Flat-Well (Heavy Duty)		
LF	Flat-Special Design for demountable containers		
LP	Flat-Special Design		
LS	Flat-Special Design with two interlocking units		
MWF	MoW - Flats		
MWG	MoW - Section Gang or Track Inspection Car		
MWRC	MoW - Remote Control Equipment		
Equipmen	t Type Code	UMET	
An alpha n	An alpha numeric code that describes the physical attributes of equipment		
System Ge	System Generated Field. This element is not eligible for Input.		
NOTES:			
Please Refer to Appendix I for More information Regarding ETC Generation			
Dedicated	Service	B346	
	he type of dedicated service car is equipped to handle		
Value does not carry forward for Equipment Group Change.			
Permissible Values for B346			
A Alu	iminum Ingot		

- B Airplane Wings / Fuselage
- C Coiled Rod

- D Coiled Steel
  - E Hot Reinforcement Bars
  - Frames

F

T

- G Logs
- H Utility Poles
  - Pipe
- J Plate Steel
- K Steel Rail
- L Wind Turbine

#### Validation Rule for B346

-Dedicated Service Type can only be reported if Mechanical Designation (UMMD) is FMS

Maint of Way Service Type	B403
Identifies equipment Maintenance Of Way function	
Value does not carry forward for Equipment Group Change.	

#### Permissible Values for B403

- C2 Crane / Boom Support Car
- F4 Flat-Wheel Sets
- T4 Training Car
- T8 Track Geometry Car
- Validation Rule for B403
- Maint of Way Service Type can only be listed on records where the Equipment Group (0002) or Pseudo Equipment Group (B547) is listed as MISC

Built Date Ma	ndatory	BLDT			
The date the construction of the equipment is complete					
Data is Confidential. Used for Transportation Codes. Affects Rating. Value do not carry forward for Single Clone / Multi-Clone.					
				Range of Values for BLDT Minimum Maximum	
Minimum	Maximum				
	12/31/9999				
Validation Rule for BLDT					
	e must be within the last 99 years				
	e must not be in the future for equipment in Active Stat	tus			
	target equipment's Built Date (BLDT) must match for				
rester	6				
	e cannot be updated within 30 days of the End of Servic	e			
	B078)				
NOTES:					
-	lic for railroad marked equipment.				
For connect	ted unit cars report the oldest car in the set.				
Rebuilt / ILS D	ate	RBDT			
The date the r	e-construction of the equipment is complete				
Data is Confidential. Value does not carry forward for Single Clone / Multi-					
Clone.					
Range of Valu					
Minimum	Maximum				
	12/31/9999				
Validation Ru		(0, 07)			
<ul> <li>-Rebuilt/Increased Life Service Date must be after the Built Date (BLDT)</li> <li>-Rebuilt Date must not be more than 70 years after the Built Date (BLDT)</li> <li>-Rebuilt Date is required for Extended Service Code (A096) 1, 2, or 3 for</li> <li>Increased Life Service</li> </ul>					
				ate is required for Extended Service Code (A096) R for 1	Robuilt
				or 65 years of service	Nebunt,
-If Rebuilt Date is reported then the Extended Service Code (A096) must					
					,
be rep	Date is reported then the Extended Service Code (A090 ported as R for Rebuilt, V, 1, 2, or 3 for Increased Life Se	,			
be rep NOTES:	ported as R for Rebuilt, V, 1, 2, or 3 for Increased Life Se	ervice			
be rep <b>NOTES:</b> • Railroad car	ported as R for Rebuilt, V, 1, 2, or 3 for Increased Life Se rs applicable only to cars meeting status as provided	in both STB			
be rep NOTES: • Railroad car Accounting	ported as R for Rebuilt, V, 1, 2, or 3 for Increased Life Se	in both STB			
be rep NOTES: • Railroad car Accounting Manual.	ported as R for Rebuilt, V, 1, 2, or 3 for Increased Life Se rs applicable only to cars meeting status as provided Rules, and the AAR Mechanical Interchange Rule 88, C	in both STB			
be rep NOTES: • Railroad car Accounting Manual. • Private cars	ported as R for Rebuilt, V, 1, 2, or 3 for Increased Life Se rs applicable only to cars meeting status as provided Rules, and the AAR Mechanical Interchange Rule 88, C	in both STB office change			
be rep NOTES: • Railroad car Accounting Manual. • Private cars Rule 88, Sec	ported as R for Rebuilt, V, 1, 2, or 3 for Increased Life Se rs applicable only to cars meeting status as provided Rules, and the AAR Mechanical Interchange Rule 88, C	in both STB office change Manual.			



Data Specification Manual

Prior Equipment ID PRID
The previous reporting mark and number of the equipment
Value does not carry forward for Single Clone / Multi-Clone.
Validation Rule for PRID
<ul> <li>-Prior and target equipment's Built Date (BLDT) must match</li> </ul>
-The Prior Equipment ID (0001) must belong to the same or comparable
Equipment Group (0002) as the current car initial and number
NOTES:
<ul> <li>Prior ID enables equipment records to share the same historical lineage.</li> <li>Equipment Identification Number (EIN) is a generated id that enables these</li> </ul>
equipment records to share inspections and transaction history.
Last Update Date B122
Date of the last Umler element change
System Generated Field. This element is not eligible for Input.
Equipment Add Date B082
Date the reporting mark and number was added to the Umler system
System Generated Field. This element is not eligible for Input.
Status Change Reason USCI
Identifies the reason for the current operational state
System Generated Field. This element is not eligible for Input. Does not Carr
Forward.
Permissible Values for USCR I Initial Load
M Movement
O Status Changed Manually
R Restencil
NOTES:
If movement is detected on equipment, status is changed to Active.
If an equipment record is changed to Active, any prior equipment record is
placed in Inactive status.
Status Change Date USCI
Identifies the effective date of the current operational state System Generated Field. This element is not eligible for Input. Does not Carr
Forward.
Extended Service Mandatory A096
A code indicating the eligibility of an increase to the life cycle
Used for Transportation Codes. Value does not carry forward for Single Clone Multi-Clone.
Permissible Values for A096
1 1st ILS Inspection, additional 5 years of Service
2 2nd ILS Inspection, additional 5 years of service (10 years total)
3 3rd ILS Inspection, additional 5 years of service (15 years total)
C Built New between January 1, 1964 - June 30, 1974, Certified for 50
Years of Service, Built New Before July 1, 1974 & Received AAR Waive
E Built new from July 1,1974, Qualified for 50 Years Service
N Built Before January 1, 1964, Qualified for 40 Years Service R Rule 88, Rebuilt cars
U Built between January 1, 1964 - June 30, 1974, Qualified for 40 Years
eligible for certification for 50 Years Service
V Car is certified (FRA Waiver & AAR) for 65 years of service from date
built new from January 1, 1964
built new from January 1, 1964 Validation Rule for A096
Validation Rule for A096
Validation Rule for A096
Validation Rule for A096 -If Rebuilt Date (RBDT) is reported, then the Extended Service Code (A096 must be reported as R for Rebuilt, V, 1, 2, or 3 for Increased Life Service
Validation Rule for A096 -If Rebuilt Date (RBDT) is reported, then the Extended Service Code (A096 must be reported as R for Rebuilt, V, 1, 2, or 3 for Increased Life Service -Extended Service Code of C cannot be reported if the car was built before
Validation Rule for A096 -If Rebuilt Date (RBDT) is reported, then the Extended Service Code (A096 must be reported as R for Rebuilt, V, 1, 2, or 3 for Increased Life



#### **Data Specification Manual**

-Extended Service Code of N cannot be reported if the car was built on/after January 1, 1964 -Extended Service Code of U cannot be reported if the car was built before January 1, 1964 or on/after July 1, 1974 NOTES: Value is used to calculate End of Service Date (B078). Rebuilt Date (RBDT) is required for Extended Service Code (A096) R for Rebuilt, or V for 65 years service. Rebuilt Date (RBDT) is required for Extended Service Code (A096) 1, 2, 3, and V for Increased Life Service. **End of Service Date B078** Indicates the date of the end of equipment life Data is Confidential. System Generated Field. This element is not eligible for Input. NOTES: Data becomes non-confidential two years prior to End of Service Date. **B590** Do Not Load After Equipment should not be loaded after date shown in the element Data is Confidential. Validation Rules for B590 -Do Not Load After (B590) cannot be updated thirty days prior to the date shown in the element. -Do Not Load After (B590) cannot be updated within thirty days of the End of Service Date (B078). -Do Not Load After (B590) date cannot be on or after the End of Service (B078) date NOTES: • The element will be initially populated by End of Service (B078) minus 30 davs. Data becomes non-confidential thirty days prior to the Do Not Load After (B590) date. **Equipment Identification** EINN Unique equipment identifier regardless of stenciled mark System Generated Field. This element is not eligible for Input. NOTES: Specify the Prior ID (PRID) on equipment records to ensure the historical lineage is preserved. Equipment with the same EIN share history and inspections. **Info Conflict Status** B355 Indicates that an Informational Conflict exists on the Equipment record System Generated Field. This element is not eligible for Input. Value does not carry forward for Single Clone / Multi-Clone. **Conflict Status B050** Identifies the escalation level of equipment in active conflict System Generated Field. Affects Rating. This element is not eligible for Input. Value does not carry forward for Add Back. Permissible Values for B050 Subject to Zero-Rating 1 Subject to Restricted in Interchange 2 3 Subject to Deletion NOTES: Subject to Zero-Rating, goes into effect 30 days after Conflict Status occurs Subject to Restricted in Interchange, goes into effect 90 days after Conflict Status occurs • Subject to Deletion, goes into effect 365 days after Conflict Status occurs **Date of Original Conflict** B063 The date the equipment was originally placed in the current conflict

System Generated Field. This element is not eligible for Input.

Next Conflict Status	B135
Identifies the next escalation level of an equipment in active c	onflict
System Generated Field. This element is not eligible for Input. carry forward for Add Back.	
Permissible Values for B135 1 Subject to Zero-Rating	
2 Subject to Restricted in Interchange	
3 Subject to Deletion	
NOTES:	
<ul> <li>Subject to Zero-Rating, goes into effect 30 days after Confli</li> <li>Subject to Restricted in Interchange, goes into effect 90 day Status occurs</li> </ul>	
Subject to Deletion, goes into effect 365 days after Conflict	Status occurs
Notice Indicator	B137
Identifies equipment in error in Umler Notice Management	
System Generated Field. This element is not eligible for Input.	
Conflict Status Next Date	B062
The date the conflict status will be escalated	
System Generated Field. This element is not eligible for Input. carry forward for Add Back.	Value does not
Rate Indicator	A070
Indicates the rate type applicable to the unit	
System Generated Field. Used for Transportation Codes. Affe element is not eligible for Input. Does not Carry Forward	•
Permissible Values for A070	1.
0 Zero-Rated Due to Conflict Errors	
2 Private Mileage Rate	
<ol> <li>Private Car Owner Designated Rate</li> <li>Zero-Rated - Scrap (S_,SX), AAR Overage (XA), FRA Ov</li> </ol>	orago (VA)
Umler Conflict - CHR 1/Tarriff 6007 (XZ). Zero-Rated F Election to Zero Rate [See Private Zero Rate (B150)].	
M Railroad Market Rate Q Zero-Rated Railroad Market Rate Due to Conflict Error	~c
NOTES:	5
• If unit is zero-rated, correction of conflicts will reinstate the indicator code.	appropriate rate
Private Zero Rate	B150
Indicates a private car is subject to contractual agreement, nu	llifying mileage
rates	
Affects Rating.	
Permissible Values for B150 Y Yes	
NOTES:	
• Reporting "Y" generates Rate Indicator (A070) value 6 and a	a zero rate.
TTX Hourly Rate	B212
Time Charge-The TTX hourly rate for the equipment	
Data is Confidential. This element is not eligible for Query.	
Range of Values for B212 Minimum Maximum	
Validation Rule for B212	
-TTX Hourly rate can only be set on TTX owned Equipment.	
-TTX Hourly rate can only be set on TTX owned Equipment.	B213
	B213

●=Mandatory ▲=Used in ETC Generation = Affects Rating - 137 - *=Conditionally Mandatory June 2024
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#### Data Specification Manual

	E	Data Specifi
Minimum	Maximum	
0 Validation Rule	1	
	ate can only be set on TTX owned Equipment.	
First Movemen	t Date	USAT
The first mover	nent date under the stenciled mark of the equipment	t
This element is	not eligible for Input. Does not Carry Forward.	
Equipment Add	d Company	B083
	nark of the company that added the equipment	
System Genera	ted Field. This element is not eligible for Input.	
Registration Re	eason	B174
	ating the reason this equipment is added	
Does not Carry Permissible Va		
A Add-Ba		
	g Restencil R Restencil	
Restencil Progr	am Ind quipment is under a restencil program	B177
Permissible Va	•••••••	
Y Yes		
Delete Reason	Code	B064
	signates the reason the equipment has been deleted	
	carry forward for Add Back.	
Permissible Va	lues for B064	
A Resten		
	yed or wrecked	
	terminated, removed from fleet	
R Rebuilt	d unserviceable beyond economic repair	
	erviceable	
	ge retired for dismantling	
	reporting did not exist	
Z Other		
Non-Compliant	t Wheelsets	B544
	ord is incomplete and has a missing wheelset compor	
	Refer to AAR Field Manual Rule 44 for industry requine ted Field. This element is not eligible for Input. Value	
•	vard for Single Clone / Multi-Clone.	
Validation Rule		
	Component ID is required for each applicable location	n on
	ent built on or after January 1, 2016	
	Component ID is required for each applicable location	
	ent rebuilt on or after January 1, 2016 and Gross Rail	Load (A266)
	r than 268,000 lbs	
NOTES:	nution concreted if the environment is written as it is	number - f
	system generated if the equipment is active and the D's required is not equal to the Axle Count (A024) on	
	o shequired is not equal to the Axie Count (A024) ON	ule
equipment	Is applied to aquipment that has been in Astive state	is for 60
<ul> <li>Validation ru days</li> </ul>	Ile applies to equipment that has been in Active statu	15 101 00
Pseudo Equipm	nent Group	B547
	ds to be identified as a miscellaneous record while m	
	linked to the original equipment group	0
System Genera		
Permissible Va		
MISC Misce	ellaneous	

		Weight	
Gross Rail Loa	d/Weight Mana	latory	A266
The maximum reported in	•	ight on rail of the eq	uipment and the load,
Affects Rating.			
Range of Value	es for A266		
Minimum	Maximum		
108000	2835000		
Validation Rul	e for A266		
Weigh NOTES:	it (A259)		nit (LDLT) plus the Tare d, if Qualification for
Increased (	Gross Rail Load	(B344) does not exis	t.
TABLE 1 -			
Journ	nal Size	Load per Axle	Gross Rail Load for 4- axle Equipment
B-41/2">	< 8"	25,750 lbs.	103,000 lbs.

B - 4 1/2" x 8"	25,750 lbs.	103,000 lbs.
C - 5" x 9"	35,500 lbs.	142,000 lbs.
D - 5 1/2" x 10"	44,250 lbs.	177,000 lbs.
E - 6" x 11"	55,000 lbs.	220,000 lbs.
E - 6" x 11" (w/ 28"	48,750 lbs.	195,000 lbs.
1W wheels)		
F - 6 1/2" x 12"	65,750 lbs.	263,000 lbs.
G - 7" x 12"	78,750 lbs.	315,000 lbs.
K - 6 1/2" x 9"	71,500 lbs.	263,000 lbs.
M - 7" x 9"	78,750 lbs.	315,000 lbs.

Use Table 2 below to determine Gross Rail Load for 4-axle equipment if Qualification for Increased Gross Rail Load (B344) exists.

TABLE 2 -		
Qualification for	Journal Size	Gross Rail Load
Increased Gross Rail		
Load (B344)		
1	K - 6 1/2" x 9"	286,000 lbs.
1	G – 7" x 12"	286,000 lbs.
1	M – 7" x 9"	286,000 lbs.
2	F - 6 1/2" x 12"	286,000 lbs.
2	K - 6 1/2" x 9"	286,000 lbs.
3	F - 6 1/2" x 12"	268,000 lbs.
3	K - 6 1/2" x 9"	268,000 lbs.

• For multi-unit equipment, report the total gross rail load for the entire set.

• Refer to Field Manual Rule 70 if additional information is required.

A Gross Rail Load less than the listed or calculated values may be entered if:

- Star Code (A247) is R or S, and
- Load Limit (LDLT) must also be reduced, ensuring Tare Weight (A259) plus Load Limit (LDLT) equals the reported Gross Rail Load.

For equipment having two or more different journal sizes, see following examples:

Example for Drawbar Connected:

- A 3-unit drawbar connected car has 12 axles.
- The end units (Locations A and B) each have 4 axles with E 6" x 11" journals.
- The intermediate unit (Locations C) has 4 axles with F 6 1/2" x 12" journals

Using TABLE 1, the Gross Rail Load would be:

# Umler®

Dete Gradi	
-	fication Manual
8 ea. E-6" x 11" journal axles X 55,000 lbs. per axle = 440,000 lbs. + <u>4 ea. F-6 1/2" x 12" journal axles X 65,750 lbs. per axle = 263,000 lbs.</u> Gross Rail Load = 703,000 lbs.	Value does not Range of Value Minimum
Example for Articulated Connected: A 5-unit articulated car has 6 trucks (12 axles). The end trucks (Locations A and B) each have 2 axles with E - 6" x 11"	1/1/1900 Validation Rul -If Weighir -When We
journals. The intermediate trucks (Locations C, D, E, and F) each have 2 axles with G - 7" x 12" journals	(Actua) If Weighir- then V -Weighing-
Using TABLE 1, the Gross Rail Load would be: •	-Weighing
<ul> <li>4 ea. E-6" x 11" journal axles X 55,000 lbs. per axle = 220,000 lbs.</li> <li>+ 8 ea. G-7" x 12" journal axles X 78,750 lbs. per axle =</li> </ul>	Cubic Feet Cap The maximum
630,000 lbs. • Gross Rail Load = 850,000 lbs.	Range of Value Minimum
Tare Weight Mandatory A259	2400 Validation Rul
The equipment weight on rail when empty, sometimes referred to as Light Weight, reported in pounds	-Cubic Fee Conta
Affects Rating. Range of Values for A259 Minimum Maximum	• For connect
34300 1287000	Star Code
Validation Rule for A259 - Tare Weight (A259) value must be reported to the nearest 100 pounds	Indicates a red
<ul> <li>NOTES:</li> <li>Do not report an average Tare Weight for car series, except for Pre- Registered cars</li> </ul>	Affects Rating. Permissible Va
<ul> <li>When cars are made active, the actual Tare Weight must be recorded</li> </ul>	R Body C S Reduce
• For current single-unit FLATs, lowest tare is 34,320 lbs. (Round down to	NOTE:
34,300). Largest tare weight for 4-axle car is approx. 143,000 lbs. Maximum permissible value shown is 143,000 lbs. X 9 = 1,287,000.	Star Code m maximum g
Load Limit Mandatory LDLT	(A024) and
The maximum permissible weight of the commodity that can be loaded into the equipment, reported in pounds	Qual for Inc G
Used in ETC Generation. Affects Rating.	load greater
Range of Values for LDLT Minimum Maximum	Permissible Va
35000 2225000	1 Rule 88 Specific
NOTES: • For connected unit cars report the sum of the load limits for all units in the	2 Rule 88 3 Rule 88
<ul> <li>set.</li> <li>For current single-unit FLATs, lowest load limit is 35,000 lbs. Largest tare</li> <li>unight for a 4 gale car is approx 250,000 lbs. Maximum parmicible value</li> </ul>	Validation Rul -Equipment
weight for a 4-axle car is approx. 250,000 lbs. Maximum permissible value shown is 250,000 lbs. $x 9 = 2,225,000$ lbs.	have a ( -Equipment a Gross
Weighing Status Mandatory A289	-Equipment a Journa
Indicates the weight information is an estimate or an actual measurement	-Equipment Journal
Value does not carry forward for Single Clone / Multi-Clone. Permissible Values for A289	-Equipment must ha
A Actual E Estimated	-Equipment a Gross
<ul> <li>V Verified correct Tare Weight</li> <li>X Tare Weight subject to verification (System Generated)</li> <li>Validation Rule for A289</li> </ul>	NOTES: • Qualificatio
-Equipment cannot be within a series of 10 with identical Tare Weights (A259), refer to Appendix P for further information on resolving tare weight conflicts -When Status Code changes to Active or Inactive Weighing Status must be	applies only 263,000 lbs axle, 315,00
reported as Actual (A) or Verified (V) within 60 days of Status Code change	
Weighing Date A288	
The date the equipment was actually weighed	

alue does not	t carry forward for Single Clone / Multi-Clone.
ange of Valu	es for A288
Minimum	Maximum
1/1/1900	12/31/9999
alidation Rul	e for A288
-If Weighir	ng Date is reported the Tare Weight (A259) must be reported
-When We	ighing Date is reported then Weighing Status (A289) must be A
(Actua	al) or V (Verified)
-If Weighir	ng Status (A289) is A (Actual) or V (Verified correct Tare Weight)
then V	Veighing Date must be reported
-Weighing	Date must be on or before the current date
-Weighing	Date cannot be before Built / Rebuilt date

Cubic Feet Cap	•	A067
The maximum	interior cubic feet capacity of the equipment	
Range of Value		
Minimum	Maximum	
2400 Validation Rule	8000	
	t Capacity can only be reported on Flat Cars havi	ng a Permanent
Contai		ing a r crimanent
NOTES:		
For connect	ed unit cars report the sum of all units cubic cap	acity.
Star Code		A247
Indicates a red	luction of the Load Limit (LDLT) of the equipmen	t per AAR Rule 70
Affects Rating.		
Permissible Va		
	apacity less than Truck Capacity ed Load Limit	
NOTE:		
	nust be reported if Gross Rail Load (A266) is less	than the
	ross rail allowed for the reported combination o	
(A024) and .	Journal Size (A147)	
Qual for Inc GI	RL	B344
	ing AAR approval for operating 4-axle equipment r than 263,000 lbs. per AAR Rule 88	t at a gross rail
Permissible Va	alues for B344	
1 Rule 88	3 IGRL Code 1 (> 263,000 lbs. and <= 286,000 lbs.	GRL per AAR
•	cation S-286)	
	3 IGRL Code 2 (> 263,000 lbs. and <= 286,000 lbs.	,
Validation Rule	3 IGRL Code 3 (> 263,000 lbs. and <= 268,000 lbs. es for B344	GRL)
	having Qualification for Increased Gross Rail Loa	d of 1 or 2 must
have a G	Gross Rail Load (A266) that does not exceed 286,	000 lbs.
	having Qualification for Increased Gross Rail Loa	
	Rail Load (A266) that does not exceed 268,000 ll having Qualification for Increased Gross Rail Loa	
a Journa	al Size (A147) of K, G, or M	
	having Qualification for Increased Rail Load of 2 Size (A147) of F or K	or 3 must have a
	having Qualification for Increased Gross Rail Loa	d of 1, 2, or 3
	ive a Wheel Diameter (A294) of 36 or 38	d (D244) af 2
	having Qualification for Increased Gross Rail Loa Rail Load (A266) less than 268,000 lbs., must hav	
NOTES:		
Qualification	n for Increased Gross Rail Load must be granted	
Qualification     applies only	to 4-axle equipment approved for gross rail load	ds greater than
<ul> <li>Qualification applies only 263,000 lbs.</li> </ul>	5	ds greater than OT apply to 4-



#### Data Specification Manual

	Dimension
late Code Mand	atory A046
ndicates the extr	eme height and width clearance of the equipment
ffects Rating.	
Permissible Value	
B Plate Cod C Plate Cod	
E Plate Cod	
F Plate Cod	e F
G Clearance	Code G
N Plate Cod	e N
IOTES:	an of Plato Codos, plaaso soo Appondix Lat the back of this
manual.	on of Plate Codes, please see Appendix J at the back of this
	clearance does not exceed Plate B
<ul> <li>Report C: If</li> </ul>	clearance is greater than Plate B. but does not exceed Plate C
-	clearance is greater than Plates B and C, but does not exceed
Plate E.	
<ul> <li>Report F: If exceed Plate</li> </ul>	clearance is greater than Plates B, C and E, but does not
	clearance exceeds Plates B, C, E, F, and N.
-	clearance is greater than Plates B, C, E, and F, but does not
exceed Plate	-
	R Plate G. Clearance Code G is included in Umler to represent
	t does not fit any existing AAR clearance plates.
For ARTICULAT	ED/MULTI-UNIT SET report the most restrictive clearance
	in the set.
Outside Length <mark>A</mark>	Aandatory OSLG
he outside lengt	h over pulling faces of couplers in normal position
	isplayed in feet and inches on the Web. Stored in inches.
Affects Rating. Diange of Values	isplayed in feet and inches on the Web. Stored in inches. for OSLG
Affects Rating. D Range of Values f Minimum	isplayed in feet and inches on the Web. Stored in inches. for OSLG Maximum
offects Rating. D Range of Values f Minimum 24 ft 0 inches	isplayed in feet and inches on the Web. Stored in inches. for OSLG Maximum 2330 ft 0 inches
Affects Rating. D tange of Values f Minimum 24 ft 0 inches Validation Rule fo	isplayed in feet and inches on the Web. Stored in inches. for OSLG Maximum 2330 ft 0 inches or OSLG
Affects Rating. D tange of Values f Minimum 24 ft 0 inches Validation Rule fo	isplayed in feet and inches on the Web. Stored in inches. for OSLG Maximum 2330 ft 0 inches
Affects Rating. D tange of Values f Minimum 24 ft 0 inches Validation Rule fo -Non-Articula 124 feet	isplayed in feet and inches on the Web. Stored in inches. for OSLG Maximum 2330 ft 0 inches or OSLG
Affects Rating. D Range of Values f Minimum 24 ft 0 inches Validation Rule fo -Non-Articula 124 feet -Outside Leng (A135) by	isplayed in feet and inches on the Web. Stored in inches. for OSLG Maximum 2330 ft 0 inches or OSLG ted Flat Cars cannot have an Outside Length greater than sth (OSLG) on freight cars must exceed the Inside Length / 2 feet or more
Affects Rating. D Range of Values f Minimum 24 ft 0 inches Validation Rule fo -Non-Articula 124 feet -Outside Leng (A135) by -Outside Leng	isplayed in feet and inches on the Web. Stored in inches. for OSLG Maximum 2330 ft 0 inches or OSLG ted Flat Cars cannot have an Outside Length greater than ith (OSLG) on freight cars must exceed the Inside Length / 2 feet or more ith (OSLG) on freight cars (except refrigerators) must not
Affects Rating. D Range of Values f Minimum 24 ft 0 inches Validation Rule fo -Non-Articula 124 feet -Outside Leng (A135) by -Outside Leng exceed In	isplayed in feet and inches on the Web. Stored in inches. for OSLG Maximum 2330 ft 0 inches or OSLG ted Flat Cars cannot have an Outside Length greater than ith (OSLG) on freight cars must exceed the Inside Length / 2 feet or more ith (OSLG) on freight cars (except refrigerators) must not iside Length (A135) by more than 16 feet
Affects Rating. D Range of Values 1 Minimum 24 ft 0 inches Validation Rule fo -Non-Articula 124 feet -Outside Leng (A135) by -Outside Leng exceed Ir -Outside Leng	isplayed in feet and inches on the Web. Stored in inches. for OSLG Maximum 2330 ft 0 inches or OSLG ted Flat Cars cannot have an Outside Length greater than with (OSLG) on freight cars must exceed the Inside Length / 2 feet or more th (OSLG) on freight cars (except refrigerators) must not iside Length (A135) by more than 16 feet th (OSLG) on refrigerator cars (Mechanical Designation RB,
Affects Rating. D Range of Values 1 Minimum 24 ft 0 inches Validation Rule fo -Non-Articula 124 feet -Outside Leng (A135) by -Outside Leng exceed Ir -Outside Leng	isplayed in feet and inches on the Web. Stored in inches. for OSLG Maximum 2330 ft 0 inches or OSLG ted Flat Cars cannot have an Outside Length greater than with (OSLG) on freight cars must exceed the Inside Length / 2 feet or more th (OSLG) on freight cars (except refrigerators) must not iside Length (A135) by more than 16 feet th (OSLG) on refrigerator cars (Mechanical Designation RB, RPL, or RC) must not exceed Inside Length (A135) by more
Affects Rating. D Range of Values f Minimum 24 ft 0 inches Validation Rule fo -Non-Articula 124 feet -Outside Leng (A135) by -Outside Leng exceed Ir -Outside Leng RBL, RP, I	isplayed in feet and inches on the Web. Stored in inches. for OSLG Maximum 2330 ft 0 inches or OSLG ted Flat Cars cannot have an Outside Length greater than with (OSLG) on freight cars must exceed the Inside Length / 2 feet or more th (OSLG) on freight cars (except refrigerators) must not iside Length (A135) by more than 16 feet th (OSLG) on refrigerator cars (Mechanical Designation RB, RPL, or RC) must not exceed Inside Length (A135) by more
Affects Rating. D Range of Values 1 Minimum 24 ft 0 inches Validation Rule fo -Non-Articula 124 feet -Outside Leng (A135) by -Outside Leng exceed Ir -Outside Leng RBL, RP, I than 26 f IOTES: For connected	isplayed in feet and inches on the Web. Stored in inches. for OSLG Maximum 2330 ft 0 inches or OSLG ted Flat Cars cannot have an Outside Length greater than with (OSLG) on freight cars must exceed the Inside Length / 2 feet or more with (OSLG) on freight cars (except refrigerators) must not iside Length (A135) by more than 16 feet with (OSLG) on refrigerator cars (Mechanical Designation RB, RPL, or RC) must not exceed Inside Length (A135) by more eet unit cars report the maximum coupled length of the set.
Affects Rating. D Range of Values 1 Minimum 24 ft 0 inches Validation Rule fo -Non-Articula 124 feet -Outside Leng (A135) by -Outside Leng exceed Ir -Outside Leng RBL, RP, I than 26 f IOTES: For connected	isplayed in feet and inches on the Web. Stored in inches. for OSLG Maximum 2330 ft 0 inches or OSLG ted Flat Cars cannot have an Outside Length greater than with (OSLG) on freight cars must exceed the Inside Length / 2 feet or more th (OSLG) on freight cars (except refrigerators) must not isside Length (A135) by more than 16 feet th (OSLG) on refrigerator cars (Mechanical Designation RB, RPL, or RC) must not exceed Inside Length (A135) by more eet
Affects Rating. D Range of Values f Minimum 24 ft 0 inches Validation Rule fo -Non-Articula 124 feet -Outside Leng (A135) by -Outside Leng exceed Ir -Outside Leng RBL, RP, I than 26 f IOTES: For connected Round fraction	isplayed in feet and inches on the Web. Stored in inches. for OSLG Maximum 2330 ft 0 inches or OSLG ted Flat Cars cannot have an Outside Length greater than with (OSLG) on freight cars must exceed the Inside Length / 2 feet or more th (OSLG) on freight cars (except refrigerators) must not uside Length (A135) by more than 16 feet th (OSLG) on refrigerator cars (Mechanical Designation RB, RPL, or RC) must not exceed Inside Length (A135) by more eet unit cars report the maximum coupled length of the set. to the higher inch, e.g., 05 1/4" = 06"
Affects Rating. D Range of Values 1 24 ft 0 inches 7alidation Rule fo -Non-Articula 124 feet -Outside Leng (A135) by -Outside Leng exceed Ir -Outside Leng RBL, RP, I than 26 f IOTES: For connected Round fraction	isplayed in feet and inches on the Web. Stored in inches. for OSLG Maximum 2330 ft 0 inches or OSLG ted Flat Cars cannot have an Outside Length greater than th (OSLG) on freight cars must exceed the Inside Length / 2 feet or more th (OSLG) on freight cars (except refrigerators) must not iside Length (A135) by more than 16 feet th (OSLG) on refrigerator cars (Mechanical Designation RB, RPL, or RC) must not exceed Inside Length (A135) by more eet unit cars report the maximum coupled length of the set. i to the higher inch, e.g., 05 1/4" = 06" Width Mandatory A186
Affects Rating. D Range of Values of Minimum 24 ft 0 inches Validation Rule for -Non-Articula 124 feet -Outside Leng (A135) by -Outside Leng exceed Ir -Outside Leng RBL, RP, I than 26 for OTES: For connected Round fraction Dutside Extreme he outside extre	isplayed in feet and inches on the Web. Stored in inches. for OSLG Maximum 2330 ft 0 inches or OSLG ted Flat Cars cannot have an Outside Length greater than th (OSLG) on freight cars must exceed the Inside Length / 2 feet or more th (OSLG) on freight cars (except refrigerators) must not iside Length (A135) by more than 16 feet th (OSLG) on refrigerator cars (Mechanical Designation RB, RPL, or RC) must not exceed Inside Length (A135) by more eet unit cars report the maximum coupled length of the set. it to the higher inch, e.g., 05 1/4" = 06" Width Mandatory Maximum
Affects Rating. D Range of Values of Minimum 24 ft 0 inches Validation Rule for -Non-Articula 124 feet -Outside Leng (A135) by -Outside Leng exceed Ir -Outside Leng RBL, RP, I than 26 for OTES: For connected Round fraction Dutside Extreme he outside extre	isplayed in feet and inches on the Web. Stored in inches. for OSLG Maximum 2330 ft 0 inches or OSLG ted Flat Cars cannot have an Outside Length greater than th (OSLG) on freight cars must exceed the Inside Length / 2 feet or more th (OSLG) on freight cars (except refrigerators) must not iside Length (A135) by more than 16 feet th (OSLG) on refrigerator cars (Mechanical Designation RB, RPL, or RC) must not exceed Inside Length (A135) by more eet unit cars report the maximum coupled length of the set. is to the higher inch, e.g., 05 1/4" = 06" Width Mandatory Maximum Splayed in feet and inches on the Web. Stored in inches.
Affects Rating. D Range of Values 1 Minimum 24 ft 0 inches Validation Rule fo -Non-Articula 124 feet -Outside Leng (A135) by -Outside Leng exceed Ir -Outside Leng RBL, RP, I than 26 f IOTES: For connected Round fraction Dutside Extreme he outside extre Affects Rating. D	isplayed in feet and inches on the Web. Stored in inches. for OSLG Maximum 2330 ft 0 inches or OSLG ted Flat Cars cannot have an Outside Length greater than th (OSLG) on freight cars must exceed the Inside Length / 2 feet or more th (OSLG) on freight cars (except refrigerators) must not iside Length (A135) by more than 16 feet th (OSLG) on refrigerator cars (Mechanical Designation RB, RPL, or RC) must not exceed Inside Length (A135) by more eet unit cars report the maximum coupled length of the set. is to the higher inch, e.g., 05 1/4" = 06" Width Mandatory Maximum Splayed in feet and inches on the Web. Stored in inches.
Affects Rating. D Range of Values 1 Minimum 24 ft 0 inches Validation Rule fo -Non-Articula 124 feet -Outside Leng (A135) by -Outside Leng exceed Ir -Outside Leng RBL, RP, I than 26 f IOTES: For connected Round fraction Dutside Extreme he outside extree Affects Rating. D Range of Values 1	isplayed in feet and inches on the Web. Stored in inches. for OSLG Maximum 2330 ft 0 inches or OSLG ted Flat Cars cannot have an Outside Length greater than th (OSLG) on freight cars must exceed the Inside Length / 2 feet or more th (OSLG) on freight cars (except refrigerators) must not iside Length (A135) by more than 16 feet th (OSLG) on refrigerator cars (Mechanical Designation RB, RPL, or RC) must not exceed Inside Length (A135) by more eet unit cars report the maximum coupled length of the set. is to the higher inch, e.g., 05 1/4" = 06" Width Mandatory Math of the equipment isplayed in feet and inches on the Web. Stored in inches. for A186
Auge of Values I         Ange of Values I         Minimum         24 ft 0 inches         Validation Rule for         -Non-Articula         124 feet         -Outside Leng         (A135) by         -Outside Leng         exceed Ir         -Outside Leng         RBL, RP, I         than 26 f         IOTES:         For connected         Round fraction         Dutside Extreme         the outside extree         Stange of Values I         Minimum         7 ft 0 inches         /alidation Rule for	isplayed in feet and inches on the Web. Stored in inches. for OSLG Maximum 2330 ft 0 inches or OSLG ted Flat Cars cannot have an Outside Length greater than ith (OSLG) on freight cars must exceed the Inside Length / 2 feet or more ith (OSLG) on freight cars (except refrigerators) must not iside Length (A135) by more than 16 feet ith (OSLG) on refrigerator cars (Mechanical Designation RB, RPL, or RC) must not exceed Inside Length (A135) by more eet unit cars report the maximum coupled length of the set. i to the higher inch, e.g., 05 1/4" = 06" Width Mandatory Math of the equipment isplayed in feet and inches on the Web. Stored in inches. for A186 Maximum 12 ft 7 inches or A186
Auge of Values I         Ange of Values I         Minimum         24 ft 0 inches         Validation Rule for         -Non-Articula         124 feet         -Outside Leng         (A135) by         -Outside Leng         exceed Ir         -Outside Leng         RBL, RP, I         than 26 f         IOTES:         For connected         Round fraction         Dutside Extreme         the outside extree         Stange of Values I         Minimum         7 ft 0 inches         /alidation Rule for         -Outside Extreme	isplayed in feet and inches on the Web. Stored in inches. for OSLG Maximum 2330 ft 0 inches or OSLG ted Flat Cars cannot have an Outside Length greater than ith (OSLG) on freight cars must exceed the Inside Length / 2 feet or more ith (OSLG) on freight cars (except refrigerators) must not iside Length (A135) by more than 16 feet ith (OSLG) on refrigerator cars (Mechanical Designation RB, RPL, or RC) must not exceed Inside Length (A135) by more eet unit cars report the maximum coupled length of the set. i to the higher inch, e.g., 05 1/4" = 06" Width Mandatory Maximum 12 ft 7 inches or A186 eme Width must not exceed 10 feet 8 inches for Plate Codes
Auge of Values I         Ange of Values I         Minimum         24 ft 0 inches         Validation Rule for         -Non-Articula         124 feet         -Outside Leng         (A135) by         -Outside Leng         exceed Ir         -Outside Leng         RBL, RP, I         than 26 f         IOTES:         For connected         Round fraction         Dutside Extreme         the outside extree         Stange of Values I         Minimum         7 ft 0 inches         /alidation Rule for         Outside Extreme         B, C, E, F,	isplayed in feet and inches on the Web. Stored in inches. for OSLG Maximum 2330 ft 0 inches or OSLG ted Flat Cars cannot have an Outside Length greater than th (OSLG) on freight cars must exceed the Inside Length / 2 feet or more th (OSLG) on freight cars (except refrigerators) must not iside Length (A135) by more than 16 feet th (OSLG) on refrigerator cars (Mechanical Designation RB, RPL, or RC) must not exceed Inside Length (A135) by more eet unit cars report the maximum coupled length of the set. to the higher inch, e.g., 05 1/4" = 06" Width Mandatory Maximum 12 ft 7 inches or A186 eme Width must not exceed 10 feet 8 inches for Plate Codes or N
Auge of Values I         Ange of Values I         Minimum         24 ft 0 inches         Validation Rule for         -Non-Articula         124 feet         -Outside Leng         (A135) by         -Outside Leng         exceed Ir         -Outside Leng         RBL, RP, I         than 26 f         HOTES:         For connected         Round fraction         Dutside Extreme         the outside extree         Minimum         7 ft 0 inches         /alidation Rule for         Outside Extreme         flocts Rating. D         tange of Values for         /alidation Rule for         -Outside Extreme         flocts Rating. D         tange of Values for         /alidation Rule for         -Outside Extreme         by Coutside Extreme         (alidation Rule for         -Outside Extreme         (b) Coutside Extreme         (b) Coutside Extreme	isplayed in feet and inches on the Web. Stored in inches. for OSLG Maximum 2330 ft 0 inches or OSLG ted Flat Cars cannot have an Outside Length greater than th (OSLG) on freight cars must exceed the Inside Length / 2 feet or more th (OSLG) on freight cars (except refrigerators) must not iside Length (A135) by more than 16 feet th (OSLG) on refrigerator cars (Mechanical Designation RB, RPL, or RC) must not exceed Inside Length (A135) by more eet unit cars report the maximum coupled length of the set. to the higher inch, e.g., 05 1/4" = 06" Width Mandatory Midth Mandatory A186 me width of the equipment 12 ft 7 inches or A186 eme Width must not exceed 10 feet 8 inches for Plate Codes or N eme Width (A186) for Plate Code A must not be less than 10
Auge of Values 1         Range of Values 1         Minimum         24 ft 0 inches         Validation Rule for         -Non-Articula         124 feet         -Outside Leng         (A135) by         -Outside Leng         RBL, RP, I         than 26 f         OUtside Extreme         he outside Extreme         he outside extreme         filiation Rule for         7 ft 0 inches         /alidation Rule Extreme         B, C, E, F,         -Outside Extre	isplayed in feet and inches on the Web. Stored in inches. for OSLG Maximum 2330 ft 0 inches or OSLG ted Flat Cars cannot have an Outside Length greater than th (OSLG) on freight cars must exceed the Inside Length / 2 feet or more th (OSLG) on freight cars (except refrigerators) must not uside Length (A135) by more than 16 feet th (OSLG) on refrigerator cars (Mechanical Designation RB, RPL, or RC) must not exceed Inside Length (A135) by more eet unit cars report the maximum coupled length of the set. to the higher inch, e.g., 05 1/4" = 06" Width Mandatory Midth Mandatory Midth Mandatory A186 Maximum 12 ft 7 inches or A186 eme Width must not exceed 10 feet 8 inches for Plate Codes or N eme Width (A186) for Plate Code A must not be less than 10 thes.
Auge of Values 1         Range of Values 1         Minimum         24 ft 0 inches         Validation Rule for         -Non-Articula         124 feet         -Outside Leng         (A135) by         -Outside Leng         RBL, RP, I         than 26 f         OUtside Extreme         he outside Extreme         he outside extreme         filiation Rule for         7 ft 0 inches         /alidation Rule Extreme         B, C, E, F,         -Outside Extre	isplayed in feet and inches on the Web. Stored in inches. for OSLG Maximum 2330 ft 0 inches or OSLG ted Flat Cars cannot have an Outside Length greater than th (OSLG) on freight cars must exceed the Inside Length / 2 feet or more th (OSLG) on freight cars (except refrigerators) must not iside Length (A135) by more than 16 feet th (OSLG) on refrigerator cars (Mechanical Designation RB, RPL, or RC) must not exceed Inside Length (A135) by more eet unit cars report the maximum coupled length of the set. to the higher inch, e.g., 05 1/4" = 06" Width Mandatory Midth Mandatory A186 me width of the equipment 12 ft 7 inches or A186 Maximum 12 ft 7 inches or N eme Width must not exceed 10 feet 8 inches for Plate Codes or N eme Width (A186) for Plate Code A must not be less than 10 ches. eme Width (A186) for Plate Code A must not exceed 10 feet 10 feet 1
Ange of Values I         Ange of Values I         Minimum         24 ft 0 inches         Validation Rule for         -Non-Articula         124 feet         -Outside Leng         (A135) by         -Outside Leng         RBL, RP, I         than 26 f         IOTES:         For connected         Round fraction         Dutside Extreme         the outside extree         ffects Rating. D         tange of Values f         Minimum         7 ft 0 inches         /alidation Rule for         -Outside Extreme         he outside extree         feet 8 inc         -Outside Extreme         ange of Values for         Outside Extreme         for 0 inches         /alidation Rule for         -Outside Extreme         feet 8 inc         -Outside Extreme         for 8 inc      <	isplayed in feet and inches on the Web. Stored in inches. for OSLG Maximum 2330 ft 0 inches or OSLG ted Flat Cars cannot have an Outside Length greater than th (OSLG) on freight cars must exceed the Inside Length / 2 feet or more th (OSLG) on freight cars (except refrigerators) must not iside Length (A135) by more than 16 feet th (OSLG) on refrigerator cars (Mechanical Designation RB, RPL, or RC) must not exceed Inside Length (A135) by more eet unit cars report the maximum coupled length of the set. to the higher inch, e.g., 05 1/4" = 06" Width Mandatory Midth Mandatory A186 me width of the equipment 12 ft 7 inches or A186 Maximum 12 ft 7 inches or N eme Width must not exceed 10 feet 8 inches for Plate Codes or N eme Width (A186) for Plate Code A must not be less than 10 ches. eme Width (A186) for Plate Code A must not exceed 10 feet 10 feet 1
Auge of Values I         Ange of Values I         Minimum         24 ft 0 inches         Validation Rule for         -Non-Articula         124 feet         -Outside Leng         (A135) by         -Outside Leng         RBL, RP, I         than 26 f         IOTES:         For connected         Round fraction         Dutside Extreme         The outside extree         Stange of Values I         Minimum         7 ft 0 inches         /alidation Rule for         -Outside Extreme         Stange of Values I         Minimum         7 ft 0 inches         /alidation Rule for         -Outside Extreme         feet 8 inc         -Outside Extreme         feet 8 inc         -Outside Extreme         fort 5:	isplayed in feet and inches on the Web. Stored in inches. for OSLG Maximum 2330 ft 0 inches or OSLG ted Flat Cars cannot have an Outside Length greater than th (OSLG) on freight cars must exceed the Inside Length / 2 feet or more th (OSLG) on freight cars (except refrigerators) must not iside Length (A135) by more than 16 feet th (OSLG) on refrigerator cars (Mechanical Designation RB, RPL, or RC) must not exceed Inside Length (A135) by more eet unit cars report the maximum coupled length of the set. to the higher inch, e.g., 05 1/4" = 06" Width Mandatory Midth Mandatory A186 me width of the equipment 12 ft 7 inches or A186 Maximum 12 ft 7 inches or N eme Width must not exceed 10 feet 8 inches for Plate Codes or N eme Width (A186) for Plate Code A must not be less than 10 ches. eme Width (A186) for Plate Code A must not exceed 10 feet 10 feet 1

Round fraction to the higher inch, e.g., 05 1/4" = 06"

Outside Extreme	e Height Mandatory	A185
Height from top	of rail to extreme projecting height	•
Affects Rating. D	Displayed in feet and inches on the Web. Stored in	n inches.
<b>Range of Values</b>	for A185	
Minimum	Maximum	
2 ft 0 inches	22 ft 6 inches	
Validation Rule	or A185	
-Flat Cars wit	h Plate Code B must not exceed a Maximum Out	side Extreme
Height o	f 15 feet 1 inches	
-Flat Cars wit	hout (Canopy and (Plate Code C or I)) must not ex	kceed
Outside	Extreme Height of 15 feet 6 inches	
-Flat Cars wit	hout (Canopy and (Plate Code E or J)) must not e	xceed
Outside	Extreme Height of 15 feet 9 inches	
-Flat Cars wit	hout (Canopy and (Plate Code F or K)) must not e	xceed
	Extreme Height of 17 feet 0 inches	
	MMD = FMS) without (Canopy and (Plate Code B o	or H)) must
	ed Outside Extreme Height of 15 feet 1 inches	
	MMD = FMS) without (Canopy and (Plate Code C	or I)) must
	ed Outside Extreme Height of 15 feet 6 inches	
	MMD = FMS) without Canopy and with Plate Code	
	tside Extreme Height of less than or equal to 15 f	
	MMD = FMS) without Canopy and with Plate Code tside Extreme Height of less than or equal to 17 fi	
	MMD = FMS) with Canopy must have Outside Extr	
	nan or equal to 22 feet 6 inches	enterneight
	MMD = FMS) with Canopy must have Outside Extr	reme Height
	than or equal to 17 feet 0 inches	chie neight
-	eme Height for Plate Code N must be less than o	r equal to 17
feet 1 in	-	
NOTES:		
	I unit cars report the dimension of the largest uni	t in the set.
	n to the higher inch, e.g., 05 1/4" = 06"	
	Extr Width Mandatory	A187
	t at which the extreme width of the equipment o	ccurs 🔍
Displayed in feet	and inches on the Web. Stored in inches.	
Range of Values	for A187	
Minimum	Maximum	
1 ft 0 inches	20 ft 0 inches	
Validation Rule		
	eme Width (A186) for Plate Codes B must not exe	
	if Outside Height Extreme Width is 13 feet 10 inc	
	reme Width (A186) for Plate Codes B must not exe	
	if Outside Height Extreme Width is 13 feet 11 inc	
	eme Width (A186) for Plate Codes B must not exe	
	if Outside Height Extreme Width is 14 feet 0 inch	
	reme Width (A186) for Plate Codes B must not exe	
	if Outside Height Extreme Width is 14 feet 1 inch	
	reme Width (A186) for Plate Codes B must not ex	
	if Outside Height Extreme Width is 14 feet 2 inch	
	reme Width (A186) for Plate Codes B must not ex	
	if Outside Height Extreme Width is 14 feet 3 inch	
	reme Width (A186) for Plate Codes B must not exercise Outside Unight Futures a Width is 14 foot 4 in the	
	if Outside Height Extreme Width is 14 feet 4 inch reme Width (A186) for Plate Codes B must not exe	

#### -Outside Extreme Width (A186) for Plate Codes B must not exceed 9 feet 9 inches if Outside Height Extreme Width is 14 feet 5 inches -Outside Extreme Width (A186) for Plate Codes B must not exceed 9 feet 5

- inches if Outside Height Extreme Width is 14 feet 6 inches
- -Outside Extreme Width (A186) for Plate Codes B must not exceed 9 feet 2 inches if Outside Height Extreme Width is 14 feet 7 inches
- -Outside Extreme Width (A186) for Plate Codes B must not exceed 8 feet 10 inches if Outside Height Extreme Width is 14 feet 8 inches
- -Outside Extreme Width (A186) for Plate Codes B must not exceed 8 feet 6 inches if Outside Height Extreme Width is 14 feet 9 inches

# Umler®

A135

#### Data Specification Manual

-Outside Extreme Width (A186) for Plate Codes B must not exceed 8 feet 3 inches if Outside Height Extreme Width is 14 feet 10 inches -Outside Extreme Width (A186) for Plate Codes B must not exceed 7 feet 11 inches if Outside Height Extreme Width is 14 feet 11 inches -Outside Extreme Width (A186) for Plate Codes B must not exceed 7 feet 6 inches if Outside Height Extreme Width is 15 feet 0 inches -Outside Extreme Width (A186) for Plate Codes B must not exceed 7 feet 4 inches if Outside Height Extreme Width is 15 feet 1 inches -Outside Extreme Width (A186) for Plate Codes C must not exceed 10 feet 8 inches if Outside Height Extreme Width is 14 feet 3 inches or less -Outside Extreme Width (A186) for Plate Codes C must not exceed 10 feet 7 inches if Outside Height Extreme Width is 14 feet 4 inches -Outside Extreme Width (A186) for Plate Codes C must not exceed 10 feet 6 inches if Outside Height Extreme Width is 14 feet 5 inches -Outside Extreme Width (A186) for Plate Codes C must not exceed 10 feet 4 inches if Outside Height Extreme Width is 14 feet 6 inches -Outside Extreme Width (A186) for Plate Codes C must not exceed 10 feet 3 inches if Outside Height Extreme Width is 14 feet 7 inches -Outside Extreme Width (A186) for Plate Codes C must not exceed 10 feet 2 inches if Outside Height Extreme Width is 14 feet 8 inches -Outside Extreme Width (A186) for Plate Codes C must not exceed 10 feet 0 inches if Outside Height Extreme Width is 14 feet 9 inches -Outside Extreme Width (A186) for Plate Codes C must not exceed 9 feet 9 inches if Outside Height Extreme Width is 14 feet 10 inches -Outside Extreme Width (A186) for Plate Codes C must not exceed 9 feet 5 inches if Outside Height Extreme Width is 14 feet 11 inches -Outside Extreme Width (A186) for Plate Codes C must not exceed 9 feet 2 inches if Outside Height Extreme Width is 15 feet 0 inches -Outside Extreme Width (A186) for Plate Codes C must not exceed 8 feet 10 inches if Outside Height Extreme Width is 15 feet 1 inches -Outside Extreme Width (A186) for Plate Codes C must not exceed 8 feet 6 inches if Outside Height Extreme Width is 15 feet 2 inches -Outside Extreme Width (A186) for Plate Codes C must not exceed 8 feet 3 inches if Outside Height Extreme Width is 15 feet 3 inches

-Outside Extreme Width (A186) for Plate Codes C must not exceed 7 feet 11 inches if Outside Height Extreme Width is 15 feet 4 inches

-Outside Extreme Width (A186) for Plate Codes C must not exceed 7 feet 8 inches if Outside Height Extreme Width is 15 feet 5 inches

-Outside Extreme Width (A186) for Plate Codes C must not exceed 7 feet 4 inches if Outside Height Extreme Width is 15 feet 6 inches

-Outside Extreme Width (A186) for Plate Code E must not exceed 10 feet 8 inches if Outside Height Extreme Width is 15 feet 2 inches or less

-Outside Extreme Width (A186) for Plate Code E must not exceed 10 feet 6 inches if Outside Height Extreme Width is 15 feet 3 inches

-Outside Extreme Width (A186) for Plate Code E must not exceed 10 feet 3 inches if Outside Height Extreme Width is 15 feet 4 inches

-Outside Extreme Width (A186) for Plate Code E must not exceed 9 feet 6 inches if Outside Height Extreme Width is 15 feet 5 inches

-Outside Extreme Width (A186) for Plate Code E must not exceed 8 feet 8 inches if Outside Height Extreme Width is 15 feet 6 inches

-Outside Extreme Width (A186) for Plate Code E must not exceed 7 feet 11 inches if Outside Height Extreme Width is 15 feet 7 inches

-Outside Extreme Width (A186) for Plate Code E must not exceed 7 feet 1 inches if Outside Height Extreme Width is 15 feet 8 inches

-Outside Extreme Width (A186) for Plate Code E must not exceed 6 feet 3 inches if Outside Height Extreme Width is 15 feet 9 inches

-Outside Extreme Width (A186) for Plate Code F must not exceed 10 feet 8 inches if Outside Height Extreme Width is 16 feet 3 inches or less

-Outside Extreme Width (A186) for Plate Code F must not exceed 10 feet 7 inches if Outside Height Extreme Width is between 16 feet 4 inches and 16 feet 6 inches

-Outside Extreme Width (A186) for Plate Code F must not exceed 10 feet 6 inches if Outside Height Extreme Width is 16 feet 7 inches

-Outside Extreme Width (A186) for Plate Code F must not exceed 10 feet 3 inches if Outside Height Extreme Width is 16 feet 8 inches

-Outside Extreme Width (A186) for Plate Code F must not exceed 10 feet 0 inches if Outside Height Extreme Width is 16 feet 9 inches

-Outside Extreme Width (A186) for Plate Code F must not exceed 9 feet 8 inches if Outside Height Extreme Width is 16 feet 10 inches

-Outside Extreme Width (A186) for Plate Code F must not exceed 9 feet 5 inches if Outside Height Extreme Width is 16 feet 11inches

-Outside Extreme Width (A186) for Plate Code F must not exceed 9 feet 2 inches if Outside Height Extreme Width is 17 feet 0 inches

-Outside Extreme Width (A186) for Plate Code N must not exceed 10 feet 8 inches if Outside Height Extreme Width (A187) is 16 feet 9 inches or less

-Outside Extreme Width (A186) for Plate Code N must not exceed 10 feet 6 inches if Outside Height Extreme Width (A187) is 16 feet 10 inches -Outside Extreme Width (A186) for Plate Code N must not exceed 10 feet

4 inches if Outside Height Extreme Width (A187) is 16 feet 11 inches -Outside Extreme Width (A186) for Plate Code N must not exceed 10 feet

2 inches if Outside Height Extreme Width (A187) is 17 feet 0 inches -Outside Extreme Width (A186) for Plate Code N must not exceed 9 feet 11 inches if Outside Height Extreme Width (A187) is 17 feet 1 inch

#### NOTES:

• For connected unit cars report the dimension of the largest unit in the set.

• Round fraction to the higher inch, e.g., 05 1/4" = 06"

#### Inside Length Mandatory

The inside length permanent bul	of the equipment from end to end inside walls, linings, and kheads		
Used in ETC Gene	ration. Displayed in feet and inches on the Web. Stored in		
inches.			
Range of Values f	or A135		
Minimum	Maximum		
20 ft 0 inches	99 ft 3 inches		
Validation Rule for A135			
-Inside Length	I/Inside Platform Length must be less than or equal to		
Outside L	ength (OSLG)		

#### NOTES:

- Round fraction to the lower inch, e.g., 05 1/4" = 05"
- For connected unit cars report the shortest dimension of a unit in the set.

Inside Width	A138
The inside width of the equipment from side walls and linings	
Displayed in feet and inches on the Web. Stored in inches.	
Range of Values for A138	

Minimum Maximum

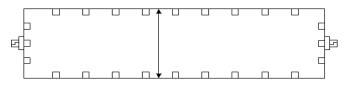
4 ft 0 inches 12 ft 6 inches

Validation Rule for A138

-Inside Width/Inside Platform Width must not exceed Outside Extreme Width **NOTES:** 

• For connected unit cars report the shortest dimension of a unit in the set.

 For the inside width of multi-level (FA) flat cars report the most restrictive deck width. Articulated (FA) flat cars report the most restrictive deck width for single unit of the consist. If articulated and the platforms are different widths, report the most restrictive width dimension.



#### Truck Center Length

The length between the centers of the two truck systems

Affects Rating. Displayed in feet and inches on the Web. Stored in inches. Range of Values for A276

Minimum Maximum

15 ft 0 inches 76 ft 11 inches

Validation Rule for A276

A276



B239

#### Data Specification Manual

- -Truck Center Length is required for cars with an Outside Length of greater than 62 feet 6 inches
- -Truck Center Length must be a minimum of 15 feet for cars with an Outside Length greater than 62 feet 6 inches

#### NOTES:

• For connected unit cars report the dimension of the largest unit in the set.

 Inset Stake Pkts Plat Len
 A131

 Inset Stake Pockets - Platform Length-Describes the length of platform in inches

Displayed in feet and inches on the Web. Stored in inches.

#### Range of Values for A131

MinimumMaximum20 ft 0 inches99 ft 11 inches

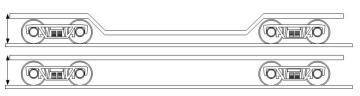
#### NOTES:

• M	easurem	nent bet	ween st	ake poc	kets:					
							Ш			
										-
Inset	Stake P	kts Plat	Wdt						A13	32
Descr	ribes the	e width o	of platfo	rm in in	ches					
Rang Mir	ayed in f e of Val nimum 0 inches	ues for <i>l</i> Ma			Veb. St	ored in i	nches.			
NOTE • Me	E <b>S:</b> easurem	ent bet	ween st	ake poc	kets:	1.1	1.21	1.1		
			Ш	Ш						
Platfo	orm Hgh	nt Above	e Rail <i>M</i>	andator	V				A19	)2
Descr	ribes the	e platfor	m heigh	it above	the rail	in inche	!S		•	
Rang	ts Ratinរ្ត e of Val រោយ៣	ues for <i>l</i>	•		inches	on the V	Veb. Sto	ored in in	nches.	
Valid		ule for A	D = FM,	FMS, FB			:) must b 1 inches		nan or	
• EX rai Ro	CEPTION I to top ound frac	NS: For k of floor ction to	oi-level a of lowe the high	and tri-le r deck. F ner inch,	evel flat Feet in P e.g., 05	cars, m os. 45-4 1/4" = 0	easurem 6, inche 06". This	s in Pos.	47-48.	
rei	ationally	y 101 V_	cqu	pinent	i ype Co	ues di la	r			

MINIMUM—1ft 1in MAXIMUM—4ft
9in
MINIMUM—10in MAXIMUM—4ft
MINIMUM—10in MAXIMUM—4ft
MINIMUM—2ft MAXIMUM—5ft 11in
MINIMUM—2ft MAXIMUM—8ft 11in

Q8	MINIMUM—2ft 6in MAXIMUM—5ft
P1, P2, P5, P6	MINIMUM—2ft MAXIMUM—3ft 3in
P3, P4, P7, P8	MINIMUM—3ft 4in MAXIMUM—5ft
	11in
P9	MINIMUM—3ft 2in MAXIMUM—3ft
	2in
Q_1	MINIMUM—2ft MAXIMUM—2ft 8in

- See diagram below for place of measurement on depressed cars (Equipment Type Code F\_3\_, F\_9) and well cars (Equipment Type Code F\_6\_).
- Side view of car.



#### Height of Platform

Describes the height of the lowest point of the platform above the rail in inches

Displayed in feet and inches on the Web. Stored in inches.

#### Range of Values for B239

Minimum	Maximum		
0 ft 6 inches	5 ft 11 inches		
0 ft 6 inches	5 π 11 inches		

Validation Rule for B239

-Height of Depressed Platform above Rail can only be reported for cars with Mechanical Designations of FD, FDC, or FW

#### NOTES:

• Side view of car.



Bulkhead Top W	lidth	B038
Describes the wi	dth of the bulkhead	
Displayed in feet	and inches on the Web. Stored in inches.	
Range of Values	for B038	
Minimum	Maximum	
2 ft 1 inches	11 ft 7 inches	
Validation Rule f	for B038	
-Bulkhead To	p Width requires Bulkheads on cars	
-Cars with Pla	ate Codes of B, C, E, F, H, or I can only report	a maximum
Bulkhead	d Top Width of 10 feet 8 inches	
-Bulkhead To	p Width with Plate Code B, E, F, or H must ha	ave a Bulkhead
Top Wid	th greater than or equal 6 feet	
-Bulkhead To	p Width must be reported for Mechanical De	esignations
(UMMD)	) FB, FBC, FBS, FDC, or LP	
Bulkhd Height A	bov Pltfrm	B035

Describes the height of the bulkhead Displayed in feet and inches on the Web. Stored in inches.

Range of Values for B035

Minimum Maximum

#### 3 ft 0 inches 16 ft 3 inches

Validation Rule for B035 -Bulkhead Height Above Platform must be reported for Mechanical

Designations (UMMD) FB, FBC, FBS, FDC, or LP

Depressed/Well Bot WidthB066Describes the platform width at the lowest point



#### Data Specification Manual

Displayed in feet and inches on the Web. Stored in inches. Range of Values for B066

#### Minimum Maximum

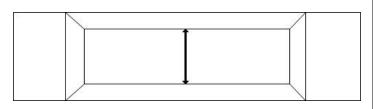
wiinimum	Iviaximum
3 ft 10 inches	10 ft 10 inches
Validation Rule for	or B066

-Depressed or Well Flat Bottom Width used only for Mechanical Designation of FD, FDC, or FW

-Depressed or Well Flat Bottom Length can only be reported for cars with Mechanical Designation of FD, FDC, or FW

#### NOTES:

• Measurement at top of depression/well:



Depressed/Well Bot Length

B065

**B068** 

Well Or Depressed Flat--Bottom Length

Displayed in feet and inches on the Web. Stored in inches. Range of Values for B065

Minimum Maximum

7 ft 6 inches 56 ft 10 inches

#### NOTES:

• Measurement at bottom of depression/well:



Depressed/Well Top Width

Well Or Depressed Flat--Top Width Displayed in feet and inches on the Web. Stored in inches.

Range of Values for B068

Minimum Maximum

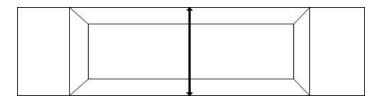
3 ft 7 inches 11 ft 10 inches

Validation Rule for B068

-Depressed or Well Flat Top Width can only be reported for cars with Mechanical Designation of FD, FDC, or FW

#### NOTES:

• Measurement at top view of depression/well:

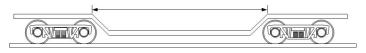


Depressed/Well	op Length		B067
Well Or Depresse	d FlatTop Length		
Displayed in feet	and inches on the Web	. Stored in inches.	
Range of Values f	or B067		
Minimum	Maximum		
14 ft 0 inches	61 ft 10 inches		
Validation Rule for	or B067		

-Depressed or Well Flat Top Length can only be reported for cars with Mechanical Designation of FD, FDC, or FW

#### NOTES:

• Measurement at top view of depression/well:



# Mid-ordinate Offset (MOO) A167 Mid-Ordinate Offset (MOO) Range of Values for A167 Minimum Maximum 0 9.999000000000006 Validation Rule for A167 -Mid-Ordinate Offset (MOO) can only be reported for Mechanical Designations of (LS, FD, FW, FM, and FMS) with GRL greater than or equal 200,000 pounds and axle count greater than or equal 6 -Mid-Ordinate Offset (MOO) can only be reported for Flat Cars having an axle count equal to or greater than 6

End-Swing Off	set (ESO)	A084
End-Swing Offs		
Range of Valu		
Minimum	Maximum	
0	9.999000000000006	
Validation Rul		
-	g Offset (ESO) can only be reported for Mechanica	-
• •	FD, FW, FMS, and FM) with GRL greater than or e	equal 200,000
	s and axle count greater than or equal 6 offset (ESO) is only applicable to Flat Cars having	CPL of
	00 pounds or greater	GREOI
	g Offset (ESO) is only applicable to Flat Cars having	an axle count
	to or greater than 6	
- 1		
Perm Cont Pla	tform Height	B052
Bulkhead Or C	ontainer - Hgt. Above Plat. Well Or Depressed Fla	t - Height Of
Platform		
Displayed in fe	et and inches on the Web. Stored in inches.	
Range of Valu		
Minimum	Maximum	
3 ft 0 inches	17 ft 6 inches	
Validation Rul		
	Height Above Platform and Height of Depressed F	
	e mutually exclusive, either one or the other can t both	be reported
	it Container Top Height Above Platform can only l	ne reported on
	ving Permanent Containers	be reported on
	It Container Top Height Above Platform can only l	be set for cars
	ave Permanent Containers	
Permanent Co	nt Top Width	B056
	ontainer - Top Width	
	et and inches on the Web. Stored in inches.	
Range of Valu		
Minimum	Maximum	
6 ft 0 inches	99 ft 6 inches	
Validation Rul		ul
	t Container Top Width can only be set for cars wi	tn a
perma	nently mounted container (B054)	

-Permanent Container Top Width with Plate Code B, C, E, F, H, or I must be less than or equal 10 feet 8 inches

Mandatory A=Used in ETC Generation

= Affects Rating

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June 2024

Data Specification Manual

	ification Manual
-Permanent Container Top Width with Plate Code B, E, or F must be greater than or equal 6 feet	Indicates a system that determines if the equipment is empty or loaded, and then varies the braking forces accordingly
	Permissible Values for B075
Specification	Y Yes
Truck Count B256	
The total number of trucks on the equipment	Center of Gravity Empty A045
System Generated Field. This element is not eligible for Input.	When empty, indicates the height from Top of Rail to the Center of Gravity
Range of Values for B256	Affects Rating. Range of Values for A045
Minimum Maximum	Minimum Maximum
2 18	22 63
	Validation Rule for A045
Axle Count Mandatory A024	- All cars that exceed Plate Code (A046) C must report Center of Gravity
The total number of axles on the equipment	Empty except for cars with Equipment Type Code (UMET) of J
Affects Rating. Range of Values for A024	- All Flat Cars with an Equipment Type Code (UMET) of Fmust report
Minimum Maximum	Center of Gravity Empty
4 36	Remote Monitoring Device B176
Validation Rule for A024	Indicates the equipment is equipped with a location monitoring device
-Axle Count must be greater than or equal to 4	Permissible Values for B176
-Axle Count for an articulated car must be greater than or equal to	Y Yes
((Connected Unit Count (A020) x 2) + 2)	N No
-Axle Count for a draw bar connected car must be greater than or equal to (Connected Unit Count (A020) x 4)	
-Total Axle Count must match sum of truck axle counts	AEI High Temperature Tag B006
Total PARE Count must match sum of track axie counts	Indicates the equipment is equipped with a high temperature AEI tag
Wheel Bearing Type Mandatory B191	Permissible Values for B006
ndicates the wheel bearing code for the equipment	Y High Temperature Tag
Affects Rating.	
Permissible Values for B191	Floor Cradle/Trough Eqpd A103
P Plain R Roller	Indicates the equipment has a fleer gradle or trough
	Indicates the equipment has a floor cradle or trough
Validation Rule for B191	Permissible Values for A103
-Cars with Plain Bearings will have a Transportation Code (TCOD) and	Permissible Values for A103 Y Yes
-Cars with Plain Bearings will have a Transportation Code (TCOD) and Transportation Condition Code (TCCD) of either YA, S_, SX, or XJ	Permissible Values for A103 Y Yes Validation Rule for A103
-Cars with Plain Bearings will have a Transportation Code (TCOD) and Transportation Condition Code (TCCD) of either YA, S_, SX, or XJ -Equipment cannot have Plain Bearings if Built Date (BLDT) is on or after	Permissible Values for A103 Y Yes
-Cars with Plain Bearings will have a Transportation Code (TCOD) and Transportation Condition Code (TCCD) of either YA, S_, SX, or XJ	Permissible Values for A103 Y Yes Validation Rule for A103 -If Dedicated Service Type (B346) is set to Coiled Steel then Floor
-Cars with Plain Bearings will have a Transportation Code (TCOD) and Transportation Condition Code (TCCD) of either YA, S_, SX, or XJ -Equipment cannot have Plain Bearings if Built Date (BLDT) is on or after	Permissible Values for A103         Y       Yes         Validation Rule for A103         -If Dedicated Service Type (B346) is set to Coiled Steel then Floor         Cradle/Trough must be reported
<ul> <li>-Cars with Plain Bearings will have a Transportation Code (TCOD) and Transportation Condition Code (TCCD) of either YA, S_, SX, or XJ</li> <li>-Equipment cannot have Plain Bearings if Built Date (BLDT) is on or after January 1, 1993</li> </ul>	Permissible Values for A103 Y Yes Validation Rule for A103 -If Dedicated Service Type (B346) is set to Coiled Steel then Floor
-Cars with Plain Bearings will have a Transportation Code (TCOD) and Transportation Condition Code (TCCD) of either YA, S_, SX, or XJ -Equipment cannot have Plain Bearings if Built Date (BLDT) is on or after January 1, 1993 Bearing Shielded From HBD B021	Permissible Values for A103         Y       Yes         Validation Rule for A103         -If Dedicated Service Type (B346) is set to Coiled Steel then Floor         Cradle/Trough must be reported         Non-Fish Belly       B136         Indicates that the center sill does not have an increased section depth
-Cars with Plain Bearings will have a Transportation Code (TCOD) and Transportation Condition Code (TCCD) of either YA, S_, SX, or XJ -Equipment cannot have Plain Bearings if Built Date (BLDT) is on or after January 1, 1993 Bearing Shielded From HBD B021 Indicates the bearing is shielded from the hot box detector	Permissible Values for A103         Y       Yes         Validation Rule for A103         -If Dedicated Service Type (B346) is set to Coiled Steel then Floor         Cradle/Trough must be reported         Non-Fish Belly       B136         Indicates that the center sill does not have an increased section depth         between the two trucks
-Cars with Plain Bearings will have a Transportation Code (TCOD) and Transportation Condition Code (TCCD) of either YA, S_, SX, or XJ -Equipment cannot have Plain Bearings if Built Date (BLDT) is on or after January 1, 1993 Bearing Shielded From HBD B021 Indicates the bearing is shielded from the hot box detector Permissible Values for B021 Y Yes	Permissible Values for A103         Y       Yes         Validation Rule for A103         -If Dedicated Service Type (B346) is set to Coiled Steel then Floor         Cradle/Trough must be reported         Non-Fish Belly         B136         Indicates that the center sill does not have an increased section depth         between the two trucks         Permissible Values for B136
-Cars with Plain Bearings will have a Transportation Code (TCOD) and Transportation Condition Code (TCCD) of either YA, S_, SX, or XJ -Equipment cannot have Plain Bearings if Built Date (BLDT) is on or after January 1, 1993 Bearing Shielded From HBD B021 Indicates the bearing is shielded from the hot box detector Permissible Values for B021 Y Yes Brake Shoe Type Mandatory B026	Permissible Values for A103         Y       Yes         Validation Rule for A103         -If Dedicated Service Type (B346) is set to Coiled Steel then Floor         Cradle/Trough must be reported         Non-Fish Belly         B136         Indicates that the center sill does not have an increased section depth         between the two trucks         Permissible Values for B136         Y       Yes
-Cars with Plain Bearings will have a Transportation Code (TCOD) and Transportation Condition Code (TCCD) of either YA, S_, SX, or XJ -Equipment cannot have Plain Bearings if Built Date (BLDT) is on or after January 1, 1993 Bearing Shielded From HBD B021 Indicates the bearing is shielded from the hot box detector Permissible Values for B021 Y Yes Brake Shoe Type Mandatory B026 Indicates the type of brake shoe on the equipment	Permissible Values for A103         Y       Yes         Validation Rule for A103         -If Dedicated Service Type (B346) is set to Coiled Steel then Floor         Cradle/Trough must be reported         Non-Fish Belly         B136         Indicates that the center sill does not have an increased section depth         between the two trucks         Permissible Values for B136
-Cars with Plain Bearings will have a Transportation Code (TCOD) and Transportation Condition Code (TCCD) of either YA, S_, SX, or XJ -Equipment cannot have Plain Bearings if Built Date (BLDT) is on or after January 1, 1993 Bearing Shielded From HBD B021 Indicates the bearing is shielded from the hot box detector Permissible Values for B021 Y Yes Brake Shoe Type Mandatory B026 Indicates the type of brake shoe on the equipment Permissible Values for B026	Permissible Values for A103         Y       Yes         Validation Rule for A103         -If Dedicated Service Type (B346) is set to Coiled Steel then Floor         Cradle/Trough must be reported         Non-Fish Belly         B136         Indicates that the center sill does not have an increased section depth         between the two trucks         Permissible Values for B136         Y       Yes         Validation Rule for B136
-Cars with Plain Bearings will have a Transportation Code (TCOD) and Transportation Condition Code (TCCD) of either YA, S_, SX, or XJ -Equipment cannot have Plain Bearings if Built Date (BLDT) is on or after January 1, 1993 Bearing Shielded From HBD B021 Indicates the bearing is shielded from the hot box detector Permissible Values for B021 Y Yes Brake Shoe Type Mandatory B026 Indicates the type of brake shoe on the equipment Permissible Values for B026 C Tread Conditioning	Permissible Values for A103         Y       Yes         Validation Rule for A103         -If Dedicated Service Type (B346) is set to Coiled Steel then Floor         Cradle/Trough must be reported         Non-Fish Belly         B136         Indicates that the center sill does not have an increased section depth         between the two trucks         Permissible Values for B136         Y       Yes         Validation Rule for B136         -Non-Fish Belly is only applicable to cars with Flat Mechanical Designation of
-Cars with Plain Bearings will have a Transportation Code (TCOD) and Transportation Condition Code (TCCD) of either YA, S_, SX, or XJ -Equipment cannot have Plain Bearings if Built Date (BLDT) is on or after January 1, 1993 Bearing Shielded From HBD B021 Indicates the bearing is shielded from the hot box detector Permissible Values for B021 Y Yes Brake Shoe Type Mandatory B026 Indicates the type of brake shoe on the equipment Permissible Values for B026 C Tread Conditioning H High Friction Composite	Permissible Values for A103         Y       Yes         Validation Rule for A103         -If Dedicated Service Type (B346) is set to Coiled Steel then Floor         Cradle/Trough must be reported         Non-Fish Belly         B136         Indicates that the center sill does not have an increased section depth         between the two trucks         Permissible Values for B136         Y       Yes         Validation Rule for B136         -Non-Fish Belly is only applicable to cars with Flat Mechanical Designation of FM, FMS, FB, FBC, or FBS
-Cars with Plain Bearings will have a Transportation Code (TCOD) and Transportation Condition Code (TCCD) of either YA, S_, SX, or XJ -Equipment cannot have Plain Bearings if Built Date (BLDT) is on or after January 1, 1993 Bearing Shielded From HBD B021 Indicates the bearing is shielded from the hot box detector Permissible Values for B021 Y Yes Brake Shoe Type Mandatory B026 Indicates the type of brake shoe on the equipment Permissible Values for B026 C Tread Conditioning H High Friction Composite	Permissible Values for A103         Y       Yes         Validation Rule for A103         -If Dedicated Service Type (B346) is set to Coiled Steel then Floor         Cradle/Trough must be reported         Non-Fish Belly         B136         Indicates that the center sill does not have an increased section depth         between the two trucks         Permissible Values for B136         Y       Yes         Validation Rule for B136         -Non-Fish Belly is only applicable to cars with Flat Mechanical Designation of FM, FMS, FB, FBC, or FBS         Connected Unit Count       A020
-Cars with Plain Bearings will have a Transportation Code (TCOD) and Transportation Condition Code (TCCD) of either YA, S_, SX, or XJ -Equipment cannot have Plain Bearings if Built Date (BLDT) is on or after January 1, 1993 Bearing Shielded From HBD B021 Indicates the bearing is shielded from the hot box detector Permissible Values for B021 Y Yes Brake Shoe Type Mandatory B026 Indicates the type of brake shoe on the equipment Permissible Values for B026 C Tread Conditioning H High Friction Composite	Permissible Values for A103         Y       Yes         Validation Rule for A103         -If Dedicated Service Type (B346) is set to Coiled Steel then Floor         Cradle/Trough must be reported         Non-Fish Belly         B136         Indicates that the center sill does not have an increased section depth         between the two trucks         Permissible Values for B136         Y       Yes         Validation Rule for B136         -Non-Fish Belly is only applicable to cars with Flat Mechanical Designation of FM, FMS, FB, FBC, or FBS         Connected Unit Count       A020         Indicates the number of units within an articulated or multi-unit equipment
-Cars with Plain Bearings will have a Transportation Code (TCOD) and Transportation Condition Code (TCCD) of either YA, S_, SX, or XJ -Equipment cannot have Plain Bearings if Built Date (BLDT) is on or after January 1, 1993 Bearing Shielded From HBD B021 Indicates the bearing is shielded from the hot box detector Permissible Values for B021 Y Yes Brake Shoe Type Mandatory B026 Indicates the type of brake shoe on the equipment Permissible Values for B026 C Tread Conditioning H High Friction Composite L Low Friction Composite/Cast Iron	Permissible Values for A103         Y       Yes         Validation Rule for A103         -If Dedicated Service Type (B346) is set to Coiled Steel then Floor         Cradle/Trough must be reported         Non-Fish Belly         B136         Indicates that the center sill does not have an increased section depth         between the two trucks         Permissible Values for B136         Y       Yes         Validation Rule for B136         -Non-Fish Belly is only applicable to cars with Flat Mechanical Designation of FM, FMS, FB, FBC, or FBS         Connected Unit Count       A020         Indicates the number of units within an articulated or multi-unit equipment         Affects Rating.
-Cars with Plain Bearings will have a Transportation Code (TCOD) and Transportation Condition Code (TCCD) of either YA, S_, SX, or XJ         -Equipment cannot have Plain Bearings if Built Date (BLDT) is on or after January 1, 1993         Bearing Shielded From HBD       B021         Indicates the bearing is shielded from the hot box detector         Permissible Values for B021         Y       Yes         Brake Shoe Type Mandatory       B026         Indicates the type of brake shoe on the equipment       ●         Permissible Values for B026       C         C       Tread Conditioning         H       High Friction Composite         L       Low Friction Composite/Cast Iron         CC Side Bearing Type       A146	Permissible Values for A103         Y       Yes         Validation Rule for A103         -If Dedicated Service Type (B346) is set to Coiled Steel then Floor         Cradle/Trough must be reported         Non-Fish Belly         B136         Indicates that the center sill does not have an increased section depth         between the two trucks         Permissible Values for B136         Y       Yes         Validation Rule for B136         -Non-Fish Belly is only applicable to cars with Flat Mechanical Designation of FM, FMS, FB, FBC, or FBS         Connected Unit Count       A020         Indicates the number of units within an articulated or multi-unit equipment         Affects Rating.       Range of Values for A020
-Cars with Plain Bearings will have a Transportation Code (TCOD) and Transportation Condition Code (TCCD) of either YA, S_, SX, or XJ         -Equipment cannot have Plain Bearings if Built Date (BLDT) is on or after January 1, 1993         Bearing Shielded From HBD       B021         Indicates the bearing is shielded from the hot box detector         Permissible Values for B021         Y       Yes         Brake Shoe Type Mandatory       B026         Indicates the type of brake shoe on the equipment       ●         Permissible Values for B026       C         C       Tread Conditioning         H       High Friction Composite         L       Low Friction Composite/Cast Iron         CC Side Bearing Type       A146         Indicates the travel range of the constant contact side bearings installed on the	Permissible Values for A103         Y       Yes         Validation Rule for A103         -If Dedicated Service Type (B346) is set to Coiled Steel then Floor         Cradle/Trough must be reported         Non-Fish Belly         B136         Indicates that the center sill does not have an increased section depth         between the two trucks         Permissible Values for B136         Y       Yes         Validation Rule for B136         -Non-Fish Belly is only applicable to cars with Flat Mechanical Designation of FM, FMS, FB, FBC, or FBS         Connected Unit Count       A020         Indicates the number of units within an articulated or multi-unit equipment         Affects Rating.       Range of Values for A020         Minimum       Maximum
-Cars with Plain Bearings will have a Transportation Code (TCOD) and Transportation Condition Code (TCCD) of either YA, S_, SX, or XJ -Equipment cannot have Plain Bearings if Built Date (BLDT) is on or after January 1, 1993 Bearing Shielded From HBD B021 Indicates the bearing is shielded from the hot box detector Permissible Values for B021 Y Yes Brake Shoe Type Mandatory B026 Indicates the type of brake shoe on the equipment Permissible Values for B026 C Tread Conditioning H High Friction Composite L Low Friction Composite/Cast Iron CC Side Bearing Type A146 Indicates the travel range of the constant contact side bearings installed on the equipment Permissible Values for A146 LC Long Travel Constant Contact	Permissible Values for A103         Y       Yes         Validation Rule for A103         -If Dedicated Service Type (B346) is set to Coiled Steel then Floor         Cradle/Trough must be reported         Non-Fish Belly         B136         Indicates that the center sill does not have an increased section depth         between the two trucks         Permissible Values for B136         Y       Yes         Validation Rule for B136         -Non-Fish Belly is only applicable to cars with Flat Mechanical Designation of FM, FMS, FB, FBC, or FBS         Connected Unit Count       A020         Indicates the number of units within an articulated or multi-unit equipment         Affects Rating.       Range of Values for A020
-Cars with Plain Bearings will have a Transportation Code (TCOD) and Transportation Condition Code (TCCD) of either YA, S_, SX, or XJ -Equipment cannot have Plain Bearings if Built Date (BLDT) is on or after January 1, 1993 Bearing Shielded From HBD B021 Indicates the bearing is shielded from the hot box detector Permissible Values for B021 Y Yes Brake Shoe Type Mandatory B026 Indicates the type of brake shoe on the equipment Permissible Values for B026 C Tread Conditioning H High Friction Composite L Low Friction Composite/Cast Iron CC Side Bearing Type A146 Indicates the travel range of the constant contact side bearings installed on the equipment Permissible Values for A146 LC Long Travel Constant Contact SC Short Travel Constant Contact	Permissible Values for A103         Y       Yes         Validation Rule for A103         -If Dedicated Service Type (B346) is set to Coiled Steel then Floor         Cradle/Trough must be reported         Non-Fish Belly         B136         Indicates that the center sill does not have an increased section depth         between the two trucks         Permissible Values for B136         Y       Yes         Validation Rule for B136         -Non-Fish Belly is only applicable to cars with Flat Mechanical Designation of FM, FMS, FB, FBC, or FBS         Connected Unit Count       A020         Indicates the number of units within an articulated or multi-unit equipment         Affects Rating.       Range of Values for A020         Minimum       Maximum         2       9
-Cars with Plain Bearings will have a Transportation Code (TCOD) and Transportation Condition Code (TCCD) of either YA, S_, SX, or XJ -Equipment cannot have Plain Bearings if Built Date (BLDT) is on or after January 1, 1993 Bearing Shielded From HBD B021 Indicates the bearing is shielded from the hot box detector Permissible Values for B021 Y Yes Brake Shoe Type Mandatory B026 Indicates the type of brake shoe on the equipment Permissible Values for B026 C Tread Conditioning H High Friction Composite L Low Friction Composite/Cast Iron CC Side Bearing Type A146 Indicates the travel range of the constant contact side bearings installed on the equipment Permissible Values for A146 LC Long Travel Constant Contact SC Short Travel Constant Contact Validation Rule for A146	Permissible Values for A103         Y       Yes         Validation Rule for A103         -If Dedicated Service Type (B346) is set to Coiled Steel then Floor Cradle/Trough must be reported         Non-Fish Belly       B136         Indicates that the center sill does not have an increased section depth between the two trucks         Permissible Values for B136         Y       Yes         Validation Rule for B136         -Non-Fish Belly is only applicable to cars with Flat Mechanical Designation of FM, FMS, FB, FBC, or FBS         Connected Unit Count       A020         Indicates the number of units within an articulated or multi-unit equipment         Affects Rating.         Range of Values for A020         Minimum       Maximum         2       9         Validation Rule for A020         -Connected Unit Count must equal the number of Unit Segments
-Cars with Plain Bearings will have a Transportation Code (TCOD) and Transportation Condition Code (TCCD) of either YA, S_, SX, or XJ -Equipment cannot have Plain Bearings if Built Date (BLDT) is on or after January 1, 1993 Bearing Shielded From HBD B021 Indicates the bearing is shielded from the hot box detector Permissible Values for B021 Y Yes Brake Shoe Type Mandatory B026 Indicates the type of brake shoe on the equipment Permissible Values for B026 C Tread Conditioning H High Friction Composite L Low Friction Composite/Cast Iron CC Side Bearing Type A146 Indicates the travel range of the constant contact side bearings installed on the equipment Permissible Values for A146 LC Long Travel Constant Contact SC Short Travel Constant Contact Validation Rule for A146 -Equipment having Qualification for Increased Gross Rail Load (B344) of 1	Permissible Values for A103         Y       Yes         Validation Rule for A103         -If Dedicated Service Type (B346) is set to Coiled Steel then Floor Cradle/Trough must be reported         Non-Fish Belly       B136         Indicates that the center sill does not have an increased section depth between the two trucks         Permissible Values for B136         Y       Yes         Validation Rule for B136         -Non-Fish Belly is only applicable to cars with Flat Mechanical Designation of FM, FMS, FB, FBC, or FBS         Connected Unit Count       A020         Indicates the number of units within an articulated or multi-unit equipment         Affects Rating.         Range of Values for A020         Minimum       Maximum         2       9         Validation Rule for A020         -Connected Unit Count must equal the number of Unit Segments
-Cars with Plain Bearings will have a Transportation Code (TCOD) and Transportation Condition Code (TCCD) of either YA, S_, SX, or XJ -Equipment cannot have Plain Bearings if Built Date (BLDT) is on or after January 1, 1993 Bearing Shielded From HBD B021 Indicates the bearing is shielded from the hot box detector Permissible Values for B021 Y Yes Brake Shoe Type Mandatory B026 Indicates the type of brake shoe on the equipment Permissible Values for B026 C Tread Conditioning H High Friction Composite L Low Friction Composite/Cast Iron CC Side Bearing Type A146 Indicates the travel range of the constant contact side bearings installed on the equipment Permissible Values for A146 LC Long Travel Constant Contact SC Short Travel Constant Contact Validation Rule for A146 -Equipment having Qualification for Increased Gross Rail Load (B344) of 1 must have Constant Contact Side Bearing Type of LC	Permissible Values for A103         Y       Yes         Validation Rule for A103         -If Dedicated Service Type (B346) is set to Coiled Steel then Floor Cradle/Trough must be reported         Non-Fish Belly       B136         Indicates that the center sill does not have an increased section depth between the two trucks         Permissible Values for B136         Y       Yes         Validation Rule for B136         -Non-Fish Belly is only applicable to cars with Flat Mechanical Designation of FM, FMS, FB, FBC, or FBS         Connected Unit Count       A020         Indicates the number of units within an articulated or multi-unit equipment         Affects Rating.       Range of Values for A020         Minimum       Maximum         2       9         Validation Rule for A020       -Connected Unit Count must equal the number of Unit Segments         -Unit Segment Component elements must not be reported if the Connected Unit Count is not reported         -Unit Segment Component elements must be reported if Connected Unit
-Cars with Plain Bearings will have a Transportation Code (TCOD) and Transportation Condition Code (TCCD) of either YA, S_, SX, or XJ -Equipment cannot have Plain Bearings if Built Date (BLDT) is on or after January 1, 1993 Bearing Shielded From HBD B021 Indicates the bearing is shielded from the hot box detector Permissible Values for B021 Y Yes Brake Shoe Type Mandatory B026 Indicates the type of brake shoe on the equipment Permissible Values for B026 C Tread Conditioning H High Friction Composite L Low Friction Composite/Cast Iron CC Side Bearing Type A146 Indicates the travel range of the constant contact side bearings installed on the equipment Permissible Values for A146 LC Long Travel Constant Contact SC Short Travel Constant Contact SC Short Travel Constant Contact Validation Rule for A146 -Equipment having Qualification for Increased Gross Rail Load (B344) of 1 must have Constant Contact Side Bearing Type of LC NOTES:	Permissible Values for A103         Y       Yes         Validation Rule for A103         -If Dedicated Service Type (B346) is set to Coiled Steel then Floor Cradle/Trough must be reported         Non-Fish Belly       B136         Indicates that the center sill does not have an increased section depth between the two trucks         Permissible Values for B136         Y       Yes         Validation Rule for B136         -Non-Fish Belly is only applicable to cars with Flat Mechanical Designation of FM, FMS, FB, FBC, or FBS         Connected Unit Count       A020         Indicates the number of units within an articulated or multi-unit equipment         Affects Rating.         Range of Values for A020         Minimum       Maximum         2       9         Validation Rule for A020         -Connected Unit Count must equal the number of Unit Segments         -Unit Segment Component elements must not be reported if the Connect Unit Count is not reported
<ul> <li>-Cars with Plain Bearings will have a Transportation Code (TCOD) and Transportation Condition Code (TCCD) of either YA, S_, SX, or XJ</li> <li>-Equipment cannot have Plain Bearings if Built Date (BLDT) is on or after January 1, 1993</li> <li>Bearing Shielded From HBD</li> <li>B021</li> <li>Indicates the bearing is shielded from the hot box detector</li> <li>Permissible Values for B021</li> <li>Y Yes</li> <li>Brake Shoe Type Mandatory</li> <li>B026</li> <li>Indicates the type of brake shoe on the equipment</li> <li>Permissible Values for B026</li> <li>C Tread Conditioning</li> <li>H High Friction Composite</li> <li>L Low Friction Composite/Cast Iron</li> <li>CC Side Bearing Type</li> <li>A146</li> <li>Indicates the travel range of the constant contact side bearings installed on the equipment</li> <li>Permissible Values for A146</li> <li>LC Long Travel Constant Contact</li> <li>Sc Short Travel Constant Contact</li> <li>Validation Rule for A146</li> <li>-Equipment having Qualification for Increased Gross Rail Load (B344) of 1 must have Constant Contact Side Bearing Type of LC</li> <li>NOTES:</li> <li>For Mechanical Designation (UMMD) FB, FBC, FBS, Constant Contact Side</li> </ul>	Permissible Values for A103         Y       Yes         Validation Rule for A103       -If Dedicated Service Type (B346) is set to Coiled Steel then Floor Cradle/Trough must be reported         Non-Fish Belly       B136         Indicates that the center sill does not have an increased section depth between the two trucks         Permissible Values for B136         Y       Yes         Validation Rule for B136         -Non-Fish Belly is only applicable to cars with Flat Mechanical Designation of FM, FMS, FB, FBC, or FBS         Connected Unit Count       A020         Indicates the number of units within an articulated or multi-unit equipment         Affects Rating.         Range of Values for A020         Minimum       Maximum         2       9         Validation Rule for A020         -Connected Unit Count must equal the number of Unit Segments         -Unit Segment Component elements must not be reported if the Connect Unit Count is not reported         -Unit Segment Component elements must be reported if Connected Unit Count is reported
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<ul> <li>-Cars with Plain Bearings will have a Transportation Code (TCOD) and Transportation Condition Code (TCCD) of either YA, S_, SX, or XJ</li> <li>-Equipment cannot have Plain Bearings if Built Date (BLDT) is on or after January 1, 1993</li> <li>Bearing Shielded From HBD</li> <li>B021</li> <li>Indicates the bearing is shielded from the hot box detector</li> <li>Permissible Values for B021</li> <li>Y Yes</li> <li>Brake Shoe Type Mandatory</li> <li>B026</li> <li>Indicates the type of brake shoe on the equipment</li> <li>Permissible Values for B026</li> <li>C Tread Conditioning</li> <li>H High Friction Composite</li> <li>L Low Friction Composite/Cast Iron</li> <li>CC Side Bearing Type</li> <li>A146</li> <li>Indicates the travel range of the constant contact side bearings installed on the equipment</li> <li>Permissible Values for A146</li> <li>LC Long Travel Constant Contact</li> <li>S Short Travel Constant Contact</li> <li>Validation Rule for A146</li> <li>-Equipment having Qualification for Increased Gross Rail Load (B344) of 1 must have Constant Contact Side Bearing Type of LC</li> <li>NOTES:</li> <li>For Mechanical Designation (UMMD) FB, FBC, FBS, Constant Contact Side Bearing Type is mandatory. If not reported, Mechanical Restriction "X" and</li> </ul>	Permissible Values for A103         Y       Yes         Validation Rule for A103       -If Dedicated Service Type (B346) is set to Coiled Steel then Floor Cradle/Trough must be reported         Non-Fish Belly       B136         Indicates that the center sill does not have an increased section depth between the two trucks         Permissible Values for B136         Y       Yes         Validation Rule for B136         -Non-Fish Belly is only applicable to cars with Flat Mechanical Designation of FM, FMS, FB, FBC, or FBS         Connected Unit Count       A020         Indicates the number of units within an articulated or multi-unit equipment         Affects Rating.         Range of Values for A020         Minimum       Maximum         2       9         Validation Rule for A020         -Connected Unit Count must equal the number of Unit Segments         -Unit Segment Component elements must not be reported if the Connect Unit Count is not reported         -Unit Segment Component elements must be reported if Connected Unit Count is reported

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=Conditionally Mandatory



Brake Cylinder Mount Type B540				
Identifies the location of the brake cylinder				
Permissible Values for B540				
	/ Mounted			
	k Mounted			
Validation R				
	ylinder Mount Type is mandatory for all equipment built or iilt on or after January 1, 2016			
iebt				
Equipment E	Builder	A035		
	e original manufacturer of the equipment			
	Values for A035			
ACF	American Car & Foundry			
ACFX	ACF Industries			
ARI	ARI Industries			
BERW	Berwick Forge			
BETH	Bethlehem Car Works			
BSP	Bethlehem Steel Corporation			
CFX	Liberty Rail Services			
CONC CURR	Concarrill Curry Rail Service			
DIFC	Difco			
EDSP	ESTRATEGIAS DUL S. DE R.L.			
ERSB	Ebenezer Railcar			
EVAN	Evans Products			
FCA	Freight Car America			
FMC	FMC Corporation			
GENS	General Steel			
GMB	Greenbrier			
GSC	Greenville Steel Car			
GUN4	Gunderson - Trenton Works			
GUND HARS	Gunderson Inc Harsco			
HARS	Hawker Siddeley			
HYUN	Hyundai			
HZGX	Herzog Railroad Services Inc.			
ITEL	ITEL Rail Corporation			
JAC	Johnstown America Corporation			
JKFO	JK-CO LLC			
KASG	Kasgro Railcar			
MCDW	McDowell Wellman			
MRNE	Marine Industries			
MULT	Multiple			
NACA NSC	National Alabama Corporation National Steel Car			
ORTN	Ortner			
PCF	Pacific Car & Foundry			
PS	Pullman-Standard			
PSP	Pullman-Standard, Division of Trinity Industries			
SLC	Saint Louis Car Company			
SLRX	Saint Louis Refrigerator Car Company			
THRL	Thrall			
TREN	Trenton Works			
TRIN	Trinity			
UNKN	Unknown			
V Validation D	OWNER RAILROAD			
Validation R		, 1		
	ent Builder must be populated if the Built Date (BLDT) is July ) or newer	/ <i>1</i> ,		
	ent built or rebuilt on or after July 1, 2010 cannot have a			
	pment Builder of Unknown			
	ent with a Built Date (BLDT) on or after July 1, 2010 cannot	have		
	quipment Builder of OWNER RAILROAD.			
	ent Builder can have a value of MULT only if the equipment	has		

-Equipment Builder can have a value of MULT only if the equipment has multiple units.



#### cification Ma nual

	Data Specific	
Build	er Lot Code B030	° 0.5
	que identifier for a group of equipment built by one manufacturer under e same builder specification	min ■ F
	is Confidential. Value does not carry forward for Single Clone / Multi-	•
	Clone.	4-Pressu
	ation Rule for B030	Identifies
-Eq	uipment built or rebuilt on or after June 28, 2012 must have a value for	
	Builder Lot Code	Value do Permissi
Built	Country B031	E E
	ountry where the equipment was constructed	N
	is Confidential.	NOTES:
	issible Values for B031 Canada MX Mexico	• An "E"
CA US	Canada MX Mexico United States	equipm
05	Shired States	
Rebu	ilt Country B170	
The c	ountry where the equipment was re-constructed	Floor Ma
	issible Values for B170	Describes
CA	Canada MX Mexico	Permissi
US	United States	05 0
		06
FRA R	Reflectorization B096	14
	tes the equipment owner assumes responsibility for applying	19 9
	lectorization tape	21 S
	issible Values for B096	23
P W	Reflectorization Plan Reflectorization Waiver	24
	ation Rule for B096	25
	Reflectorization is mandatory for all equipment after November 28, 2015.	27
		30
Air Ho	ose Arrangement B524	33
The ty	/pe of trainline air hose arrangement	34 35
Perm	issible Values for B524	35
Perm A	s-424 Angle Cock Location	_
Perm A B	issible Values for B524 S-424 Angle Cock Location S-425 Angle Cock Location on Cars Equipped with AAR Type F Coupler	35 36 Validatio
Perm A	issible Values for B524 S-424 Angle Cock Location S-425 Angle Cock Location on Cars Equipped with AAR Type F Coupler S-426 Angle Cock Location on Cars with Floating Sills	35 36 <b>Validatio</b> -Floor Ma
Perm A B C	issible Values for B524 S-424 Angle Cock Location S-425 Angle Cock Location on Cars Equipped with AAR Type F Coupler	35 36 Validatio -Floor Ma (FBC or
Perm A B C	issible Values for B524 S-424 Angle Cock Location S-425 Angle Cock Location on Cars Equipped with AAR Type F Coupler S-426 Angle Cock Location on Cars with Floating Sills S-427 Angle Cock and Air Brake Hose Location on Cars with Excessive	35 36 Validatio -Floor Ma (FBC or Reinfor
Perm A B C D	issible Values for B524 S-424 Angle Cock Location S-425 Angle Cock Location on Cars Equipped with AAR Type F Coupler S-426 Angle Cock Location on Cars with Floating Sills S-427 Angle Cock and Air Brake Hose Location on Cars with Excessive Overhang Preventing Compliance with AAR Standards S-428 Angle Cock Location on Cars Equipped with AAR Type F Coupler and Cushioned Underframe	35 36 Validatio -Floor Ma (FBC or
Perm A B C D E F	issible Values for B524 S-424 Angle Cock Location S-425 Angle Cock Location on Cars Equipped with AAR Type F Coupler S-426 Angle Cock Location on Cars with Floating Sills S-427 Angle Cock and Air Brake Hose Location on Cars with Excessive Overhang Preventing Compliance with AAR Standards S-428 Angle Cock Location on Cars Equipped with AAR Type F Coupler and Cushioned Underframe S-4003 (Former Standard)	35 36 Validatio -Floor Ma (FBC or Reinfor -Equipme
Perm A B C D	S-424 Angle Cock Location S-425 Angle Cock Location S-425 Angle Cock Location on Cars Equipped with AAR Type F Coupler S-426 Angle Cock Location on Cars with Floating Sills S-427 Angle Cock and Air Brake Hose Location on Cars with Excessive Overhang Preventing Compliance with AAR Standards S-428 Angle Cock Location on Cars Equipped with AAR Type F Coupler and Cushioned Underframe S-4003 (Former Standard) S-4003x (Former Standard Retrofitted to Meet All Dimensions Except	35 36 Validatio -Floor Ma (FBC or Reinfor -Equipme Other of
Perm A B C D E F G	S-424 Angle Cock Location S-425 Angle Cock Location S-425 Angle Cock Location on Cars Equipped with AAR Type F Coupler S-426 Angle Cock Location on Cars with Floating Sills S-427 Angle Cock and Air Brake Hose Location on Cars with Excessive Overhang Preventing Compliance with AAR Standards S-428 Angle Cock Location on Cars Equipped with AAR Type F Coupler and Cushioned Underframe S-4003 (Former Standard) S-4003x (Former Standard Retrofitted to Meet All Dimensions Except Height)	35 36 Validatio -Floor Ma (FBC of Reinfor -Equipme Other of NOTES:
Perm A B C D E F	S-424 Angle Cock Location S-425 Angle Cock Location S-425 Angle Cock Location on Cars Equipped with AAR Type F Coupler S-426 Angle Cock Location on Cars with Floating Sills S-427 Angle Cock and Air Brake Hose Location on Cars with Excessive Overhang Preventing Compliance with AAR Standards S-428 Angle Cock Location on Cars Equipped with AAR Type F Coupler and Cushioned Underframe S-4003 (Former Standard) S-4003x (Former Standard Retrofitted to Meet All Dimensions Except	35 Validatio -Floor Ma (FBC or Reinfor -Equipme Other o <b>NOTES:</b> • If Mec
Perm A B C D E F G	S-424 Angle Cock Location S-425 Angle Cock Location on Cars Equipped with AAR Type F Coupler S-426 Angle Cock Location on Cars with Floating Sills S-427 Angle Cock and Air Brake Hose Location on Cars with Excessive Overhang Preventing Compliance with AAR Standards S-428 Angle Cock Location on Cars Equipped with AAR Type F Coupler and Cushioned Underframe S-4003 (Former Standard) S-4003x (Former Standard Retrofitted to Meet All Dimensions Except Height) S-4003-05 (Current Standard Train Line Arrangement for Cars with F-	35 Validatio -Floor Ma (FBC on Reinfor -Equipme Other o NOTES: • If Mec w/Rise
Perm A B C D E F G H	<ul> <li>Sisible Values for B524</li> <li>S-424 Angle Cock Location</li> <li>S-425 Angle Cock Location on Cars Equipped with AAR Type F Coupler</li> <li>S-426 Angle Cock Location on Cars with Floating Sills</li> <li>S-427 Angle Cock and Air Brake Hose Location on Cars with Excessive</li> <li>Overhang Preventing Compliance with AAR Standards</li> <li>S-428 Angle Cock Location on Cars Equipped with AAR Type F Coupler and Cushioned Underframe</li> <li>S-4003 (Former Standard)</li> <li>S-4003x (Former Standard Retrofitted to Meet All Dimensions Except Height)</li> <li>S-4003-05 (Current Standard Train Line Arrangement for Cars with F-Shank Couplers)</li> <li>S-4021 Angle Cock and Brake Hose Location on Cars with EOCC (E and F)</li> </ul>	35 Validatio -Floor Ma (FBC or Reinfor -Equipme Other o NOTES: • If Mec w/Rise
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0	0.5 * (Outside Length, in inches, minus Truck Center Length, in inche	s,
	ninus 31 inches)	

For all other equipment, reporting Air Hose Arrangement is optional.

-	•
4-Pres	sure ABT Receiver Eqpd B539
Identif	fies if the equipment is equipped with a 4-pressure air brake test receiver
	does not carry forward for Single Clone / Multi-Clone.
	ssible Values for B539
E	Equipped
Ν	Not Equipped
NOTES	
	'E" will be system generated if a 4-Pressure ABT is reported on the
equ	ipment.
	Feature
Floor I	Material A104
Descri	bes the type of construction material used for the equipment floor
	ssible Values for A104
05	Composite Nailable (considered same as wood
06	Composite Nailable, Reinforced (considered same as wood)
14	Other
14 19	Standard Steel
21	Steel Floor, (straight deck) without risers (F-8-)
21	Steel Floor, permanently mounted steel risers (F-8-)
	Steel Nailable (includes alternate wood and steel floor
23	
24	Steel Nailable, Reinforced (includes alternate wood and steel floor
25	Standard Steel, Reinforced
27	Unknown (Flats only)
30	Wood
33	Wood, Double, Reinforced
34	Wood Floor with Steel Protective Plates (includes perforated steel)
35	Wood Floor, Reinforced, with Steel Protective Plates (includes
25	perforated steel)
36	Wood Floor, Reinforced
	tion Rule for A104
(FBC	Material for Center Beam Flats with Mechanical Designation (UMMD) of C or FDC) must be options 21 (Steel), 22 (Steel w/ Risers), 25 (Steel sforced), 27 (Undetermined), 30 (Wood).
	ment built or rebuilt on or after June 15, 2023 cannot report a value of
	er or Unknown
NOTES	
• If N	lechanical Designation (UMMD) is FBC and Floor material is 22 (Steel
w/F	Risers), Steel Riser Equipped (B200) in not reportable.
Bulkhe	ead Type B034
	fies the type of bulkhead attached to the equipment
	ssible Values for B034
F	Fixed M Moveable
	tion Rule for B034
-B	ulkhead Type can only be reported on Flat cars with Mechanical
	Designations (UMMD) of FL, FB, or FBS
-B	ulkhead Type on a Flat car with Mechanical Designation (UMMD) of FL
	can only be reported as Fixed
Canop	y Equipped B266
C	and the second of the large state of the second state of the second state of the second state of the balance of

uipped with large, permanent rigid cover with end doors, suitable for orting large airplane and other components

#### ible Values for B266

'es

#### on Rule for B266

opy Equipped can only be reported on Flat car with Mechanical Designations (UMMD) of FBS or FMS

# Umler®

## Data Specification Manual

<ul> <li>-If Dedicated Service Type (B346) is set to Airplane Wings/Fu Canopy Equipped must be set to Y</li> </ul>	uselage then	Y Yes Validation Rule for B270	
canopy equipped must be set to f		-Blocking Timbers Equipped can only be reported on Flat cars with the	
Interior Rack	B114	Mechanical Designation of FMS	
Indicates the equipment is interior rack equipped		Picks Dedictions from	2400
Permissible Values for B114			B190
Y Yes		The locations of pockets for the installation of temporary vertical side sta used to confine the lading	Kes
Lading Strap Anchor Eqpd	B121	Permissible Values for B190	
Indicates the equipment has fixed devices or design features wh	nich provide		
connection points for straps or bands securing the lading		C Center S Side/End	
Permissible Values for B121 Y Yes		B Both	
1 105		Side/End	
Chains and Binders Eqpd	B267	and Center Validation Rule for B190:	
Car is equipped with attached chains and binders for load secure	ement	- All Flat Cars built after January 1, 2002 with Mechanical Designation (UI	ИMD
Permissible Values for B267		of FM with 4 axles must report Stake Pocket Locations of S or B. (Per Fi	
Y Yes Validation Rule for B267		Manual Rule 88, A, 15, b, (2))	
-Chains and Binders Equipped can only be reported on Flat cars	with Mechanical	Permanent Container	B054
Designation (UMMD) of (FB, FC, FMS, FBS, FBC, or FL)		Identifies that the equipment has a permanently attached container	
		Permissible Values for B054	
Tie Down Non Nylon Web	B271	Y Yes	
Identifies equipment having a non nylon web securement Permissible Values for B271		Validation Rule for B054	
Y Yes		-Height of Depressed Platform above Rail can only be reported on cars w Permanent Container	ith no
Validation Rule for B271			
-Non Nylon Web Securement is only applicable to cars with Flat		Permanent Cont Material	4055
Designation (UMMD) of FB, FBC, FBS, FD, FDC, FL, FM, FMS, F	vv, or LP	The material of which the container is made	
Tie-Down Strap Equipped	B282	Permissible Values for A055	
Identifies equipment having securment straps		01 Aluminum 19 Standard Steel	
Permissible Values for B282			
Permissible Values for B282 Y Yes		Validation Rule for A055	
Y Yes Validation Rule for B282	echanical	- Permanent Container Material can only be reported if Permanent Cont	ainer
Y Yes Validation Rule for B282	echanical		ainer
Y Yes Validation Rule for B282 -Tie Down Strap Equipped is only applicable to cars with Flat Me	echanical	- Permanent Container Material can only be reported if Permanent Cont (B054) is Y	ainer B <b>402</b>
Y Yes Validation Rule for B282 -Tie Down Strap Equipped is only applicable to cars with Flat Me Designations of (FDC, FBC, FL, FM, or FMS)	echanical B198	- Permanent Container Material can only be reported if Permanent Cont (B054) is Y	
Y Yes Validation Rule for B282 -Tie Down Strap Equipped is only applicable to cars with Flat Me Designations of (FDC, FBC, FL, FM, or FMS) Spring Tensioning Device Identifies equipment with permanent securement method of sp	B198	<ul> <li>Permanent Container Material can only be reported if Permanent Cont (B054) is Y</li> <li>Chain Equipped Identifies the flat car is equipped with chain tie downs Value does not carry forward for Equipment Group Change.</li> </ul>	
Y Yes Validation Rule for B282 -Tie Down Strap Equipped is only applicable to cars with Flat Me Designations of (FDC, FBC, FL, FM, or FMS) Spring Tensioning Device Identifies equipment with permanent securement method of sp tie downs	B198	<ul> <li>Permanent Container Material can only be reported if Permanent Cont (B054) is Y</li> <li>Chain Equipped Identifies the flat car is equipped with chain tie downs Value does not carry forward for Equipment Group Change.</li> <li>Permissible Values for B402</li> </ul>	
Y Yes Validation Rule for B282 -Tie Down Strap Equipped is only applicable to cars with Flat Me Designations of (FDC, FBC, FL, FM, or FMS) Spring Tensioning Device Identifies equipment with permanent securement method of sp tie downs	B198	<ul> <li>Permanent Container Material can only be reported if Permanent Cont (B054) is Y</li> <li>Chain Equipped Identifies the flat car is equipped with chain tie downs Value does not carry forward for Equipment Group Change.</li> </ul>	
Y Yes Validation Rule for B282 -Tie Down Strap Equipped is only applicable to cars with Flat Me Designations of (FDC, FBC, FL, FM, or FMS) Spring Tensioning Device Identifies equipment with permanent securement method of sp tie downs Permissible Values for B198 Y Yes	B198	<ul> <li>Permanent Container Material can only be reported if Permanent Cont (B054) is Y</li> <li>Chain Equipped Identifies the flat car is equipped with chain tie downs Value does not carry forward for Equipment Group Change.</li> <li>Permissible Values for B402</li> </ul>	
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Y Yes Validation Rule for B282 -Tie Down Strap Equipped is only applicable to cars with Flat Me Designations of (FDC, FBC, FL, FM, or FMS) Spring Tensioning Device Identifies equipment with permanent securement method of sp tie downs Permissible Values for B198 Y Yes Validation Rule for B198 -Spring Tensioning Devices (B198) are only applicable to cars with	B198 oring anchored th Flat B200	Permanent Container Material can only be reported if Permanent Cont (B054) is Y      Chain Equipped      Identifies the flat car is equipped with chain tie downs Value does not carry forward for Equipment Group Change.      Permissible Values for B402     Y Yes      Cost      Original Cost	8402 A184
Y Yes Validation Rule for B282 -Tie Down Strap Equipped is only applicable to cars with Flat Me Designations of (FDC, FBC, FL, FM, or FMS) Spring Tensioning Device Identifies equipment with permanent securement method of sp tie downs Permissible Values for B198 Y Yes Validation Rule for B198 -Spring Tensioning Devices (B198) are only applicable to cars with Mechanical Designation of (FB, FBC, FBS, or FMS) Steel Riser Equipped Equipment has steel risers mounted on the flat deck of the unit load	B198 oring anchored th Flat B200	<ul> <li>Permanent Container Material can only be reported if Permanent Cont (B054) is Y</li> <li>Chain Equipped</li> <li>Identifies the flat car is equipped with chain tie downs</li> <li>Value does not carry forward for Equipment Group Change.</li> <li>Permissible Values for B402</li> <li>Y Yes</li> <li>Cost</li> <li>Original Cost</li> <li>The original manufacturer selling price</li> <li>Data is Confidential. Value does not carry forward for Single Clone / Mu Clone.</li> </ul>	8402 A184
Y Yes Validation Rule for B282 -Tie Down Strap Equipped is only applicable to cars with Flat Me Designations of (FDC, FBC, FL, FM, or FMS) Spring Tensioning Device Identifies equipment with permanent securement method of sp tie downs Permissible Values for B198 Y Yes Validation Rule for B198 -Spring Tensioning Devices (B198) are only applicable to cars with Mechanical Designation of (FB, FBC, FBS, or FMS) Steel Riser Equipped Equipment has steel risers mounted on the flat deck of the unit load Permissible Values for B200	B198 oring anchored th Flat B200	<ul> <li>Permanent Container Material can only be reported if Permanent Cont (B054) is Y</li> <li>Chain Equipped</li> <li>Identifies the flat car is equipped with chain tie downs</li> <li>Value does not carry forward for Equipment Group Change.</li> <li>Permissible Values for B402</li> <li>Y Yes</li> <li>Cost</li> <li>Original Cost</li> <li>The original manufacturer selling price</li> <li>Data is Confidential. Value does not carry forward for Single Clone / Mu Clone.</li> <li>Range of Values for A184</li> </ul>	8402 A184
Y Yes Validation Rule for B282 -Tie Down Strap Equipped is only applicable to cars with Flat Me Designations of (FDC, FBC, FL, FM, or FMS) Spring Tensioning Device Identifies equipment with permanent securement method of sp tie downs Permissible Values for B198 Y Yes Validation Rule for B198 -Spring Tensioning Devices (B198) are only applicable to cars with Mechanical Designation of (FB, FBC, FBS, or FMS) Steel Riser Equipped Equipment has steel risers mounted on the flat deck of the unit load Permissible Values for B200 Y Yes	B198 oring anchored th Flat B200	<ul> <li>Permanent Container Material can only be reported if Permanent Cont (B054) is Y</li> <li>Chain Equipped</li> <li>Identifies the flat car is equipped with chain tie downs</li> <li>Value does not carry forward for Equipment Group Change.</li> <li>Permissible Values for B402</li> <li>Y Yes</li> <li>Cost</li> <li>Original Cost</li> <li>The original manufacturer selling price</li> <li>Data is Confidential. Value does not carry forward for Single Clone / Mu Clone.</li> </ul>	8402 A184
Y Yes Validation Rule for B282 -Tie Down Strap Equipped is only applicable to cars with Flat Me Designations of (FDC, FBC, FL, FM, or FMS) Spring Tensioning Device Identifies equipment with permanent securement method of sp tie downs Permissible Values for B198 Y Yes Validation Rule for B198 -Spring Tensioning Devices (B198) are only applicable to cars with Mechanical Designation of (FB, FBC, FBS, or FMS) Steel Riser Equipped Equipment has steel risers mounted on the flat deck of the unit load Permissible Values for B200 Y Yes Validation Rule for B200	B198 oring anchored th Flat B200 to support the	Permanent Container Material can only be reported if Permanent Cont (B054) is Y      Chain Equipped      Identifies the flat car is equipped with chain tie downs     Value does not carry forward for Equipment Group Change.     Permissible Values for B402     Y Yes      Cost      Original Cost     The original manufacturer selling price Data is Confidential. Value does not carry forward for Single Clone / Mu     Clone. Range of Values for A184     Minimum Maximum	8402 A184
<ul> <li>Y Yes</li> <li>Validation Rule for B282</li> <li>-Tie Down Strap Equipped is only applicable to cars with Flat Me Designations of (FDC, FBC, FL, FM, or FMS)</li> <li>Spring Tensioning Device</li> <li>Identifies equipment with permanent securement method of sp tie downs</li> <li>Permissible Values for B198</li> <li>Y Yes</li> <li>Validation Rule for B198</li> <li>-Spring Tensioning Devices (B198) are only applicable to cars with Mechanical Designation of (FB, FBC, FBS, or FMS)</li> <li>Steel Riser Equipped</li> <li>Equipment has steel risers mounted on the flat deck of the unit load</li> <li>Permissible Values for B200</li> <li>Y Yes</li> <li>Validation Rule for B200</li> </ul>	B198 oring anchored th Flat B200 to support the Mechanical	<ul> <li>Permanent Container Material can only be reported if Permanent Cont (B054) is Y</li> <li>Chain Equipped</li> <li>Identifies the flat car is equipped with chain tie downs</li> <li>Value does not carry forward for Equipment Group Change.</li> <li>Permissible Values for B402</li> <li>Y Yes</li> <li>Cost</li> <li>Original Cost</li> <li>The original manufacturer selling price</li> <li>Data is Confidential. Value does not carry forward for Single Clone / Mu Clone.</li> <li>Range of Values for A184</li> <li>Minimum Maximum</li> <li>0 9999999</li> <li>Validation Rule for A184</li> <li>-Original Cost must be equal to the Ledger Value if there are no Addir</li> </ul>	8402 4184 •
<ul> <li>Y Yes</li> <li>Validation Rule for B282</li> <li>-Tie Down Strap Equipped is only applicable to cars with Flat Me Designations of (FDC, FBC, FL, FM, or FMS)</li> <li>Spring Tensioning Device</li> <li>Identifies equipment with permanent securement method of sp tie downs</li> <li>Permissible Values for B198</li> <li>Y Yes</li> <li>Validation Rule for B198</li> <li>-Spring Tensioning Devices (B198) are only applicable to cars with Mechanical Designation of (FB, FBC, FBS, or FMS)</li> <li>Steel Riser Equipped</li> <li>Equipment has steel risers mounted on the flat deck of the unit load</li> <li>Permissible Values for B200</li> <li>Y Yes</li> <li>Validation Rule for B200</li> <li>-Steel Riser Equipped (B200) is only applicable to Flat cars with N Designations (UMMD) of (FB, FBS, FMS, MW, MWG, or MWRC NOTES:</li> </ul>	B198 oring anchored th Flat B200 to support the Mechanical C).	<ul> <li>Permanent Container Material can only be reported if Permanent Cont (B054) is Y</li> <li>Chain Equipped</li> <li>Identifies the flat car is equipped with chain tie downs</li> <li>Value does not carry forward for Equipment Group Change.</li> <li>Permissible Values for B402</li> <li>Y Yes</li> <li>Cost</li> <li>Original Cost</li> <li>The original manufacturer selling price</li> <li>Data is Confidential. Value does not carry forward for Single Clone / Mu Clone.</li> <li>Range of Values for A184</li> <li>Minimum Maximum</li> <li>0 9999999</li> <li>Validation Rule for A184</li> <li>-Original Cost must be equal to the Ledger Value if there are no Addit &amp; Betterments.</li> </ul>	8402 184 •
<ul> <li>Y Yes</li> <li>Validation Rule for B282</li> <li>-Tie Down Strap Equipped is only applicable to cars with Flat Me Designations of (FDC, FBC, FL, FM, or FMS)</li> <li>Spring Tensioning Device</li> <li>Identifies equipment with permanent securement method of sp tie downs</li> <li>Permissible Values for B198</li> <li>Y Yes</li> <li>Validation Rule for B198</li> <li>-Spring Tensioning Devices (B198) are only applicable to cars with Mechanical Designation of (FB, FBC, FBS, or FMS)</li> <li>Steel Riser Equipped</li> <li>Equipment has steel risers mounted on the flat deck of the unit load</li> <li>Permissible Values for B200</li> <li>Y Yes</li> <li>Validation Rule for B200</li> <li>-Steel Riser Equipped (B200) is only applicable to Flat cars with M Designations (UMMD) of (FB, FBS, FMS, MW, MWG, or MWRC NOTES:</li> <li>If Mechanical Designation (UMMD) is FBC and Steel Risers are</li> </ul>	B198 oring anchored th Flat B200 to support the Mechanical C). e present, then	<ul> <li>Permanent Container Material can only be reported if Permanent Cont (B054) is Y</li> <li>Chain Equipped</li> <li>Identifies the flat car is equipped with chain tie downs</li> <li>Value does not carry forward for Equipment Group Change.</li> <li>Permissible Values for B402</li> <li>Y Yes</li> <li>Cost</li> <li>Original Cost</li> <li>The original manufacturer selling price</li> <li>Data is Confidential. Value does not carry forward for Single Clone / Mu Clone.</li> <li>Range of Values for A184</li> <li>Minimum Maximum</li> <li>0 9999999</li> <li>Validation Rule for A184</li> <li>-Original Cost must be equal to the Ledger Value if there are no Addir</li> </ul>	8402 4184 *
<ul> <li>Y Yes</li> <li>Validation Rule for B282</li> <li>-Tie Down Strap Equipped is only applicable to cars with Flat Me Designations of (FDC, FBC, FL, FM, or FMS)</li> <li>Spring Tensioning Device</li> <li>Identifies equipment with permanent securement method of sp tie downs</li> <li>Permissible Values for B198</li> <li>Y Yes</li> <li>Validation Rule for B198</li> <li>-Spring Tensioning Devices (B198) are only applicable to cars with Mechanical Designation of (FB, FBC, FBS, or FMS)</li> <li>Steel Riser Equipped</li> <li>Equipment has steel risers mounted on the flat deck of the unit load</li> <li>Permissible Values for B200</li> <li>Y Yes</li> <li>Validation Rule for B200</li> <li>-Steel Riser Equipped (B200) is only applicable to Flat cars with N Designations (UMMD) of (FB, FBS, FMS, MW, MWG, or MWRC NOTES:</li> </ul>	B198 oring anchored th Flat B200 to support the Mechanical C). e present, then	<ul> <li>Permanent Container Material can only be reported if Permanent Cont (B054) is Y</li> <li>Chain Equipped</li> <li>Identifies the flat car is equipped with chain tie downs</li> <li>Value does not carry forward for Equipment Group Change.</li> <li>Permissible Values for B402</li> <li>Y Yes</li> <li>Cost</li> <li>Original Cost</li> <li>The original manufacturer selling price</li> <li>Data is Confidential. Value does not carry forward for Single Clone / Mu Clone.</li> <li>Range of Values for A184</li> <li>Minimum Maximum</li> <li>0 9999999</li> <li>Validation Rule for A184</li> <li>-Original Cost must be equal to the Ledger Value if there are no Addi &amp; Betterments.</li> <li>-Original Cost must be equal to the Ledger Value if Additions &amp; Betterments.</li> <li>-Original Cost must be equal to the Ledger Value if Additions &amp; Betterments.</li> <li>-Original Cost must be equal to the Ledger Value if Additions &amp; Betterments.</li> </ul>	A184 tti-
<ul> <li>Y Yes</li> <li>Validation Rule for B282</li> <li>Tie Down Strap Equipped is only applicable to cars with Flat Me Designations of (FDC, FBC, FL, FM, or FMS)</li> <li>Spring Tensioning Device</li> <li>Identifies equipment with permanent securement method of sp tie downs</li> <li>Permissible Values for B198</li> <li>Y Yes</li> <li>Validation Rule for B198</li> <li>Spring Tensioning Devices (B198) are only applicable to cars with Mechanical Designation of (FB, FBC, FBS, or FMS)</li> <li>Steel Riser Equipped</li> <li>Equipment has steel risers mounted on the flat deck of the unit load</li> <li>Permissible Values for B200</li> <li>Y Yes</li> <li>Validation Rule for B200</li> <li>Steel Riser Equipped (B200) is only applicable to Flat cars with M Designations (UMMD) of (FB, FBS, FMS, MW, MWG, or MWRC</li> <li>NOTES:</li> <li>If Mechanical Designation (UMMD) is FBC and Steel Risers are report Floor material (A104) as 22 (Steel floor, permanently m</li> </ul>	B198 oring anchored th Flat B200 to support the Mechanical C). e present, then	<ul> <li>Permanent Container Material can only be reported if Permanent Cont (B054) is Y</li> <li>Chain Equipped</li> <li>Identifies the flat car is equipped with chain tie downs</li> <li>Value does not carry forward for Equipment Group Change.</li> <li>Permissible Values for B402</li> <li>Y Yes</li> <li>Cost</li> <li>Original Cost</li> <li>The original manufacturer selling price</li> <li>Data is Confidential. Value does not carry forward for Single Clone / Mu Clone.</li> <li>Range of Values for A184</li> <li>Minimum Maximum</li> <li>0 9999999</li> <li>Validation Rule for A184</li> <li>-Original Cost must be equal to the Ledger Value if there are no Addi &amp; Betterments.</li> <li>-Original Cost must be equal to the Ledger Value if Additions &amp; Betterments.</li> <li>-Original Cost must be equal to the Ledger Value if Additions &amp; Betterments Indicator is not reported.</li> <li>-Railroad marked freight cars except MISC, LOCO, TRLR, CONT, CHSS, STWH, EOTD, and PSGR are required to have an Original Cost</li> </ul>	A184 tti-
<ul> <li>Y Yes</li> <li>Validation Rule for B282</li> <li>Tie Down Strap Equipped is only applicable to cars with Flat Me Designations of (FDC, FBC, FL, FM, or FMS)</li> <li>Spring Tensioning Device</li> <li>Identifies equipment with permanent securement method of sp tie downs</li> <li>Permissible Values for B198</li> <li>Y Yes</li> <li>Validation Rule for B198</li> <li>Spring Tensioning Devices (B198) are only applicable to cars with Mechanical Designation of (FB, FBC, FBS, or FMS)</li> <li>Steel Riser Equipped</li> <li>Equipment has steel risers mounted on the flat deck of the unit load</li> <li>Permissible Values for B200</li> <li>Y Yes</li> <li>Validation Rule for B200</li> <li>Steel Riser Equipped (B200) is only applicable to Flat cars with M Designations (UMMD) of (FB, FBS, FMS, MW, MWG, or MWRC</li> <li>NOTES:</li> <li>If Mechanical Designation (UMMD) is FBC and Steel Risers are report Floor material (A104) as 22 (Steel floor, permanently m</li> </ul>	B198 oring anchored th Flat B200 to support the Mechanical C). e present, then	<ul> <li>Permanent Container Material can only be reported if Permanent Cont (B054) is Y</li> <li>Chain Equipped</li> <li>Identifies the flat car is equipped with chain tie downs</li> <li>Value does not carry forward for Equipment Group Change.</li> <li>Permissible Values for B402</li> <li>Y Yes</li> <li>Cost</li> <li>Original Cost</li> <li>The original manufacturer selling price</li> <li>Data is Confidential. Value does not carry forward for Single Clone / Mu Clone.</li> <li>Range of Values for A184</li> <li>Minimum Maximum</li> <li>0 9999999</li> <li>Validation Rule for A184</li> <li>-Original Cost must be equal to the Ledger Value if there are no Addi &amp; Betterments.</li> <li>-Original Cost must be equal to the Ledger Value if Additions &amp; Betterments.</li> <li>-Original Cost must be equal to the Ledger Value if Additions &amp; Betterments.</li> <li>-Original Cost must be equal to the Ledger Value if Additions &amp; Betterments.</li> </ul>	A184 tti-

●=Mandatory ▲=Used in ETC Generation = Affects Rating -147 - =Conditionally Mandatory June 2024

# Umler

## **Data Specification Manual**

- Original Cost is never altered. It is the cost of the equipment to the original owner.
- For railroad-marked cars, report in US dollars the original ledger value of the original owner. For cars rebuilt, report the cost prescribed in MR Interchange Rule 88 and Circular Letter OT-24
- The original cost is used in the settlement of AAR Interchange Rule 107 Office Manual.
- For connected unit cars report the total original cost for all units in the set.
- Numeric, applicable to all railroad-marked cars Also, applicable to privately marked covered hopper (LO) cars.
- Raise all cents to the next dollar, e.g. \$5,501.02 = 0005502

Ledger Value	A15	0 Range Minir
The sum of ori	ginal cost and additions & betterments	1
Data is Confide	ential. Value does not carry forward for Single Clone / Multi-	Valida
Clone.		-Wher
Range of Valu	es for A150	A&B
Minimum	Maximum	repo
0	9999999	
Validation Rul	e for A150	A&B D
-Original C	ost must be equal to the Ledger Value if there are no Addition	The da
& Bett	erments.	Data is
-Ledger Va	lue must equal the Original Cost (A184) plus the additions &	
better	ments, if Total A&B (A003) has been reported. Otherwise	Range
Ledge	r Value should equal Original Cost (A184).	Mini
		1/1/
Total A&B	A00	1/1/ Valida
System genera	ted sum of all reported amounts in A&B Amount (A317), in US	
dollars		
	ential. System Generated Field. This element is not eligible fo	or -A
	alue does not carry forward for Single Clone / Multi-Clone.	
Range of Valu		-A
Minimum	Maximum	
0	99999999	A&B 1
NOTES:		The ty
	-marked cars, report the sum of all additions and betterments	5 Data i
applied to t	he car. This value is for record keeping purposes only and will	not (
be used to i	eport Ledger Value.	Permi
•	Cars report the additions and betterments as qualified under $\lambda$	AAR FLLD
interchange	Rule 107 for determination of settlement value.	GNR
<ul> <li>Additions</li> </ul>	s are costs of all new components applied subsequent to the c	late INIT
the car w	ras built or rebuilt and carried in the capital investment accour	nt.
<ul> <li>Betterme</li> </ul>	ents are costs of all improvements of components of existing	Valida
equipme	nt through the substitution of superior parts for inferior parts	-F
subseque	ent to the date the car was built of rebuilt.	• •
<ul> <li>For connect</li> </ul>	ed unit cars report the total Truck Location A for all units in th	ne -w
set		
Ind for Pos/Ne	-	
A code indicat equipment	ing the positive or negative adjustment to the original cost of	Pool N
Data is Confide	ential. System Generated Field. This element is not eligible fo	or Uniqu
Input. Va	alue does not carry forward for Single Clone / Multi-Clone.	pui
Permissible Va	alues for A128	Used
N Negati	ve P Positive	1
		1
A&B Pos/Neg	Ind A31	
	ing the positive or negative adjustment to the individual addit	ion Pool C
and bettern		Pool C
Data is Confide	ential. Value does not carry forward for Single Clone / Multi-	Syster
Clone.		
	aluge for A216	NOTE
Permissible Va	ines ioi ASTO	NOTE

#### Validation Rule for A316

- -When entering an individual Addition & Betterment, you must enter a value in all 4 fields.
- -The A&B Indicator is required when Additions & Betterments are reported.
- -The A&B Indicator must not be reported if Additions & Betterments are not reported.

#### A&B Amount A317 The amount of the individual addition and betterment added to or subtracted from the original cost of the equipment

Data is Confidential. Value does not carry forward for Single Clone / Multi-Clone.

#### f Values for A317

Minimum	Maximum
1	999999

## on Rule for A317

entering an individual addition & betterment; A&B Date Done (A319), ype (A318), A&B Pos/Neg Ind (A316), and A&B Amount (A317) must be ted

A&B Date Done A319			
The date of the individual addition and betterment			
Data is Confidential. Value does not carry forward for Single Clone / Multi-			
Clone.			
Range of Values for A319			
Minimum Maximum			
1/1/1900   12/31/9999			
Validation Rule for A319			
<ul> <li>When entering an individual Addition &amp; Betterment, you must enter a value in all 4 fields.</li> </ul>			
-Addition and Betterment Date Done cannot be earlier than Built Date			
(BLDT).			
-Additions & Betterments Date Done cannot be later than today's date.			
· · · · · ·			
A&B Type A318			
The type of individual addition and betterment as defined by Rule 107			
Data is Confidential. Value does not carry forward for Single Clone / Multi-			
Clone.			
Permissible Values for A318			
FLLD Other permanently installed loading equipment used on flat cars			
GNRL General - Capitalized Additions and Betterments			
INIT Initial load of historical A&B amount as of Umler 4.6 implementation			
date			
Validation Rule for A318			
<ul> <li>-For each equipment, only one Individual A&amp;B Type can have a value of INIT.</li> </ul>			
-When entering an individual Addition & Betterment, you must enter a			
value in all 4 fields.			
value in an 4 riclas.			
Car Management			
Pool Number P001			
Unique number used to indicate the grouping of equipment for a particular			
purpose			
Used for Transportation Codes. Affects Rating. This element is not eligible for			
Input. Value does not carry forward for Equipment Group Change / Add			
Back.			
Pool Control TCPC			
Pool Control			

Generated Field. Used for Transportation Codes. This element is not gible for Input, Output or Query.

• For further explanation reference Appendices C and E.



	Data Specifi	cation Manual	
		System Generated Field. This element is not eligible for Input. V	alue does not
User Routing Instructions	TCUR	carry forward for Single Clone / Multi-Clone.	
The routing instruction reported by the user		Permissible Values for B597	
Used for Transportation Codes.		Y Yes S Suspended	
Permissible Values for TCUR		NOTES:	
2 Trailer Service Rule 2		When equipment is on a fleet the Loading Authority (	(A) application
G Contaminated commodity service		will update the flag to $Y - Yes'$ . When equipment is removed	
M Mark canceled		LA application will remove the 'Y – Yes'.	nom a neet the
O Owner requested return		<ul> <li>When equipment is on a LA fleet that is suspended the LA approximation of the transmission of transmission of the transmission of transmi</li></ul>	lication will
U Unassigned equipment		update the flag to 'S – Suspended'. When the equipment is or	
NOTES:		is no longer suspended the LA application will update the flag	
<ul> <li>For further explanation reference Appendix E.</li> </ul>			
		Sys Gen Routing Inst	TCGR
Umler Transportation Code	TCOD	The routing instruction generated by the system	
		System Generated Field. Used for Transportation Codes. This el	ement is not
The type of assigned service, empty routing or restriction of the e		eligible for Input.	
System Generated Field. Used for Transportation Codes. This ele	ement is not	NOTES:	
eligible for Input.		• For further explanation reference Appendix E.5.	
NOTES:			
For further explanation reference Appendix E.		Train Service	
Transportation Cond Code	TCCD	]	
Transportation Cond Code	TCCD	Restricted Speed Empty	B180
The AAR or FRA interchange restriction code		Describes the maximum restricted speed the equipment can trav	vel when empty
System Generated Field. Used for Transportation Codes. This ele	ement is not		
eligible for Input.		Range of Values for B180	
NOTES:		Minimum Maximum	
<ul> <li>For further explanation reference Appendix E.</li> </ul>		5 95	
		]	
Mechanical Restriction	TCME	Restricted Speed Loaded	B181
User reported or system generated type of mechanical restriction	ו	Describes the maximum restricted speed the equipment can trav	vel when loaded
Used for Transportation Codes.			
Permissible Values for TCME		Range of Values for B181	
S Scrap		Minimum Maximum	
X AAR Interchange Restriction		5 95	
Y FRA Interchange Prohibited			
NOTES:		Shove Car to Rest	B189
For further explanation reference Appendix D.1		Identifies the car must be moved to rest by locomotive	
Mech Restriction Reason	TCMR	Permissible Values for B189	
	TCIVIK	Y Yes	
The explanation of the Mechanical Restriction (TCME)			
Used for Transportation Codes.		Shove Adj. Car to Rest	B188
Permissible Values for TCMR		Identifies the adjacent car must be shoved to rest by locomotive	
A Restricted Due to Age (Over 40-AAR, Over 50-FRA)		Permissible Values for B188	
B Restricted Due to Air Brakes		Y Yes	
C Restricted Due to Axles D Restricted Due to Couplers and Couplers Parts			
<ul> <li>D Restricted Due to Couplers and Couplers Parts</li> <li>F Restricted Due to Couplers Yokes</li> </ul>		Train Position Sensitive	B211
G Restricted Due to Draft Gears			
J Restricted Due to Journal Bearing and Journal Lubrication	h	Indicates there is a physical reason, limiting its position on a train	า
N Restricted Due to Trucks		Permissible Values for B211	
P Restricted Due to Truck Side Frames		Y Yes	
T Restricted Due to Trucks Bolsters			
U Restricted by AAR or Owner		End of Train Only	B277
W Restricted Due to Wheels		Indicates the equipment must be placed at the end of the train (	including per
X Restricted Due to Scrap or Early Warning		AAR RP-2001)Permissible Values for B277	
Z Restricted Due to Umler Conflict (Not Valid for User Inpu	t)	Y Yes	
NOTES:			
<ul> <li>For further explanation reference Appendix D.2.</li> </ul>		Check Trailing Tonnage	B044
• The assignment of the Transportation Codes S_, SX, XA, XZ and	-	Indicates the equipment has restrictions on trailing tonnage	
the Rate Indicator Code 6 to the CHARM file to zero (0) rate th	e car hire and	Permissible Values for B044	
mileage rate.		Y Yes	
Looding Anthony Black of the Prop		1	
Loading Authority Fleet Status B597 Identifies when a car is listed on a fleet in the Loading Authority a		Curve Negotiate Exception	B178



- А Restrictive Curve Negotiability, Section 2.1.4 of M-1001
- Does not meet all Chapter XI Curving Requirements В

#### 15.0 38.0

#### NOTES:

- Empty Braking Ratio is determined as follows:
- $\circ~$  If Built Date (BLDT) or Rebuilt Date (RBDT) is less than 1/1/1972, then Empty Braking Ratio will be set to blank.

		<ul> <li>If Built Date (BLDT) or Rebuilt Date (RBDT) is less than 1/1/1972, then</li> </ul>
Cooper Rating		Empty Braking Ratio will be set to blank.
	cooper rating (weight distribution model of the equipme	), for Owner-Provided Empty Braking Ratio B554
	ement across bridges alues for B273	Indicates an owner supplied alternate empty braking ratio (in percent).
	ive Cooper Rating	Range of Values for B554
	r Rating in Excess of E66	Minimum Maximum
D coope		15.0 38.0
Clearance Exc	ention	3275 NOTES:
	•	Owner may enter a documented alternative minimum loaded net braking
Permissible Va	ipment containing nonstandard dimension	ratio in this field that is greater than the system calculated Loaded Net
	ive Outside Extreme Height (A185)	Braking Ratio (B551).
	ve Outside Extreme Width (A186)	<ul> <li>When reported, the Owner-Provided Loaded Net Braking Ratio will be used</li> </ul>
	Guides for Loading High Cube Containers	in PTC stopping distance calculations.
	er unique clearance issues	<ul> <li>A change in value for the following elements will cause the Owner-Provided</li> </ul>
		Loaded Net Braking Ratio to reset to blank:
		<ul> <li>Rebuilt Date (RBDT)</li> </ul>
		<ul> <li>Gross Rail Load/Weight (A266)</li> </ul>
		• Equipment Type Code (UMET)
		<ul> <li>Empty/Load Device Eqpd (B075)</li> </ul>
Loaded Net B	raking Ratio	3551 Truck Course on the
	ulated minimum loaded net braking ratio per AAR Specific	
-	uilt or rebuilt date (in percent).	Axle Spacing Distance Mandatory B020
	nerated Field. This element is not eligible for input. alues for B551	The distance between adjacent axle centers within the same truck system
		Affects Rating.
- 11.0 - 8.5		Permissible Values for B020
NOTES:		53 53 Inches
	t Braking Ratio is determined as follows:	54 54 Inches
	pate (BLDT) or Rebuilt Date (RBDT) is less than 1/1/1972, t	en 61 61 Inches
	Net Braking Ratio will be set to blank.	62 62 Inches
<ul> <li>If Built D</li> </ul>	Date (BLDT) or Rebuilt Date (RBDT) is greater than or equa	
1/1/200	4, or if Equipment Type Code (UMET) begins with "Q" or '	
Loaded I	Net Braking Ratio is 11.0%.	65 65 Inches
<ul> <li>For all of</li> </ul>	ther equipment, Loaded Net Braking Ratio is 8.5%.	66 66 Inches
		68 68 Inches
Owner-Provid	led Loaded Net Braking Ratio	3552 70 70 Inches
Indicates an al	Iternate minimum loaded net braking ratio provided by o	
percent).		72 72 Inches
Range of Valu	les for B552	73 73 Inches
Minimum	Maximum	74 74 Inches 76 76 Inches
8.5	14.0	78 78 Inches
NOTES:		
	/ enter a documented alternative minimum loaded net br	ung Validation Rule:
	i field that is greater than the system calculated Loaded N	- Axle Space Unknown is not a permissible value for equipment with a Built Date
Braking Rat	rted, the Owner-Provided Loaded Net Braking Ratio will b	(BDLT) on or after January 1, 1980
	ping distance calculations.	useu
•	value for the following elements will cause the Owner-P	vided Truck Axle Count B252
Loaded Net Braking Ratio to reset to blank:		The number of axles per truck
<ul> <li>Rebuilt I</li> </ul>		Range of Values for B252
<ul> <li>Gross Ra</li> </ul>	ail Load/Weight (A266)	Minimum Maximum
<ul> <li>Equipme</li> </ul>	ent Type Code (UMET)	2 4
<ul> <li>Empty/L</li> </ul>	.oad Device Eqpd (B075)	Validation Rule for B252
		- Sum of Truck Axle Count must equal Axle Count (A024)
Empty Braking	g Ratio	3553
	ulated empty braking ratio per AAR Specifications in place	n built Journal Size Mandatory A147
	ate (in percent).	The size of the journal bearing
System Ger	nerated Field. This element is not eligible for input.	Affects Rating.
Danga -file!		
Range of Valu Minimum	Maximum	Permissible Values for A147 A 3-3/4 X 7 B 4-1/4 X 8 C 5 X 9



Data Specification Manual

A294

B350

D	5-1/2 X 10	Е	6X11	F	6-1/2 X 12
G	7 X 12	К	6-1/ 2X 9	Μ	7 X 9
NOTE	S:				

A, B and C Journal Classes are prohibited in Interchange per Rule 90.B.4

 4-axle equipment with 28 inch diameter, 1-wear wheels, are limited to a Gross Rail Load (A266) of 195,000 lbs

wne	e	Diameter	IVI	anaa	tory	/

## The diameter of the wheels

Permis	ssible Values f	or A29	4
28	28 Inches	33	33 Inches
36	36 Inches	38	38 Inches
101:00	tion Dula for /	204	

#### Validation Rule for A294

-Equipment with a Qualification for Increased Gross Rail Load (B344) of 1 and Journal Size (A147) of G or M must have a Wheel Diameter of 38 -Equipment with Qualification for Increased Rail Load (B344) of 1, and Journal Size (A147) of K, must have a Wheel Diameter of 36

-If Connected Unit Count (A020) is not reported, different Wheel Diameters cannot be reported

Stability Device Equipped	B199
Indicates a stability device is present on the truck	
Affects Rating.	
Permissible Values for B199	
Y Yes	

Bolster Component ID	B351
Bolster Component ID from Component Registry	

Data is Confidential. This element is not eligible for Input. Value does not carry forward for Single Clone / Multi-Clone.

Sideframe Component ID	B352
Side Frame Component ID from Component Registry	
Data is Confidential. This element is not eligible for Input.	Value does not carry

forward for Single Clone / Multi-Clone.

Wheelset	Component ID
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Component ID from Component Registry	
Data is Confidential. This element is not eligible for Input	Value dees not car

Data is Confidential. This element is not eligible for Input. Value does not carry forward for Single Clone / Multi-Clone.

## Draft System Components

Coupler Code		A057	
Defines the eq	Defines the equipment coupler type		
Permissible Va	lues for A057		
BE60AHT	Type E (Rule 16) - BE60AHT		
BE60BHT	Type E Obsolete (Rule 16) - BE60BHT		
BE63AHT	Type E Obsolete (Rule 16) - BE63AHT		
BE63HT	Type E (Rule 16) - BE63HT		
BE67HT	Type E (Rule 16) - BE67HT		
E42BEX	Type E/F (Rule 17) - E42BEX		
E50ARE	Type E/F (Rule 17) - E50ARE		
E50BEX	Type E/F (Rule 17) - E50BEX		
E60CC	Type E (Rule 16) - E60CC		
E60CE	Type E (Rule 16) - E60CE		
E60CHT	Type E (Rule 16) - E60CHT		
E60CHTE	Type E (Rule 16) - E60CHTE		
E60DC	Type E (Rule 16) - E60DC		
E60DE	Type E (Rule 16) - E60DE		
E60EE	Type E (Rule 16) - E60EE		
E61	Type E Obsolete (Rule 16) - E61		
E67AHT	Type E (Rule 16) - E67AHT		
E67BC	Type E (Rule 16) - E67BC		

E67BE	Type E (Rule 16) - E67BE
E67BHT	Type E (Rule 16) - E67BHT
	Type E (Rule 16) - E67BHTE
E67BHTE	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,
E67CC	Type E (Rule 16) - E67CC
E67CE	Type E (Rule 16) - E67CE
E68AHT	Type E/F Obsolete (Rule 17) - E68AHT
E68AHTE	Type E/F Obsolete (Rule 17) - E68AHTE
E68BC	Type E/F (Rule 17) - E68BC
E68BE	Type E/F (Rule 17) - E68BE
E68BHT	Type E/F (Rule 17) - E68BHT
E68BHTE	Type E/F (Rule 17) - E68BHTE
E68CE	Type E/F (Rule 17) - E68CE
E69AE	Type E/F (Rule 17) - E69AE
E69AHTE	Type E/F (Rule 17) - E69AHTE
E69BE	Type E/F (Rule 17) - E69BE
E69CE	Type E/F (Rule 17) - E69CE
E69CEX	Type E/F (Rule 17) - E69CEX
E69HTE	Type E/F (Rule 17) - E69HTE
E69LCE	Type E/F (Rule 17) - E69LCE
EB7AHT	Type E (Rule 16) - EB7AHT
EF204CE	Type E/F (Rule 17) - EF204CE
EF306CE	Type E/F (Rule 17) - EF306CE
EF511AE	Type E/F (Rule 17) - EF511AE
EF511BE	Type E/F (Rule 17) - EF511BE
EF511CE	Type E/F (Rule 17) - EF511CE
EF511DE	Type E/F (Rule 17) - EF511DE
	Type E/F (Rule 17) - EF511LCE
EF511LCE	
EF511WE	Type E/F (Rule 17) - EF511WE
EF512CE	Type E/F (Rule 17) - EF512CE
EF512WE	Type E/F (Rule 17) - EF512WE
EF528WE	Type E/F (Rule 17) - EF528WE
	Type E/F Rotary - EFROTARY
EFROTARY	
EFSPEC	Type E/F Special - EFSPEC
EFUNK	Type E/F Unknown - EFUNK
ESPEC	Type E Special - ESPEC
EUNK	Type E Unknown - EUNK
F70BHT	Type F Obsolete (Rule 18) - F70BHT
F70BHTE	Type F Obsolete (Rule 18) - F70BHTE
F70CC	Type F (Rule 18) - F70CC
F70CE	Type F (Rule 18) - F70CE
F70CHT	Type F (Rule 18) - F70CHT
F70CHTE	Type F (Rule 18) - F70CHTE
F70DE	Type F (Rule 18) - F70DE
F70HT	Type F Obsolete (Rule 18) - F70HT
F71CHT	Type F (Rule 18) - F71CHT
F72HT	Type F (Rule 18) - F72HT
F73AC	Type F (Rule 18) - F73AC
F73AE	Type F (Rule 18) - F73AE
F73AHT	Type F (Rule 18) - F73AHT
F73AHTE	Type F (Rule 18) - F73AHTE
F73BE	Type F (Rule 18) - F73BE
F73HTE	Type F Obsolete (Rule 18) - F73HTE
	Type F Obsolete (Rule 18) - F79BHT
F79BHT	
F79BHTE	Type F Obsolete (Rule 18) - F79BHTE
F79CC	Type F (Rule 18) - F79CC
F79CE	Type F (Rule 18) - F79CE
F79CHT	Type F (Rule 18) - F79CHT
F79CHTE	Type F (Rule 18) - F79CHTE
F79DE	Type F (Rule 18) - F79DE
FF205E	Type F (Rule 18) - FF205E
FF218AE	Type F (Rule 18) - FF218AE
FR201E	Type F (Rule 18) Rotary - FR201E
FR205AE	Type F (Rule 18) Rotary - FR205AE
FR205BE	Type F (Rule 18) Rotary - FR205BE
FR205E	Type F (Rule 18) Rotary - FR205E
FR206E	Type T (Hale 10) Hotaly THEODE
-	
FR2074F	Type F (Rule 18) Rotary - FR206E
FR207AE	Type F (Rule 18) Rotary - FR206E Type F (Rule 18) Rotary - FR207AE
FR207AE FR207E	Type F (Rule 18) Rotary - FR206E

# Umler®

## **Data Specification Manual**

FR208AE		
	Type F (Rule 18) Rotary - FR208AE (without wear insert)	-Coupler Code of Type E Obsolete (Rule 16) can only be reported if the car
FR208E	Type F (Rule 18) Rotary - FR208E (with wear insert)	was built or rebuilt before July 31, 2015
FR209E	Type F (Rule 18) Rotary - FR209E	-Coupler Code of Type E/F Obsolete (Rule 17) can only be reported if the
FR301E	Type F (Rule 18) Rotary - FR301E Type F (Rule 18) Rotary - FR301E (with wear plate)	car was built or rebuilt before July 31, 2015
FR304E FR304WE	Type F (Rule 18) Rotary - FR304E (with wear plate) Type F (Rule 18) Rotary - FR304WE (without wear plate)	-Coupler Code of Type F Obsolete (Rule 18) can only be reported if the car was built or rebuilt before July 31, 2015
FROTARY	Type E/F Rotary - FROTARY	-Coupler Code of FROTARY or EFROTARY cannot be reported for cars Built
FSPEC	Type F Special - FSPEC	or Rebuilt on or after August 12, 2014.
FUNK	Type F Unknown - FUNK	NOTES:
\$700AE	Type E (Rule 16) - S700AE	<ul> <li>Obsolete: All Type D couplers are obsolete and should report code DOBS;</li> </ul>
SBE60CC	Type E (Rule 16) - SBE60CC	cars with this coupler code will be restricted in interchange as discussed
SBE60CE	Type E (Rule 16) - SBE60CE	below.
SBE60DC	Type E (Rule 16) - SBE60DC	• Unknown: If the coupler code is unknown or if the code stamped on the
SBE60DE	Type E (Rule 16) - SBE60DE	coupler is illegible, the code BUNK FUNK, EFUNK, or LOCOUNK should be
SBE60DREX	Type E (Rule 16) - SBE60DREX	reported.
SBE60EE	Type E (Rule 16) - SBE60EE	<ul> <li>Special: Codes ESPEC, FSPEC, and EFSPEC have been created to decline</li> </ul>
SBE67BC	Type E (Rule 16) - SBE67BC	coupler bodies that have been manufactured specifically for the equipment
SBE67BE	Type E (Rule 16) - SBE67BE	owner and are not listed in the attached table.
SBE67CC	Type E (Rule 16) - SBE67CC	The codes FROTARY and EFROTARY cannot be reported for equipment Built
SBE67CE	Type E (Rule 16) - SBE67CE	or Rebuilt since August 12, 2014.
SBE67CREX	Type E (Rule 16) - SBE67CREX	
SBE67DE	Type E (Rule 16) - SBE67DE	Coupler Style Mandatory B058
SBE68BC SBE68BE	Type E/F (Rule 17) - SBE68BC	Describes the basic coupler design of the equipment
SBE68CE	Type E/F (Rule 17) - SBE68BE Type E/F (Rule 17) - SBE68CE	Used in ETC Generation. Affects Rating.
SBE68CREX	Type E/F (Rule 17) - SBE68CREX	Permissible Values for B058
SBE68DE	Type E/F (Rule 17) - SBE68DE	B Bottom Shelf D Double Shelf
SBE68WEX	Type E/F (Rule 17) - SBE68WEX	P Plain R Rotary
SBE69AE	Type E/F (Rule 17) - SBE69AE	Validation Rule for B058
SBE69BE	Type E/F (Rule 17) - SBE69BE	-If Draft System Type (B073) is not Center Of Car or End Of Car, Inches of Travel
SBE69BREX	Type E/F (Rule 17) - SBE69BREX	(B061) cannot be reported
SBE69CE	Type E/F (Rule 17) - SBE69CE	-If Draft System Type (B073) is reported as C, E, X, or Y then Inches of Travel
SE60CC	Type E (Rule 16) - SE60CC	(B061) must also be reported
SE60CE	Type E (Rule 16) - SE60CE	
SE60CHT	Type E (Rule 16) - SE60CHT	Inches of Travel B061
SE60CHTE	Type E (Rule 16) - SE60CHTE	The number of inches a draft system will travel
SE60DC	Type E (Rule 16) - SE60DC	Used in ETC Generation. Affects Rating.
SE60DE	Type E (Pule 16) $=$ SEGODE	
	Type E (Rule 16) - SE60DE	Range of Values for B061
	Type E (Rule 16) - SE60EE	Range of Values for B061 Minimum Maximum
SE67BC	Type E (Rule 16) - SE60EE Type E (Rule 16) - SE67BC	
SE67BC SE67BE	Type E (Rule 16) - SE60EE Type E (Rule 16) - SE67BC Type E (Rule 16) - SE67BE	Minimum Maximum
SE67BC SE67BE SE67BHT	Type E (Rule 16) - SE60EE Type E (Rule 16) - SE67BC Type E (Rule 16) - SE67BE Type E (Rule 16) - SE67BHT	MinimumMaximum136
SE67BC SE67BE SE67BHT SE67BHTE	Type E (Rule 16) - SE60EE Type E (Rule 16) - SE67BC Type E (Rule 16) - SE67BE Type E (Rule 16) - SE67BHT Type E (Rule 16) - SE67BHTE	MinimumMaximum136Validation Rule for B061
SE67BC SE67BE SE67BHT SE67BHTE SE67CC	Type E (Rule 16) - SE60EE Type E (Rule 16) - SE67BC Type E (Rule 16) - SE67BE Type E (Rule 16) - SE67BHT Type E (Rule 16) - SE67BHTE Type E (Rule 16) - SE67CC	Minimum         Maximum           1         36           Validation Rule for B061         -If Draft System Type (B073) is not Center Of Car or End Of Car, Inches of Travel (B061) cannot be reported           -If Draft System Type (B073) is reported as Center Of Car or End Of Car is
SE67BC SE67BE SE67BHT SE67BHTE SE67CC SE67CE	Type E (Rule 16) - SE60EE Type E (Rule 16) - SE67BC Type E (Rule 16) - SE67BE Type E (Rule 16) - SE67BHT Type E (Rule 16) - SE67BHTE Type E (Rule 16) - SE67CC Type E (Rule 16) - SE67CE	Minimum         Maximum           1         36           Validation Rule for B061         -If Draft System Type (B073) is not Center Of Car or End Of Car, Inches of Travel (B061) cannot be reported
SE67BC SE67BE SE67BHT SE67BHTE SE67CC SE67CE SE68BC	Type E (Rule 16) - SE60EE Type E (Rule 16) - SE67BC Type E (Rule 16) - SE67BE Type E (Rule 16) - SE67BHT Type E (Rule 16) - SE67BHTE Type E (Rule 16) - SE67CC Type E (Rule 16) - SE67CE Type E/F (Rule 17) - SE68BC	Minimum         Maximum           1         36           Validation Rule for B061         -If Draft System Type (B073) is not Center Of Car or End Of Car, Inches of Travel (B061) cannot be reported           -If Draft System Type (B073) is reported as Center Of Car or End Of Car is
SE67BC SE67BE SE67BHT SE67BHTE SE67CC SE67CE SE68BC SE68BE	Type E (Rule 16) - SE60EE Type E (Rule 16) - SE67BC Type E (Rule 16) - SE67BE Type E (Rule 16) - SE67BHT Type E (Rule 16) - SE67BHTE Type E (Rule 16) - SE67CC Type E (Rule 16) - SE67CE Type E/F (Rule 17) - SE68BC Type E/F (Rule 17) - SE68BE	Minimum         Maximum           1         36           Validation Rule for B061         -If Draft System Type (B073) is not Center Of Car or End Of Car, Inches of Travel (B061) cannot be reported           -If Draft System Type (B073) is reported as Center Of Car or End Of Car is
SE67BC SE67BE SE67BHT SE67BHTE SE67CC SE67CE SE68BC SE68BE SE68BHT	Type E (Rule 16) - SE60EE Type E (Rule 16) - SE67BC Type E (Rule 16) - SE67BE Type E (Rule 16) - SE67BHT Type E (Rule 16) - SE67BHTE Type E (Rule 16) - SE67CC Type E (Rule 16) - SE67CE Type E/F (Rule 17) - SE68BC Type E/F (Rule 17) - SE68BE Type E/F (Rule 17) - SE68BHT	Minimum         Maximum           1         36           Validation Rule for B061         -If Draft System Type (B073) is not Center Of Car or End Of Car, Inches of Travel (B061) cannot be reported           -If Draft System Type (B073) is reported as Center Of Car or End Of Car is reported then Inches of Travel (B061) must also be reported           Draft System Type Mandatory         B073
SE67BC SE67BE SE67BHT SE67BHTE SE67CC SE67CE SE68BC SE68BE SE68BHT SE68BHTE	Type E (Rule 16) - SE60EE Type E (Rule 16) - SE67BC Type E (Rule 16) - SE67BE Type E (Rule 16) - SE67BHT Type E (Rule 16) - SE67BHTE Type E (Rule 16) - SE67CC Type E (Rule 16) - SE67CE Type E/F (Rule 17) - SE68BC Type E/F (Rule 17) - SE68BHT Type E/F (Rule 17) - SE68BHT Type E/F (Rule 17) - SE68BHTE	Minimum       Maximum         1       36         Validation Rule for B061         -If Draft System Type (B073) is not Center Of Car or End Of Car, Inches of Travel (B061) cannot be reported         -If Draft System Type (B073) is reported as Center Of Car or End Of Car is reported then Inches of Travel (B061) must also be reported         Draft System Type Mandatory         B073         Describes the draft gear/underframe cushion type
SE67BC SE67BE SE67BHT SE67BHTE SE67CC SE67CE SE68BC SE68BE SE68BHT SE68BHTE SE68BHTE SE68CE	Type E (Rule 16) - SE60EE Type E (Rule 16) - SE67BC Type E (Rule 16) - SE67BE Type E (Rule 16) - SE67BHT Type E (Rule 16) - SE67BHTE Type E (Rule 16) - SE67CC Type E (Rule 16) - SE67CE Type E/F (Rule 17) - SE68BC Type E/F (Rule 17) - SE68BE Type E/F (Rule 17) - SE68BHT	Minimum         Maximum           1         36           Validation Rule for B061         -If Draft System Type (B073) is not Center Of Car or End Of Car, Inches of Travel (B061) cannot be reported           -If Draft System Type (B073) is reported as Center Of Car or End Of Car is reported then Inches of Travel (B061) must also be reported           Draft System Type Mandatory         B073
SE67BC SE67BE SE67BHT SE67BHTE SE67CC SE67CE SE68BC SE68BE SE68BHT SE68BHTE SE68CE SE69AE	Type E (Rule 16) - SE60EE Type E (Rule 16) - SE67BC Type E (Rule 16) - SE67BE Type E (Rule 16) - SE67BHT Type E (Rule 16) - SE67BHTE Type E (Rule 16) - SE67CC Type E (Rule 17) - SE68BC Type E/F (Rule 17) - SE68BE Type E/F (Rule 17) - SE68BHT Type E/F (Rule 17) - SE68BHTE Type E/F (Rule 17) - SE68BHTE Type E/F (Rule 17) - SE68CE	Minimum       Maximum         1       36         Validation Rule for B061       -If Draft System Type (B073) is not Center Of Car or End Of Car, Inches of Travel (B061) cannot be reported         -If Draft System Type (B073) is reported as Center Of Car or End Of Car is reported then Inches of Travel (B061) must also be reported         Draft System Type Mandatory       B073         Describes the draft gear/underframe cushion type       ▲
SE67BC SE67BE SE67BHT SE67CC SE67CC SE68BC SE68BC SE68BHT SE68BHTE SE68CE SE69AE SE69BE	Type E (Rule 16) - SE60EE Type E (Rule 16) - SE67BC Type E (Rule 16) - SE67BE Type E (Rule 16) - SE67BHT Type E (Rule 16) - SE67BHTE Type E (Rule 16) - SE67CC Type E (Rule 17) - SE68BC Type E/F (Rule 17) - SE68BE Type E/F (Rule 17) - SE68BHT Type E/F (Rule 17) - SE68BHTE Type E/F (Rule 17) - SE68BHTE Type E/F (Rule 17) - SE68CE Type E/F (Rule 17) - SE68CE Type E/F (Rule 17) - SE68CE Type E/F (Rule 17) - SE69AE	Minimum       Maximum         1       36         Validation Rule for B061       -If Draft System Type (B073) is not Center Of Car or End Of Car, Inches of Travel (B061) cannot be reported         -If Draft System Type (B073) is reported as Center Of Car or End Of Car is reported then Inches of Travel (B061) must also be reported         Draft System Type Mandatory       B073         Describes the draft gear/underframe cushion type       ▲         Used in ETC Generation. Affects Rating.       Permissible Values for B073
SE67BC SE67BE SE67BHT SE67CC SE67CE SE68BC SE68BE SE68BHT SE68BHTE SE68BHTE SE68CE SE69AE SE69BE SE69CE	Type E (Rule 16) - SE60EE Type E (Rule 16) - SE67BC Type E (Rule 16) - SE67BE Type E (Rule 16) - SE67BHT Type E (Rule 16) - SE67BHTE Type E (Rule 16) - SE67CC Type E (Rule 17) - SE68BC Type E/F (Rule 17) - SE68BE Type E/F (Rule 17) - SE68BHT Type E/F (Rule 17) - SE68BHTE Type E/F (Rule 17) - SE68BHTE Type E/F (Rule 17) - SE68CE Type E/F (Rule 17) - SE68CE Type E/F (Rule 17) - SE69AE Type E/F (Rule 17) - SE69BE	Minimum       Maximum         1       36         Validation Rule for B061       -If Draft System Type (B073) is not Center Of Car or End Of Car, Inches of Travel (B061) cannot be reported         -If Draft System Type (B073) is reported as Center Of Car or End Of Car is reported then Inches of Travel (B061) must also be reported         Draft System Type Mandatory       B073         Describes the draft gear/underframe cushion type       ▲         Used in ETC Generation. Affects Rating.       Permissible Values for B073         C       C ushioning Center of Car
SE67BC SE67BE SE67BHT SE67CC SE67CC SE68BC SE68BE SE68BHT SE68BHTE SE68CE SE69AE SE69AE SE69BE SE69CE SF70CC	Type E (Rule 16) - SE60EE Type E (Rule 16) - SE67BC Type E (Rule 16) - SE67BE Type E (Rule 16) - SE67BHT Type E (Rule 16) - SE67BHTE Type E (Rule 16) - SE67CC Type E (Rule 17) - SE68BC Type E/F (Rule 17) - SE68BE Type E/F (Rule 17) - SE68BHT Type E/F (Rule 17) - SE68BHTE Type E/F (Rule 17) - SE68BHTE Type E/F (Rule 17) - SE68CE Type E/F (Rule 17) - SE68CE Type E/F (Rule 17) - SE69AE Type E/F (Rule 17) - SE69BE Type E/F (Rule 17) - SE69BE Type E/F (Rule 17) - SE69CE	Minimum       Maximum         1       36         Validation Rule for B061       -If Draft System Type (B073) is not Center Of Car or End Of Car, Inches of Travel (B061) cannot be reported         -If Draft System Type (B073) is reported as Center Of Car or End Of Car is reported then Inches of Travel (B061) must also be reported         Draft System Type Mandatory       B073         Describes the draft gear/underframe cushion type       ▲         Used in ETC Generation. Affects Rating.       Permissible Values for B073         C       Cushioning Center of Car         E       Cushioning End of Car         S       Standard
SE67BC SE67BE SE67BHT SE67BHTE SE67CC SE67CE SE68BC SE68BE SE68BHT SE68BHTE SE68CE SE69AE SE69AE SE69BE SE69CE SF70CC SF70CE	Type E (Rule 16) - SE60EE Type E (Rule 16) - SE67BC Type E (Rule 16) - SE67BE Type E (Rule 16) - SE67BHT Type E (Rule 16) - SE67BHTE Type E (Rule 16) - SE67CC Type E (Rule 17) - SE68BC Type E/F (Rule 17) - SE68BE Type E/F (Rule 17) - SE68BHT Type E/F (Rule 17) - SE68BHTE Type E/F (Rule 17) - SE68BHTE Type E/F (Rule 17) - SE68CE Type E/F (Rule 17) - SE69AE Type E/F (Rule 17) - SE69AE Type E/F (Rule 17) - SE69BE Type E/F (Rule 17) - SE69CE Type F/F (Rule 18) - SF70CC	Minimum       Maximum         1       36         Validation Rule for B061       -If Draft System Type (B073) is not Center Of Car or End Of Car, Inches of Travel (B061) cannot be reported         -If Draft System Type (B073) is reported as Center Of Car or End Of Car is reported then Inches of Travel (B061) must also be reported         Draft System Type Mandatory       B073         Describes the draft gear/underframe cushion type       ▲         Used in ETC Generation. Affects Rating.       Permissible Values for B073         C       Cushioning Center of Car         E       Cushioning End of Car         S       Standard
SE67BC SE67BE SE67BHT SE67CC SE67CE SE68BC SE68BE SE68BHT SE68BHTE SE68CE SE69AE SE69AE SE69AE SE69CE SF70CC SF70CE SF70CHT SF70CHTE	Type E (Rule 16) - SE60EE Type E (Rule 16) - SE67BC Type E (Rule 16) - SE67BE Type E (Rule 16) - SE67BHT Type E (Rule 16) - SE67BHTE Type E (Rule 16) - SE67CC Type E (Rule 17) - SE68BC Type E/F (Rule 17) - SE68BE Type E/F (Rule 17) - SE68BHT Type E/F (Rule 17) - SE68BHTE Type E/F (Rule 17) - SE68BHTE Type E/F (Rule 17) - SE69AE Type E/F (Rule 17) - SE69BE Type E/F (Rule 17) - SE69BE Type E/F (Rule 17) - SE69BE Type F (Rule 18) - SF70CC Type F (Rule 18) - SF70CHT Type F (Rule 18) - SF70CHTE	Minimum       Maximum         1       36         Validation Rule for B061       -If Draft System Type (B073) is not Center Of Car or End Of Car, Inches of Travel (B061) cannot be reported         -If Draft System Type (B073) is reported as Center Of Car or End Of Car is reported then Inches of Travel (B061) must also be reported         Draft System Type Mandatory       B073         Describes the draft gear/underframe cushion type       ▲         Used in ETC Generation. Affects Rating.       Permissible Values for B073         C       Cushioning Center of Car         E       Cushioning End of Car         S       Standard         X       Devices with less than 6 inches buff travel approved under AAR Standar S-060
SE67BC SE67BH SE67BHTE SE67CC SE67CE SE68BC SE68BH SE68BHT SE68BHTE SE68CE SE69AE SE69AE SE69AE SE69CE SF70CC SF70CC SF70CE SF70CHTE SF70DE	Type E (Rule 16) - SE60EE Type E (Rule 16) - SE67BC Type E (Rule 16) - SE67BE Type E (Rule 16) - SE67BHT Type E (Rule 16) - SE67BHTE Type E (Rule 16) - SE67CC Type E (Rule 17) - SE68BC Type E/F (Rule 17) - SE68BE Type E/F (Rule 17) - SE68BHT Type E/F (Rule 17) - SE68BHTE Type E/F (Rule 17) - SE68BHTE Type E/F (Rule 17) - SE69AE Type E/F (Rule 17) - SE69BE Type E/F (Rule 17) - SE69BE Type F (Rule 18) - SF70CC Type F (Rule 18) - SF70CHT Type F (Rule 18) - SF70DE	Minimum       Maximum         1       36         Validation Rule for B061       -If Draft System Type (B073) is not Center Of Car or End Of Car, Inches of Travel (B061) cannot be reported         -If Draft System Type (B073) is reported as Center Of Car or End Of Car is reported then Inches of Travel (B061) must also be reported         Draft System Type Mandatory       B073         Describes the draft gear/underframe cushion type       ▲         Used in ETC Generation. Affects Rating.       Permissible Values for B073         C       Cushioning Center of Car         E       Cushioning End of Car         S       Standard         X       Devices with less than 6 inches buff travel approved under AAR Standar S-060
SE67BC SE67BH SE67BHT SE67CC SE67CC SE67CE SE68BC SE68BHT SE68BHT SE68BHT SE68CE SE69AE SE69AE SE69AE SE69CE SF70CC SF70CC SF70CC SF70CHT SF70CHTE SF70DE SF79CC	Type E (Rule 16) - SE60EE Type E (Rule 16) - SE67BC Type E (Rule 16) - SE67BE Type E (Rule 16) - SE67BHT Type E (Rule 16) - SE67BHTE Type E (Rule 16) - SE67CC Type E (Rule 17) - SE68BC Type E/F (Rule 17) - SE68BE Type E/F (Rule 17) - SE68BHT Type E/F (Rule 17) - SE68BHTE Type E/F (Rule 17) - SE68BHTE Type E/F (Rule 17) - SE69AE Type E/F (Rule 17) - SE69AE Type E/F (Rule 17) - SE69E Type F (Rule 18) - SF70CC Type F (Rule 18) - SF70CHTE Type F (Rule 18) - SF70DE Type F (Rule 18) - SF79CC	Minimum       Maximum         1       36         Validation Rule for B061       -If Draft System Type (B073) is not Center Of Car or End Of Car, Inches of Travel (B061) cannot be reported         -If Draft System Type (B073) is reported as Center Of Car or End Of Car is reported then Inches of Travel (B061) must also be reported         Draft System Type Mandatory       B073         Describes the draft gear/underframe cushion type <ul> <li>Memory</li> <li>C Cushioning Center of Car</li> <li>C Cushioning End of Car</li> <li>S Standard</li> <li>X Devices with less than 6 inches buff travel approved under AAR Standard S-060</li> <li>Y Devices with 6 to 10 inches of buff travel approved under AAR Standard</li> </ul>
SE67BC SE67BE SE67BHT SE67BHTE SE67CC SE67CE SE68BC SE68BE SE68BHT SE68BHTE SE68CE SE69AE SE69AE SE69AE SE69BE SE69CE SF70CC SF70CC SF70CE SF70CHTE SF70DE SF79CC SF79CE	Type E (Rule 16) - SE60EE Type E (Rule 16) - SE67BC Type E (Rule 16) - SE67BE Type E (Rule 16) - SE67BHT Type E (Rule 16) - SE67BHTE Type E (Rule 16) - SE67CC Type E (Rule 17) - SE68BC Type E/F (Rule 17) - SE68BE Type E/F (Rule 17) - SE68BHT Type E/F (Rule 17) - SE68BHTE Type E/F (Rule 17) - SE68BHTE Type E/F (Rule 17) - SE69AE Type E/F (Rule 17) - SE69AE Type E/F (Rule 17) - SE69BE Type E/F (Rule 17) - SE69DE Type F (Rule 18) - SF70CE Type F (Rule 18) - SF70CHT Type F (Rule 18) - SF70DE Type F (Rule 18) - SF79CE Type F (Rule 18) - SF79CE	Minimum       Maximum         1       36         Validation Rule for B061       -If Draft System Type (B073) is not Center Of Car or End Of Car, Inches of Travel (B061) cannot be reported         -If Draft System Type (B073) is reported as Center Of Car or End Of Car is reported then Inches of Travel (B061) must also be reported         Draft System Type Mandatory       B073         Describes the draft gear/underframe cushion type       ▲         Used in ETC Generation. Affects Rating.       Permissible Values for B073         C       Cushioning Center of Car         E       Cushioning End of Car         S       Standard         X       Devices with less than 6 inches buff travel approved under AAR Standard S-060         Y       Devices with 6 to 10 inches of buff travel approved under AAR Standard S-060
SE67BC SE67BH SE67BHT SE67CC SE67CE SE68BC SE68BC SE68BHT SE68BHT SE68CE SE69AE SE69AE SE69AE SE69AE SE69CE SF70CC SF70CC SF70CE SF70CHT SF70CHTE SF79CC SF79CE SF79CHT	Type E (Rule 16) - SE60EE Type E (Rule 16) - SE67BC Type E (Rule 16) - SE67BE Type E (Rule 16) - SE67BHT Type E (Rule 16) - SE67BHTE Type E (Rule 16) - SE67CC Type E (Rule 17) - SE68BC Type E/F (Rule 17) - SE68BC Type E/F (Rule 17) - SE68BHT Type E/F (Rule 17) - SE68BHTE Type E/F (Rule 17) - SE68BHTE Type E/F (Rule 17) - SE69AE Type E/F (Rule 17) - SE69AE Type E/F (Rule 17) - SE69AE Type F/ (Rule 18) - SF70CC Type F (Rule 18) - SF70CHT Type F (Rule 18) - SF70CE Type F (Rule 18) - SF70CE	Minimum       Maximum         1       36         Validation Rule for B061       -If Draft System Type (B073) is not Center Of Car or End Of Car, Inches of Travel (B061) cannot be reported         -If Draft System Type (B073) is reported as Center Of Car or End Of Car is reported then Inches of Travel (B061) must also be reported         Draft System Type Mandatory       B073         Describes the draft gear/underframe cushion type       ▲         Used in ETC Generation. Affects Rating.       Permissible Values for B073         C       Cushioning Center of Car         E       Cushioning End of Car         S       Standard         X       Devices with less than 6 inches buff travel approved under AAR Standard S-060         Y       Devices with 6 to 10 inches of buff travel approved under AAR Standard S-060         Validation Rule for B073
SE67BC SE67BE SE67BHT SE67BHTE SE67CC SE67CE SE68BC SE68BE SE68BHT SE68BHTE SE68CE SE69AE SE69AE SE69AE SE69CE SF70CC SF70CE SF70CHT SF70CHT SF70CHT SF70CHT SF79CE SF79CHT SF79CHT SF79CHT	Type E (Rule 16) - SE60EE Type E (Rule 16) - SE67BC Type E (Rule 16) - SE67BE Type E (Rule 16) - SE67BHT Type E (Rule 16) - SE67BHTE Type E (Rule 16) - SE67CC Type E (Rule 17) - SE68BC Type E/F (Rule 17) - SE68BC Type E/F (Rule 17) - SE68BHT Type E/F (Rule 17) - SE68BHTE Type E/F (Rule 17) - SE68BHTE Type E/F (Rule 17) - SE69BE Type E/F (Rule 17) - SE69BE Type E/F (Rule 17) - SE69BE Type F (Rule 18) - SF70CE Type F (Rule 18) - SF70CHT Type F (Rule 18) - SF70CE Type F (Rule 18) - SF79CE Type F (Rule 18) - SF79CHT Type F (Rule 18) - SF79CHT Type F (Rule 18) - SF79CHTE	Minimum       Maximum         1       36         Validation Rule for B061       -If Draft System Type (B073) is not Center Of Car or End Of Car, Inches of Travel (B061) cannot be reported         -If Draft System Type (B073) is reported as Center Of Car or End Of Car is reported then Inches of Travel (B061) must also be reported         Draft System Type Mandatory       B073         Describes the draft gear/underframe cushion type       ▲         Used in ETC Generation. Affects Rating.       Permissible Values for B073         C       Cushioning Center of Car         E       Cushioning End of Car         S       Standard         X       Devices with less than 6 inches buff travel approved under AAR Standard S-060         Y       Devices with 6 to 10 inches of buff travel approved under AAR Standard S-060         Validation Rule for B073       - If Draft System Type (B073) is Standard Draft Gear (S), Inches of Travel
SE67BC SE67BE SE67BHT SE67CC SE67CC SE67CE SE68BC SE68BE SE68BHT SE68BHT SE68CE SE69AE SE69AE SE69AE SE69CE SF70CC SF70CE SF70CHT SF70CHT SF70CHT SF70CHT SF79CHT SF79CHT SF79CHT SF79CHT SF79CHT SF79CHT SF79CHT	Type E (Rule 16) - SE60EE Type E (Rule 16) - SE67BC Type E (Rule 16) - SE67BE Type E (Rule 16) - SE67BHT Type E (Rule 16) - SE67BHTE Type E (Rule 16) - SE67CC Type E (Rule 16) - SE67CE Type E/F (Rule 17) - SE68BC Type E/F (Rule 17) - SE68BHT Type E/F (Rule 17) - SE68BHTE Type E/F (Rule 17) - SE68BHTE Type E/F (Rule 17) - SE68BHTE Type E/F (Rule 17) - SE69BHTE Type E/F (Rule 17) - SE69BE Type E/F (Rule 17) - SE69BE Type F/ (Rule 18) - SF70CC Type F (Rule 18) - SF70CHT Type F (Rule 18) - SF70CE Type F (Rule 18) - SF79CE Type F (Rule 18) - SF79CHT Type F (Rule 18) - SF79CHT Type F (Rule 18) - SF79DE	Minimum       Maximum         1       36         Validation Rule for B061       -If Draft System Type (B073) is not Center Of Car or End Of Car, Inches of Travel (B061) cannot be reported         -If Draft System Type (B073) is reported as Center Of Car or End Of Car is reported then Inches of Travel (B061) must also be reported         Draft System Type Mandatory       B073         Describes the draft gear/underframe cushion type       ●         Used in ETC Generation. Affects Rating.       Permissible Values for B073         C       Cushioning Center of Car         E       Cushioning End of Car         S       Standard         X       Devices with less than 6 inches buff travel approved under AAR Standard S-060         Y       Devices with 6 to 10 inches of buff travel approved under AAR Standard S-060         Validation Rule for B073       - If Draft System Type (B073) is Standard Draft Gear (S), Inches of Travel (B061) cannot be reported
SE67BE SE67BHT SE67CC SE67CC SE67CE SE68BC SE68BC SE68BHT SE68BHT SE68CE SE69AE SE69AE SE69CE SF70CC SF70CC SF70CHT SF70CHT SF70CHT SF79CHT SF79CHT SF79CHT SF79CHT SF79CHT SF79CHT	Type E (Rule 16) - SE60EE Type E (Rule 16) - SE67BC Type E (Rule 16) - SE67BE Type E (Rule 16) - SE67BHT Type E (Rule 16) - SE67BHTE Type E (Rule 16) - SE67CC Type E (Rule 16) - SE67CC Type E/F (Rule 17) - SE68BC Type E/F (Rule 17) - SE68BE Type E/F (Rule 17) - SE68BHT Type E/F (Rule 17) - SE68BHTE Type E/F (Rule 17) - SE68BHTE Type E/F (Rule 17) - SE68BHTE Type E/F (Rule 17) - SE69AE Type E/F (Rule 17) - SE69AE Type E/F (Rule 17) - SE69BE Type F/ (Rule 18) - SF70CC Type F (Rule 18) - SF70CE Type F (Rule 18) - SF70CHTE Type F (Rule 18) - SF70CE Type F (Rule 18) - SF79CE Type F (Rule 18) - SF79CHTE Type F (	Minimum       Maximum         1       36         Validation Rule for B061       -If Draft System Type (B073) is not Center Of Car or End Of Car, Inches of Travel (B061) cannot be reported         -If Draft System Type (B073) is reported as Center Of Car or End Of Car is reported then Inches of Travel (B061) must also be reported         Draft System Type Mandatory       B073         Describes the draft gear/underframe cushion type       ●         Used in ETC Generation. Affects Rating.       Permissible Values for B073         C       Cushioning Center of Car         E       Cushioning End of Car         S       Standard         X       Devices with less than 6 inches buff travel approved under AAR Standard S-060         Y       Devices with 6 to 10 inches of buff travel approved under AAR Standard S-060         Validation Rule for B073       - If Draft System Type (B073) is Standard Draft Gear (S), Inches of Travel (B061) cannot be reported         - If Draft System Type (B073) is reported as C, E, X, or Y then Inches of
SE67BC SE67BE SE67BHT SE67CC SE67CC SE67CE SE68BC SE68BHT SE68BHT SE68BHTE SE69AE SE69AE SE69AE SE69AE SF70CC SF70CE SF70CC SF70CHT SF70CHT SF70CHT SF79CHT SF79CHT SF79CHT SF79CHT SF79CHT SF79CHT SF79CHT SF79CHT SF79CHT SF79CHT SF79CHT SF79CHT	Type E (Rule 16) - SE60EE Type E (Rule 16) - SE67BC Type E (Rule 16) - SE67BE Type E (Rule 16) - SE67BHT Type E (Rule 16) - SE67BHTE Type E (Rule 16) - SE67CC Type E (Rule 16) - SE67CC Type E/F (Rule 17) - SE68BC Type E/F (Rule 17) - SE68BE Type E/F (Rule 17) - SE68BHT Type E/F (Rule 17) - SE68BHTE Type E/F (Rule 17) - SE68BHTE Type E/F (Rule 17) - SE68BHTE Type E/F (Rule 17) - SE69BE Type E/F (Rule 17) - SE69BE Type E/F (Rule 17) - SE69BE Type F/ (Rule 18) - SF70CC Type F (Rule 18) - SF70CE Type F (Rule 18) - SF79CE Type F (Rule 18) - SF79CE Type F (Rule 18) - SF79CHT Type F (Rule 18) - SF79CHT Type F (Rule 18) - SF79DE <b>tope F (Rule 18) - SF79DE</b> <b>tope F (Rule 18</b>	MinimumMaximum136Validation Rule for B061-If Draft System Type (B073) is not Center Of Car or End Of Car, Inches of Travel (B061) cannot be reported-If Draft System Type (B073) is reported as Center Of Car or End Of Car is reported then Inches of Travel (B061) must also be reportedDraft System Type MandatoryB073Describes the draft gear/underframe cushion type•Used in ETC Generation. Affects Rating.Permissible Values for B073CCushioning Center of CarECushioning End of CarSStandardXDevices with less than 6 inches buff travel approved under AAR Standard S-060YDevices with 6 to 10 inches of buff travel approved under AAR Standard S-060Validation Rule for B073- If Draft System Type (B073) is Standard Draft Gear (S), Inches of Travel (B061) cannot be reported- If Draft System Type (B073) is reported as C, E, X, or Y then Inches of Travel (B061) must also be reported- If Draft System Type (B073) of X, or Y is reported then Draft Gear Group/Cushion Unit Pocket (B562) cannot be reported
SE67BC SE67BE SE67BHT SE67CC SE67CC SE67CE SE68BC SE68BHT SE68BHT SE68BHTE SE68CE SE69AE SE69AE SE69CE SF70CC SF70CC SF70CE SF70CHTE SF70CHTE SF79CHT	Type E (Rule 16) - SE60EE Type E (Rule 16) - SE67BC Type E (Rule 16) - SE67BE Type E (Rule 16) - SE67BHT Type E (Rule 16) - SE67BHTE Type E (Rule 16) - SE67CC Type E (Rule 16) - SE67CC Type E/F (Rule 17) - SE68BC Type E/F (Rule 17) - SE68BE Type E/F (Rule 17) - SE68BHT Type E/F (Rule 17) - SE68BHTE Type E/F (Rule 17) - SE68BHTE Type E/F (Rule 17) - SE68BHTE Type E/F (Rule 17) - SE69BE Type E/F (Rule 17) - SE69BE Type E/F (Rule 17) - SE69BE Type F/ (Rule 18) - SF70CC Type F (Rule 18) - SF70CE Type F (Rule 18) - SF79CE Type F (Rule 18) - SF79CE Type F (Rule 18) - SF79CHT Type F (Rule 18) - SF79CHT Type F (Rule 18) - SF79DE <b>tope F (Rule 18) - SF79DE</b> <b>tope F (Rule 18</b>	Minimum       Maximum         1       36         Validation Rule for B061       -If Draft System Type (B073) is not Center Of Car or End Of Car, Inches of Travel (B061) cannot be reported         -If Draft System Type (B073) is reported as Center Of Car or End Of Car is reported then Inches of Travel (B061) must also be reported         Draft System Type Mandatory       B073         Describes the draft gear/underframe cushion type       ●         Used in ETC Generation. Affects Rating.       ●         Permissible Values for B073       C         C       Cushioning Center of Car         E       Cushioning End of Car         S       Standard         X       Devices with less than 6 inches buff travel approved under AAR Standard S-060         Y       Devices with 6 to 10 inches of buff travel approved under AAR Standard S-060         Validation Rule for B073       - If Draft System Type (B073) is Standard Draft Gear (S), Inches of Travel (B061) cannot be reported         - If Draft System Type (B073) is reported as C, E, X, or Y then Inches of Travel (B061) must also be reported         - If Draft System Type (B073) of X, or Y is reported then Draft Gear

# Umler®

**B563** 

## Data Specification Manual

- If Draft System Type (B073) Y is reported, the Inches of Travel (B061) value must be greater than or equal to 6 and less than or equal to 10
- If Draft System Type (B073) is S then Draft Gear Group/Cushion Unit Pocket (B562) may only be A, B, C, D, E, F, G, H, J, K, L, M, N, P, Q, R, S, or Z (AAR Rule 21)
- If Draft System Type (B073) is E then Draft Gear Group/Cushion Unit Pocket (B562) may only be EOC-1,EOC-1D, EOC-1B, EOC-2, EOC-2D, EOC-2B, EOC-3, EOC-3B,EOC-4, EOC-4B, EOC-5, EOC-5D, EOC-5B, EOC-6, EOC-6D, EOC-6B, EOC-7, EOC-7B, EOC-8, EOC-8B, EOC-8F, EOC-9, EOC-9B, EOC-9D, EOC-9E, EOC-10, EOC-10D, EOC-10B, EOC-10F, EOC-11, EOC-11D, EOC-11B,EOC-12, EOC-12D, EOC-12B, EOC-13, EOC-13B, EOC-14, EOC-14B, EOC-15, EOC-15D, EOC-15B, EOC-16, EOC-16D, EOC-16B, EOC-17, EOC-17D, EOC-17B, EOC-18, EOC-18D, EOC-18B, EOC-19, EOC-19B, EOC-20, EOC-20B, EOC-21, EOC-21B, EOC-22, EOC-22B, EOC-23, EOC-23B, EOC-24, EOC-24B, EOC-25E, EOC-26B, EOC-26F, or EOC-27D, or EOC-27E (AAR Rule 59)

#### Draft Gear Group/Cushion Unit Pocket

Draft Gear Group/Cushion Unit Pocket value as listed in AAR Field Manual Interchange Rule 21 and 59

- Carry forward for Single Clone / Multi-Clone / Restencil / Add-Back / Equipment Group Change.
- Permissible Values for B562EOC-1, EOC-1D, EOC-1B, EOC-2, EOC-2D, EOC-2B, EOC-3, EOC-3B, EOC-4, EOC-4B, EOC-5, EOC-5D, EOC-5B, EOC-6, EOC-6D, EOC-6B, EOC-7, EOC-7B, EOC-8, EOC-8F, EOC-8F, EOC-9D, EOC-9B, EOC-10D, EOC-10B, EOC-10F, EOC-11, EOC-11D, EOC-11B, EOC-12, EOC-12D, EOC-12B, EOC-13, EOC-13B, EOC-14, EOC-14B, EOC-15D, EOC-15D, EOC-15B, EOC-16, EOC-16D, EOC-16B, EOC-17, EOC-17D, EOC-17B, EOC-18B, EOC-18B, EOC-18B, EOC-19, EOC-19B, EOC-20, EOC-20B, EOC-21, EOC-21B, EOC-22, EOC-22B, EOC-23, EOC-23B, EOC-24, EOC-24B, EOC-25E, EOC-26B, EOC-27D, EOC-27D, EOC-27E, COC-1, COC-2, COC-3, COC-4, COC-5, COC-6, COC-7, COC-8 (AAR Rule 59).

#### A, B, C, D, E, F, G, H, J, K, L, M, N, P, Q, R, S, Z (AAR Rule 21).

#### Validation Rule(s) for B562

- -Draft Gear Group/Cushion Unit Pocket (B562) is mandatory for equipment built on or after June 13, 2019, unless Draft System Type (B073) is reported as X or Y
- -If Draft Gear Group/Cushion Unit Pocket (B562) is not equal to A, B, C, D, E, F, G, H, J, K, L, M, N, P, Q, R, S, or Z, then Cushion Unit Type (B563) must be populated
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-6, EOC-7, EOC-7B, EOC-8, EOC-8B, EOC-9, EOC-9B, EOC-9D, EOC-10, EOC-10B, EOC-10D, EOC-14, EOC-14B, EOC-18D, EOC-23, EOC-23B, EOC-24, EOC-25E, EOC-26B, or EOC-27D then the Cushion Unit Type (B563) must be 1
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-9E, EOC-26F, or EOC-27E, then the Cushion Unit Type (B563) must be 2
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-11, EOC-12, EOC-13, EOC-13B, EOC-15, EOC-15B, EOC-15D, EOC-17, EOC-17B, EOC-17D, EOC-18, EOC-18B, EOC-19, EOC-19B, EOC-20, EOC-20B, EOC-21, EOC-21B, EOC-22, EOC-22B, EOC-24B, COC-3, COC-5, or COC-7 then the Cushion Unit Type (B563) must be 1 or 2
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-8F or EOC-10F then the Cushion Unit Type (B563) must be 2 or 3
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-5, EOC-5B, EOC-5D, EOC-6, EOC-6B, EOC-6D EOC-11B, EOC-11D, EOC-12B, EOC-12D, or COC-4 then the Cushion Unit Type (B563) must be 1, 2, or 3
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-16, EOC-16B, EOC-16D, or COC-1 then the Cushion Unit Type (B563) must be 1, 2, or 4
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-2B, EOC-2D, EOC-3, EOC-3B, EOC-4, EOC-4B, or COC-2 then the Cushion Unit Type (B563) must be 1, 2, 3, or 4
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-1, EOC-1B, EOC-1D, or EOC-2 then the Cushion Unit Type (B563) must be 1, 2, 3, 4, or S
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-8 then the Cushion Unit Type (B563) must be 1, 2, 3, 4, or 5 -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-1D, EOC-
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-1D, EOC-2, EOC-2D, EOC-2B, EOC-3, EOC-3B, EOC-5D, EOC-5D, EOC-5D, EOC-6D, EOC-7, EOC-7B, EOC-9, EOC-9B, EOC-9D, EOC-10D, EOC-11B, EOC-11D, EOC-12D, EOC-14, EOC-14B, EOC-15, EOC-15D, EOC-15B, EOC-16D, EOC-17D, EOC-23, EOC-23B, or EOC-27D then the Inches of Travel (B061) must be 10
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-16, EOC-16B, EOC-19, EOC-19B, EOC-22, EOC-22B, or EOC-25E then the inches of travel must be 12

- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-20 or EOC-20B then the Inches of Travel (B061) must be 14
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-1B, EOC-4, EOC-4B, EOC-6, EOC-6B, EOC-8, EOC-8B, EOC-8F, EOC-10, EOC-10B, EOC-10F, EOC-12, EOC-12B, EOC-13, EOC-13B, EOC-17, EOC-17B, EOC-18, EOC-18D, EOC-18B, EOC-21, EOC-21B, EOC-24, or EOC-24B then the Inches of Travel (B061) must be 15
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-2, COC-3, COC-4, COC-5, COC-6, or COC-8 then the Inches of Travel (B061) must be 20
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-1, and Cushion Unit Type (B563) is 1 or 2, then the Inches of Travel (B061) must be 20
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-1, and Cushion Unit Type (B563) is 4, then the Inches of Travel (B061) must be 18
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-7, and Cushion Unit Type (B563) is 2, then the Inches of Travel (B061) must be 20
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-7, and Cushion Unit Type (B563) is 1, then the Inches of Travel (B061) must be 30
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-1 then the Inches of Travel (B061) must be 10, 12, or 15
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-26, then the Inches of Travel (B061) must be 18

#### Note:

B562

Reference AAR Field Manual Interchange Rule(s) 21 and 59.

#### **Cushion Unit Type**

Cushion Unit Type value as listed in AAR Field Manual Interchange Rule 21 and
59

Carry forward for Single Clone / Multi-Clone / Restencil / Add-Back / Equipment Group Change.

#### Permissible Values for B563

- 1 Type 1
- 2 Type 2
- 3 Type 3
- 4 Type 4
- 5 Type 5
- S Type S

#### Validation Rule(s) for B563

- -Cushion Unit Type (B563) is mandatory for equipment built on or after June 13, 2019.
- -If Draft Gear Group/Cushion Unit Pocket (B562) is not equal to A, B, C, D, E, F, G, H, J, K, L, M, N, P, Q, R, S, or Z, then Cushion Unit Type (B563) must be populated.
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-6, EOC-7, EOC-7B, EOC-8B, EOC-8B, EOC-9B, EOC-9D, EOC-10, EOC-10B, EOC-10D, EOC-14, EOC-14B, EOC-18D, EOC-23, EOC-23B, EOC-24, EOC-25E, or EOC-26B then the Cushion Unit Type (B563) must be 1.
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-9E, EOC-26F, or EOC-27E, then the Cushion Unit Type (B563) must be 2
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-11, EOC-12, EOC-13, EOC-13B, EOC-15, EOC-15B, EOC-15D, EOC-17, EOC-17B, EOC-17D, EOC-18, EOC-18B, EOC-19, EOC-19B, EOC-20, EOC-20B, EOC-21, EOC-21B, EOC-22, EOC-22B, EOC-24B, COC-3, COC-5, or COC-7 then the Cushion Unit Type (B563) must be 1 or 2.
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-8F or EOC-10F then the Cushion Unit Type (B563) must be 2 or 3.
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-5, EOC-5B, EOC-5D, EOC-6, EOC-6B, EOC-6D EOC-11B, EOC-11D, EOC-12B, EOC-12D, or COC-4 then the Cushion Unit Type (B563) must be 1, 2, or 3.
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-16, EOC-16B, EOC-16D, or COC-1 then the Cushion Unit Type (B563) must be 1, 2, or 4.
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-2B, EOC-2D, EOC-3, EOC-3B, EOC-4, EOC-4B, or COC-2 then the Cushion Unit Type (B563) must be 1, 2, 3, or 4.
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-1, EOC-1B, EOC-1D, or EOC-2 then the Cushion Unit Type (B563) must be 1, 2, 3, 4, or S.

# Umler®

A300

A301

**B354** 

B567

**B568** 

**B569** 

June 2024

## Data Specification Manual

- -When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-8 then the Cushion Unit Type (B563) must be 1, 2, 3, 4, or 5.
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-1, and Cushion Unit Type (B563) is 1 or 2, then the Inches of Travel (B061) must be 20.
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-1, and Cushion Unit Type (B563) is 4, then the Inches of Travel (B061) must be 18.
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-7, and Cushion Unit Type (B563) is 2, then the Inches of Travel (B061) must be 20.
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-7, and Cushion Unit Type (B563) is 1, then the Inches of Travel (B061) must be 30.

#### Note:

Reference AAR Field Manual Interchange Rule(s) 21 and 59.

Coupler Component ID	B353
Coupler Component ID from Component Registry	
Data is Confidential. This element is not eligible for Input. Value does	not carry

Data is Confidential. This element is not eligible for Input. Value does not carry forward for Single Clone / Multi-Clone.

Cushioning Unit Component ID	B361
Component ID from Component Registry	

Data is Confidential. This element is not eligible for Input. Value does not carry forward for Single Clone / Multi-Clone.

## **Unit Segment Components**

# Unit Equipment Group Describes the equipment type of the platform Affects Rating. Permissible Values for A307 BOXC Box Car FLAT Flat Car GOND Gondola HOPP Hopper

GOND	Gondola	non	поррег	
IFLT	Intermodal Flat	TANK	Tank Car	
VFLT	Vehicular Flat			

#### Validation Rule for A307

- -Unit Equipment Group cannot be reported if the Connected Unit Count (A020) is not reported
- -Unit Equipment Group must be reported if Connected Unit Count (A020) is reported

Unit Tare Weight

The unit segment weight on rail when empty, sometimes referred to as Light Weight, reported in pounds

Range of Values for A299	
Minimum	Maximum
10000	500000

#### Validation Rule for A299

- -Unit Tare Weight must not be reported if the Connected Unit Count (A020) is not reported
- -Unit Tare Weight must be reported if Connected Unit Count (A020) is reported
- -Unit Tare Weight for Boxcars must be less than or equal 160,000 lbs.
- -Unit Tare Weight for Refrigerators must be less than or equal 140,000 lbs.
- -Unit Tare Weight for Gondolas must be greater than or equal 30,000 lbs.
- -Unit Tare Weight for Gondolas must be less than or equal 110,000 lbs.
- -Unit Tare Weight for Hoppers must be greater than or equal 23,000 lbs.
- -Unit Tare Weight for Hoppers must be less than 120,000 lbs.
- -Unit Tare Weight for Tanks must be greater than 31,000 lbs.
- -Unit Tare Weight for Tanks must be less than 200,000 lbs.
- -Unit Tare Weight for Vflats must be greater than 55,000 lbs.
- -Unit Tare Weight for VFlats must be less than 136,000 lbs.
- -Unit Tare Weight for IFLTs must be greater than 10,000 lbs.

- -Unit Tare Weight for IFLTs must be less than 72,000 lbs.
- -Unit Tare Weight for all flats other than VFlats with ETC Q\_\_\_\_ must be greater than 23,000 lbs.
- -Unit Tare Weight for all flats other than VFlats with ETC Q\_\_\_\_ must be less than 500,000 lbs.
- -Unit Segment Tare Weights must add up to the Total Tare Weight (A259) -Unit Tare Weight (A299) value must be reported to the nearest 100 pounds

#### Unit Load Limit

The maximum permissible weight of the commodity that can be loaded into the unit segment, reported in pounds

#### Range of Values for A300

Range of Values for About		
Minimum	Maximum	
20000	500000	
Validation Rule for A300		
اممما فأمرا	1 1	

- -Unit Load Limit must not be reported if the Connected Unit Count (A020) is not reported
- -Unit Load Limit must be reported if Connected Unit Count (A020) is reported
- -Unit Segment Load Limits must add up to the Load Limit (LDLT)

## Unit Inside Length

The inside length of each unit segment

Displayed in feet and inches on the Web. Stored in inches.

## Range of Values for A301

Minimum	Maximum
20 ft 0 inches	99 ft 3 inches

#### Validation Rule for A301

A307

A299

- -Unit Inside Length can only be reported if Connected Unit Count (A020) is reported
- -Unit Inside Length must be reported if Connected Unit Count (A020) is reported
- -Unit Inside Length for Flats other than Vflats must be greater than or equal to 20 feet.
- -Unit Inside Length for Flats and IFlats must be less than or equal to 99 feet 4 inches.

## Brake System Components

Emergency	Brake	Valve	CID

Component ID from Component Registry Data is Confidential. This element is not eligible for Input. Value does not carry forward for Single Clone / Multi-Clone.

## Emergency Valve COTS Date

Brake valve emergency portion recondition date

System generated element. This element is not eligible for Input. Value does not carry forward for Single Clone / Multi-Clone.

#### NOTES:

 Emergency Valve COTS Date is system-generated from a Emergency Brake Valve Inspection.

## Emergency Valve OEM Warranty Date

Brake valve emergency portion Original Equipment Manufacturer warranty date

System generated element. This element is not eligible for Input. Value does not carry forward for Single Clone / Multi-Clone.

#### NOTES:

• Emergency Valve OEM Date is system-generated from a Emergency Brake Valve Inspection.

#### Emergency Valve Part Number Brake valve emergency portion part number

System generated element. This element is not eligible for Input. Value does not carry forward for Single Clone / Multi-Clone.



<ul> <li>Emergency Valve Part Number is system-generated from a Valve Inspection.</li> </ul>	a Emergency Brake	The date the inspection was completed; used for all inspection ty on equipment Value does not carry forward for Single Clone / Multi-Clone / Ad	
		Value does not carry forward for single clone / Multi-clone / Ad	U BACK.
Service Brake Valve CID	B357	-The inspection date must not be 60 days before the Build Date	
Component ID from Component Registry	alua daas pat sarru	]	
Data is Confidential. This element is not eligible for Input. Va forward for Single Clone / Multi-Clone.	alue does not carry	Inspection Due Date	INDD
<b>.</b> .		The due date of the next inspection; used for all inspection types equipment	reported or
Service Valve COTS Date	B564	System Generated Field. This element is not eligible for Input. Vi	alue does no
Brake valve service portion recondition date System generated element. This element is not eligible for In	anut Value dees not	carry forward for Add Back.	
carry forward for Single Clone / Multi-Clone.	iput. Value uses not		
NOTES:	ico Brako Valvo	Inspection Performer	PERI
<ul> <li>Service Valve COTS Date is system-generated from a Servi Inspection.</li> </ul>		The SCAC that completed the inspection; used for all inspection t on equipment	ypes reporte
Service Valve OEM Warranty Date	B565	Value does not carry forward for Single Clone / Multi-Clone / Ad	d Back.
Brake valve service portion Original Equipment Manufacture	er warranty date		
System generated element. This element is not eligible for In	put. Value does not	Inspection Reporter	REPT
carry forward for Single Clone / Multi-Clone. NOTES:		The SCAC that reported the inspection; used for all inspection type equipment	es reported
<ul> <li>Service Valve OEM Date is system-generated from a Servic Inspection.</li> </ul>	ce Brake Valve	Value does not carry forward for Single Clone / Multi-Clone / Ad	d Back.
Service Valve Part Number	B566	Location/SPLC	SPLO
Brake valve service portion part number	6000	The SPLC of the inspecting location; used for all inspection types equipment	reported on
System generated element. This element is not eligible for In carry forward for Single Clone / Multi-Clone.	put. Value does not	Value does not carry forward for Single Clone / Multi-Clone / Ad	d Back.
NOTES:		Air Brake Test Device	B523
<ul> <li>Service Valve Part Number is system-generated from a Se Inspection</li> </ul>	rvice Brake Valve	Indicates the type of test device used to perform the Air Brake Te	
Inspection.		Value does not carry forward for Single Clone / Multi-Clone / Ad	
Slack Adjuster CID	B359	Permissible Values for B523	
Component ID from Component Registry		A Automatic (Non 4-Pressure)	
Data is Confidential. This element is not eligible for Input. V	alue does not carry	M Manual	
forward for Single Clone / Multi-Clone.		P Automatic (4-Pressure) Validation Rule for B523	
		-Air Brake Test Device (B523) must be reported for Air Brake Te	est inspectio
Miscellaneous		reported on or after December 10, 2020	
Jmler Effective Date	EFDT	Insp Service Valve COTS Date	B57(
The date the rating activity (pre-registration, modification, e		Brake valve service portion recondition date	
	tc.) is expected to		
occur		Value does not carry forward for Single Clone / Multi-Clone / Add	d Back.
This element is not eligible for Query. Does not Carry Forwa		NOTES:	
This element is not eligible for Query. Does not Carry Forwa <b>/alidation Rule for EFDT</b>	ırd.	1 · · ·	
This element is not eligible for Query. Does not Carry Forwa /alidation Rule for EFDT Effective Date cannot be set to more than 13 months in the	ırd.	<ul> <li>NOTES:</li> <li>Reports of 9999 will be allowed in case the date is illegible and</li> </ul>	
This element is not eligible for Query. Does not Carry Forwa <b>/alidation Rule for EFDT</b> Effective Date cannot be set to more than 13 months in the <b>NOTES:</b> • Effective Date will default to the 1st of the following months	rd. future.	<ul> <li>NOTES:</li> <li>Reports of 9999 will be allowed in case the date is illegible and cannot be replaced immediately.</li> <li>Valid date format: MMYY</li> </ul>	the valve
This element is not eligible for Query. Does not Carry Forwa /alidation Rule for EFDT Effective Date cannot be set to more than 13 months in the NOTES:	rd. future.	<ul> <li>NOTES:</li> <li>Reports of 9999 will be allowed in case the date is illegible and cannot be replaced immediately.</li> <li>Valid date format: MMYY</li> <li>Insp Service Valve OEM Warranty Date</li> </ul>	the valve B571
<ul> <li>This element is not eligible for Query. Does not Carry Forwa Validation Rule for EFDT</li> <li>Effective Date cannot be set to more than 13 months in the NOTES:</li> <li>Effective Date will default to the 1st of the following moning is registered</li> </ul>	rd. future.	<ul> <li>NOTES:</li> <li>Reports of 9999 will be allowed in case the date is illegible and cannot be replaced immediately.</li> <li>Valid date format: MMYY</li> </ul>	the valve B57: rranty date
This element is not eligible for Query. Does not Carry Forwa Validation Rule for EFDT Effective Date cannot be set to more than 13 months in the NOTES: • Effective Date will default to the 1st of the following mont is registered Inspection	rd. future. th that equipment	NOTES:         • Reports of 9999 will be allowed in case the date is illegible and cannot be replaced immediately.         • Valid date format: MMYY         Insp Service Valve OEM Warranty Date         Brake valve service portion Original Equipment Manufacturer wa	the valve B57: rranty date
This element is not eligible for Query. Does not Carry Forwa /alidation Rule for EFDT Effective Date cannot be set to more than 13 months in the NOTES: • Effective Date will default to the 1st of the following moni- is registered Inspection ABT Due Date (Repair Track)	rd. future. th that equipment DU13	<ul> <li>NOTES:</li> <li>Reports of 9999 will be allowed in case the date is illegible and cannot be replaced immediately.</li> <li>Valid date format: MMYY</li> <li>Insp Service Valve OEM Warranty Date</li> <li>Brake valve service portion Original Equipment Manufacturer wa Value does not carry forward for Single Clone / Multi-Clone / Add NOTES:</li> <li>Reports of 999999 will be allowed in case the date is illegible a</li> </ul>	the valve B57: rranty date d Back.
This element is not eligible for Query. Does not Carry Forwa /alidation Rule for EFDT Effective Date cannot be set to more than 13 months in the NOTES: • Effective Date will default to the 1st of the following moni- is registered Inspection ABT Due Date (Repair Track) The due date of the air brake test per AAR Field Manual Rule	rd. future. th that equipment DU13 2 3	NOTES:         • Reports of 9999 will be allowed in case the date is illegible and cannot be replaced immediately.         • Valid date format: MMYY         Insp Service Valve OEM Warranty Date         Brake valve service portion Original Equipment Manufacturer wa         Value does not carry forward for Single Clone / Multi-Clone / Add         NOTES:	the valve B57: rranty date d Back.
This element is not eligible for Query. Does not Carry Forwa Validation Rule for EFDT Effective Date cannot be set to more than 13 months in the NOTES: • Effective Date will default to the 1st of the following moni is registered Inspection ABT Due Date (Repair Track) The due date of the air brake test per AAR Field Manual Rule	rd. future. th that equipment DU13 2 3	<ul> <li>NOTES:</li> <li>Reports of 9999 will be allowed in case the date is illegible and cannot be replaced immediately.</li> <li>Valid date format: MMYY</li> <li>Insp Service Valve OEM Warranty Date</li> <li>Brake valve service portion Original Equipment Manufacturer wa Value does not carry forward for Single Clone / Multi-Clone / Add NOTES:</li> <li>Reports of 999999 will be allowed in case the date is illegible a cannot be replaced immediately.</li> </ul>	the valve B57: manty date d Back. nd the valve
This element is not eligible for Query. Does not Carry Forwa Validation Rule for EFDT Effective Date cannot be set to more than 13 months in the NOTES: • Effective Date will default to the 1st of the following mont is registered Inspection ABT Due Date (Repair Track) The due date of the air brake test per AAR Field Manual Rule System Generated Field. This element is not eligible for Inpu carry forward for Add Back.	rd. future. th that equipment DU13 e 3 ut. Value does not	<ul> <li>NOTES:</li> <li>Reports of 9999 will be allowed in case the date is illegible and cannot be replaced immediately.</li> <li>Valid date format: MMYY</li> <li>Insp Service Valve OEM Warranty Date</li> <li>Brake valve service portion Original Equipment Manufacturer wa Value does not carry forward for Single Clone / Multi-Clone / Add NOTES:</li> <li>Reports of 999999 will be allowed in case the date is illegible a cannot be replaced immediately.</li> <li>Valid date format: MMYYY</li> </ul>	the valve B571 manty date d Back.
This element is not eligible for Query. Does not Carry Forwa Validation Rule for EFDT Effective Date cannot be set to more than 13 months in the NOTES: • Effective Date will default to the 1st of the following mont is registered Che due date of the air brake test per AAR Field Manual Rule System Generated Field. This element is not eligible for Inpu carry forward for Add Back. ABT 5-8 Year Due Date Che 5-8 year due date for the air brake test (ABT) after the A	DU13 e 3 ut. Value does not	<ul> <li>NOTES:</li> <li>Reports of 9999 will be allowed in case the date is illegible and cannot be replaced immediately.</li> <li>Valid date format: MMYY</li> <li>Insp Service Valve OEM Warranty Date</li> <li>Brake valve service portion Original Equipment Manufacturer wa Value does not carry forward for Single Clone / Multi-Clone / Add NOTES:</li> <li>Reports of 999999 will be allowed in case the date is illegible a cannot be replaced immediately.</li> <li>Valid date format: MMYYY</li> <li>Insp Service Valve Part Number</li> </ul>	the valve B572 rranty date d Back. nd the valve B572
This element is not eligible for Query. Does not Carry Forwa Validation Rule for EFDT -Effective Date cannot be set to more than 13 months in the NOTES: • Effective Date will default to the 1st of the following mont is registered Inspection ABT Due Date (Repair Track) The due date of the air brake test per AAR Field Manual Rule System Generated Field. This element is not eligible for Inpu carry forward for Add Back. ABT 5-8 Year Due Date The 5-8 year due date for the air brake test (ABT) after the A (Repair Track)	The second secon	<ul> <li>NOTES:</li> <li>Reports of 9999 will be allowed in case the date is illegible and cannot be replaced immediately.</li> <li>Valid date format: MMYY</li> <li>Insp Service Valve OEM Warranty Date</li> <li>Brake valve service portion Original Equipment Manufacturer wa Value does not carry forward for Single Clone / Multi-Clone / Add NOTES:</li> <li>Reports of 999999 will be allowed in case the date is illegible a cannot be replaced immediately.</li> <li>Valid date format: MMYYY</li> <li>Insp Service Valve Part Number</li> <li>Brake valve service portion part number</li> </ul>	the valve B571 rranty date d Back. nd the valve B572
This element is not eligible for Query. Does not Carry Forwa Validation Rule for EFDT Effective Date cannot be set to more than 13 months in the NOTES: • Effective Date will default to the 1st of the following mont is registered Che due date of the air brake test per AAR Field Manual Rule System Generated Field. This element is not eligible for Inpu carry forward for Add Back. ABT 5-8 Year Due Date Che 5-8 year due date for the air brake test (ABT) after the A	The second secon	<ul> <li>NOTES:         <ul> <li>Reports of 9999 will be allowed in case the date is illegible and cannot be replaced immediately.</li> <li>Valid date format: MMYY</li> </ul> </li> <li>Insp Service Valve OEM Warranty Date         <ul> <li>Brake valve service portion Original Equipment Manufacturer wa</li> <li>Value does not carry forward for Single Clone / Multi-Clone / Add NOTES:             <ul> <li>Reports of 999999 will be allowed in case the date is illegible a cannot be replaced immediately.</li> <li>Valid date format: MMYYY</li> <li>Insp Service Valve Part Number</li> <li>Brake valve service portion part number</li> <li>Value does not carry forward for Single Clone / Multi-Clone / Add</li> <li>Network Value does not carry forward for Single Clone / Multi-Clone / Add</li> <li>Value does not carry forward for Single Clone / Multi-Clone / Add</li> <li>Value does not carry forward for Single Clone / Multi-Clone / Add</li> <li>Value does not carry forward for Single Clone / Multi-Clone / Add</li> <li>Value does not carry forward for Single Clone / Multi-Clone / Add</li> <li>Value does not carry forward for Single Clone / Multi-Clone / Add</li> <li>Value does not carry forward for Single Clone / Multi-Clone / Add</li> <li>Value does not carry forward for Single Clone / Multi-Clone / Add</li> <li>Value does not carry forward for Single Clone / Multi-Clone / Add</li> <li>Value does not carry forward for Single Clone / Multi-Clone / Add</li> <li>Value does not carry forward for Single Clone / Multi-Clone / Add</li></ul></li></ul></li></ul>	the valve B57: rranty date d Back. nd the valve B57: d Back. B57:



## Data Specification Manual

NOTES:

- Reports of 9999 will be allowed in case the date is illegible and the valve cannot be replaced immediately.
- Valid date format: MMYY

# Insp Emergency Valve OEM Warranty DateB574Brake valve emergency portion Original Equipment Manufacturer warranty dateSystem generated element. This element is not eligible for Input. Value does notInsp Emergency Valve Part NumberB575Brake valve emergency portion part numberSystem generated element. This element is not eligible for Input. Value does notcarry forward for Single Clone / Multi-Clone.

Insp Service Valve Location Mandatory	B576
Brake valve service portion location	•

. Value does not carry forward for Single Clone / Multi-Clone.

#### carry forward for Single Clone / Multi-Clone.

#### NOTES:

- Reports of 999999 will be allowed in case the date is illegible and the valve cannot be replaced immediately.
- Valid date format: MMYYYY

 Insp Emergency Valve Location Mandatory
 B577

 Brake valve emergency portion location reported on an emergency brake valve inspection
 •

Value does not carry forward for Single Clone / Multi-Clone.

## Umler®

Data Specification Manual

## **Intermodal Flat**

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Inspection	1
Inspection	1
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Inspection Due Date (INDD)	1
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General	
Status Code Mandatory	USCD Iden
Identifies the current operational state	Valu
Does not Carry Forward.	Pern
Permissible Values for USCD	C2
A ACTIVE I INACTIVE	F4
P PRE-REGISTERED	T4
<ul> <li>NOTES:</li> <li>For Restencil and Clone process the initial Status of a car sl</li> </ul>	T8 hould be Pre- Valio
Registered.	- Ma
<ul> <li>All Add-Back processes should initially set the Status to Pre</li> </ul>	e-Registered Gr
<ul> <li>A Pre-registered car will automatically have its Status chan</li> </ul>	
the initial change when TRAIN detects three (3) movement	
<ul> <li>If the Status changes to Active due to movement and the c from a Restencil, the Prior Equipment ID (PRID) or source c</li> </ul>	ar will have its
status changed to Inactive automatically by Umler	Data
	Rang
Equipment ID	0001 Mi
The equipment stenciled number	1/1
Validation Rule for 0001	Valio
-Equipment Number must not be larger than 6 digits (i.e., 9	999999) -
<ul><li>NOTES:</li><li>Equipment ID includes the mark and number stenciled on</li></ul>	
Marks can be up to 4 characters and number up to 6 digits	
ABCD999999).	-
• Up to 500 cars can be added or updated in a transaction.	
<ul> <li>When adding an equipment record, ensure that Prior Equi reported, unless the equipment is new.</li> </ul>	pment ID (PRID) is NOT
reported, unless the equipment is new.	• Fc
Mechanical Designation Mandatory	UMMD
Equipment description without physical dimensions	Rebu
Used for Transportation Codes.	The Data
Permissible Values for UMMD	Data
EC Elat Intermedial (Standard Low Profile Stack)	
FC Flat-Intermodal (Standard, Low Profile, Stack) FCA Flat-Intermodal Articulated (Standard, Low Profile	Stack) Rang
FC         Flat-Intermodal (Standard, Low Profile, Stack)           FCA         Flat-Intermodal Articulated (Standard, Low Profile           MWIF         MoW - IFlat	, Stack) Mi
FCA Flat-Intermodal Articulated (Standard, Low Profile	, Stack) <u>Mi</u> 1/1
FCA Flat-Intermodal Articulated (Standard, Low Profile MWIF MoW - IFlat Equipment Descriptor Mandatory	, stack) <u>Mi</u> 1/1 Valia B341
FCA Flat-Intermodal Articulated (Standard, Low Profile MWIF MoW - IFlat Equipment Descriptor <i>Mandatory</i> Additional information about the type of equipment used in a	, stack) Mi 1/1 Valia conjunction with
FCA Flat-Intermodal Articulated (Standard, Low Profile MWIF MoW - IFlat Equipment Descriptor Mandatory Additional information about the type of equipment used in a the Mechanical Designation to generate the Equipment Ty	, Stack) Mi 1/1 Valia conjunction with pe Code (ETC) for
FCA Flat-Intermodal Articulated (Standard, Low Profile MWIF MoW - IFlat Equipment Descriptor <i>Mandatory</i> Additional information about the type of equipment used in a	, Stack) Mi 1/1 Valia conjunction with pe Code (ETC) for er equipment
FCA Flat-Intermodal Articulated (Standard, Low Profile MWIF MoW - IFlat Equipment Descriptor Mandatory Additional information about the type of equipment used in o the Mechanical Designation to generate the Equipment Ty Intermodal Flat, Locomotive, Chassis, Container, and Traile	, Stack) Mi 1/1 Valia conjunction with pe Code (ETC) for
FCA       Flat-Intermodal Articulated (Standard, Low Profile MWIF         MWIF       MoW - IFlat         Equipment Descriptor Mandatory         Additional information about the type of equipment used in a the Mechanical Designation to generate the Equipment Ty Intermodal Flat, Locomotive, Chassis, Container, and Traile groups         Value does not carry forward for Equipment Group Change.         Permissible Values for B341	, Stack) Mi 1/1 Valia conjunction with pe Code (ETC) for er equipment
FCA       Flat-Intermodal Articulated (Standard, Low Profile MWIF         MWIF       MoW - IFlat         Equipment Descriptor Mandatory         Additional information about the type of equipment used in a the Mechanical Designation to generate the Equipment Ty Intermodal Flat, Locomotive, Chassis, Container, and Traile groups         Value does not carry forward for Equipment Group Change.         Permissible Values for B341         FCC       Standard Intermodal	, Stack) Mi 1/1 Valia conjunction with pe Code (ETC) for er equipment •
FCA       Flat-Intermodal Articulated (Standard, Low Profile MWIF         MWIF       MoW - IFlat         Equipment Descriptor Mandatory         Additional information about the type of equipment used in or the Mechanical Designation to generate the Equipment Ty Intermodal Flat, Locomotive, Chassis, Container, and Traile groups         Value does not carry forward for Equipment Group Change.         Permissible Values for B341         FCC       Standard Intermodal         FCL       Low Profile Intermodal	, Stack) Mi 1/1 Valia conjunction with pe Code (ETC) for er equipment •
FCA       Flat-Intermodal Articulated (Standard, Low Profile MWIF         MWIF       MoW - IFlat         Equipment Descriptor Mandatory         Additional information about the type of equipment used in a the Mechanical Designation to generate the Equipment Ty Intermodal Flat, Locomotive, Chassis, Container, and Traile groups         Value does not carry forward for Equipment Group Change.         Permissible Values for B341         FCC       Standard Intermodal	, Stack) Mi 1/1 Valia conjunction with pe Code (ETC) for er equipment •
FCA       Flat-Intermodal Articulated (Standard, Low Profile MWIF         MWIF       MoW - IFlat         Equipment Descriptor Mandatory         Additional information about the type of equipment used in a the Mechanical Designation to generate the Equipment Ty Intermodal Flat, Locomotive, Chassis, Container, and Traile groups         Value does not carry forward for Equipment Group Change.         Permissible Values for B341         FCC       Standard Intermodal         FCL       Low Profile Intermodal         FCLA       Low Profile Intermodal (Articulated)         FCM       Standard Intermodal Multi-Segment         FCW       Well/Stack Intermodal	, Stack) Mi 1/1 Valia conjunction with pe Code (ETC) for er equipment • • NOT • Ri AN
FCA       Flat-Intermodal Articulated (Standard, Low Profile MWIF         MWIF       MoW - IFlat         Equipment Descriptor Mandatory         Additional information about the type of equipment used in a the Mechanical Designation to generate the Equipment Ty Intermodal Flat, Locomotive, Chassis, Container, and Traile groups         Value does not carry forward for Equipment Group Change.         Permissible Values for B341         FCC       Standard Intermodal         FCL       Low Profile Intermodal         FCLA       Low Profile Intermodal (Articulated)         FCM       Standard Intermodal Multi-Segment         FCW       Well/Stack Intermodal         FCWA       Well/Stack Intermodal (Articulated)	, Stack) Mi 1/1 Valia conjunction with pe Code (ETC) for er equipment • NOT • Ri Add
FCA       Flat-Intermodal Articulated (Standard, Low Profile MWIF         MWIF       MoW - IFlat         Equipment Descriptor Mandatory         Additional information about the type of equipment used in a the Mechanical Designation to generate the Equipment Ty Intermodal Flat, Locomotive, Chassis, Container, and Traile groups         Value does not carry forward for Equipment Group Change.         Permissible Values for B341         FCC       Standard Intermodal         FCL       Low Profile Intermodal         FCLA       Low Profile Intermodal (Articulated)         FCM       Standard Intermodal Multi-Segment         FCW       Well/Stack Intermodal         FCWA       Well/Stack Intermodal (Articulated)         Your Standard Intermodal       Your Standard Intermodal         FCWA       Well/Stack Intermodal (Articulated)         Your Standard Intermodal       Your Standard Intermodal         Your Stack Intermodal       Your Stack Intermodal         Your Stack Intermodal       Your Stack Intermodal         Your Stack Intermodal       Your	must be ECC. ECL
FCA       Flat-Intermodal Articulated (Standard, Low Profile MWIF         MWIF       MoW - IFlat         Equipment Descriptor Mandatory         Additional information about the type of equipment used in a the Mechanical Designation to generate the Equipment Ty Intermodal Flat, Locomotive, Chassis, Container, and Traile groups         Value does not carry forward for Equipment Group Change.         Permissible Values for B341         FCC       Standard Intermodal         FCL       Low Profile Intermodal         FCLA       Low Profile Intermodal (Articulated)         FCW       Well/Stack Intermodal Multi-Segment         FCW       Well/Stack Intermodal (Articulated)         FCWA       Well/Stack Intermodal (Articulated)         FCWA       Well/Stack Intermodal (Articulated)         FCWA       Well/Stack Intermodal (Articulated)         FCWA       Well/Stack Intermodal (Articulated)         Validation Rule for B341       -If Mechanical Designation is FC, then Equipment Descriptor	, Stack) Mi 1/1 Valia conjunction with pe Code (ETC) for er equipment • NOT • Ri Adv Pri Ri •
FCA       Flat-Intermodal Articulated (Standard, Low Profile MWIF         MWIF       MoW - IFlat         Equipment Descriptor Mandatory         Additional information about the type of equipment used in a the Mechanical Designation to generate the Equipment Ty Intermodal Flat, Locomotive, Chassis, Container, and Traile groups         Value does not carry forward for Equipment Group Change.         Permissible Values for B341         FCC       Standard Intermodal         FCL       Low Profile Intermodal         FCLA       Low Profile Intermodal (Articulated)         FCM       Standard Intermodal Multi-Segment         FCW       Well/Stack Intermodal         FCWA       Well/Stack Intermodal (Articulated)         Your Standard Intermodal       Your Standard Intermodal         FCWA       Well/Stack Intermodal (Articulated)         Your Standard Intermodal       Your Standard Intermodal         Your Stack Intermodal       Your Stack Intermodal         Your Stack Intermodal       Your Stack Intermodal         Your Stack Intermodal       Your	Mi 1/1 B341 Conjunction with pe Code (ETC) for er equipment MOT • Ri Au must be FCC, FCL, must be FCM.
FCA       Flat-Intermodal Articulated (Standard, Low Profile MWIF         MWIF       MoW - IFlat         Equipment Descriptor Mandatory         Additional information about the type of equipment used in a the Mechanical Designation to generate the Equipment Ty Intermodal Flat, Locomotive, Chassis, Container, and Traile groups         Value does not carry forward for Equipment Group Change.         Permissible Values for B341         FCC       Standard Intermodal         FCL       Low Profile Intermodal         FCL       Low Profile Intermodal         FCK       Standard Intermodal         FCW       Well/Stack Intermodal         FCW       Well/Stack Intermodal         FCWA       Well/Stack Intermodal (Articulated)         Validation Rule for B341       If Mechanical Designation is FC, then Equipment Descriptor or FCW. (These are all of the single-segment cars.)         If Mechanical Designation is FCA, the Equipment Descriptor FCLA, or FCWA. (These are all of the multi-segment cars.)	must be FCC, FCL, must be FCM, Mi 1/1 Valia Mi 1/1 Valia Mo Pi Ri A A Mo Pi Ri Conjunction with Pi Pi Ri Conjunction with Pi Pi Ri Conjunction with Pi Pi Ri Conjunction with Pi Pi Ri Conjunction with Pi Pi Ri Conjunction with Pi Ri Conjunction with Pi Conjunction
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FCA       Flat-Intermodal Articulated (Standard, Low Profile MWIF         MWIF       MoW - IFlat         Equipment Descriptor Mandatory         Additional information about the type of equipment used in a the Mechanical Designation to generate the Equipment Ty Intermodal Flat, Locomotive, Chassis, Container, and Traile groups         Value does not carry forward for Equipment Group Change.         Permissible Values for B341         FCC       Standard Intermodal         FCL       Low Profile Intermodal         FCL       Low Profile Intermodal         FCK       Standard Intermodal         FCW       Well/Stack Intermodal         FCW       Well/Stack Intermodal         FCWA       Well/Stack Intermodal (Articulated)         Validation Rule for B341       If Mechanical Designation is FC, then Equipment Descriptor or FCW. (These are all of the single-segment cars.)         If Mechanical Designation is FCA, the Equipment Descriptor FCLA, or FCWA. (These are all of the multi-segment cars.)	must be FCC, FCL, must be FCM, Mi 1/1 Valia Mi 1/1 Valia Mo Pi Ri A A Mo Pi Ri Conjunction with Pi Pi Ri Conjunction with Pi Pi Ri Conjunction with Pi Pi Ri Conjunction with Pi Pi Ri Conjunction with Pi Pi Ri Conjunction with Pi Ri Conjunction with Pi Conjunction
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	Maint of Way	Service Type	B403
IJF	Identifies equi	pment Maintenance Of Way function	
11	Value does not	t carry forward for Equipment Group Change.	
1	Permissible Va		
	C2 Crane	/ Boom Support Car	
		Vheel Sets	
	T4 Traini	ng Car	
	T8 Track	Geometry Car	
	Validation Rul	e for B403	
	- Maint of Way	Service Type can only be listed on records where the	Equipment
	Group (0002	) or Pseudo Equipment Group (B547) is listed as MISC	
	Built Date Mar	ndatory	BLDT
н	The date the co	onstruction of the equipment is complete	•
1	Data is Confide	ential. Used for Transportation Codes. Affects Rating.	Value does
		forward for Single Clone / Multi-Clone.	
1	Range of Value		
	Minimum	Maximum	
	1/1/1900	12/31/9999	
'	Validation Rul	e for BLDT	
	-Built Date	must be within the last 99 years	
	-Built Date	must not be in the future for equipment in Active Stat	us
	-Prior and	target equipment's Built Date (BLDT) must match for	
	resten		
	-Built Date Date (I	cannot be updated within 30 days of the End of Servic	ce
		56767	
	NOTES:		
	<ul> <li>Detella in unulul</li> </ul>	in fact we illusted the set is a state of the set	
		ic for railroad marked equipment.	
		ic for railroad marked equipment. ed unit cars report the oldest car in the set.	
    <sub>[</sub>		ed unit cars report the oldest car in the set.	RBDT
	For connect  Rebuilt / ILS D	ed unit cars report the oldest car in the set.	RBDT
	For connect      Rebuilt / ILS D      The date the re     Data is Confide	ed unit cars report the oldest car in the set.	
	For connect      Rebuilt / ILS D      The date the re     Data is Confide         Clone.	ed unit cars report the oldest car in the set. ate e-construction of the equipment is complete ential. Value does not carry forward for Single Clone /	
	For connect      Rebuilt / ILS D      The date the re      Data is Confide         Clone.      Range of Value	ed unit cars report the oldest car in the set. ate e-construction of the equipment is complete ential. Value does not carry forward for Single Clone / es for RBDT	
	For connect      Rebuilt / ILS D      The date the re Data is Confide     Clone.      Range of Value     Minimum	ed unit cars report the oldest car in the set. ate e-construction of the equipment is complete ential. Value does not carry forward for Single Clone / es for RBDT Maximum	
	For connect      Rebuilt / ILS D      The date the re      Data is Confide         Clone.      Range of Value     Minimum     1/1/1900	ed unit cars report the oldest car in the set. ate e-construction of the equipment is complete ential. Value does not carry forward for Single Clone / es for RBDT Maximum 12/31/9999	
	For connect      Rebuilt / ILS D      The date the re      Data is Confide      Clone.      Range of Value      Minimum      1/1/1900      Validation Rule	ed unit cars report the oldest car in the set. ate e-construction of the equipment is complete ential. Value does not carry forward for Single Clone / es for RBDT Maximum 12/31/9999 e for RBDT	Multi-
	For connect      Rebuilt / ILS D      The date the re      Data is Confide      Clone.      Range of Value      Minimum      1/1/1900      Validation Rule      -Rebuilt/In	ed unit cars report the oldest car in the set. ate e-construction of the equipment is complete ential. Value does not carry forward for Single Clone / es for RBDT Maximum 12/31/9999	Multi-
	For connect      Rebuilt / ILS D      The date the re      Data is Confide      Clone.      Range of Value      Minimum      1/1/1900      Validation Rule      -Rebuilt/In      -Rebuilt Da	ed unit cars report the oldest car in the set. ate e-construction of the equipment is complete ential. Value does not carry forward for Single Clone / es for RBDT Maximum 12/31/9999 e for RBDT creased Life Service Date must be after the Built Date ate must not be more than 70 years after the Built Date	Multi- (BLDT) e (BLDT)
	For connect      Rebuilt / ILS D      The date the re      Data is Confide      Clone.      Range of Value      Minimum      1/1/1900      Validation Rule      -Rebuilt/In      -Rebuilt Da      -Rebuilt Da	ed unit cars report the oldest car in the set. ate e-construction of the equipment is complete ential. Value does not carry forward for Single Clone / es for RBDT Maximum 12/31/9999 e for RBDT creased Life Service Date must be after the Built Date	Multi- (BLDT) e (BLDT)
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	<ul> <li>For connect</li> <li>Rebuilt / ILS D</li> <li>The date the re</li> <li>Data is Confide Clone.</li> <li>Range of Value</li> <li>Minimum</li> <li>1/1/1900</li> <li>Validation Rule</li> <li>-Rebuilt/In</li> <li>-Rebuilt Da</li> <li>-Rebuilt Da</li> <li>-Rebuilt Da</li> <li>-Rebuilt Da</li> <li>-Rebuilt Da</li> <li>-Rebuilt Da</li> </ul>	ed unit cars report the oldest car in the set. ate ate e-construction of the equipment is complete ential. Value does not carry forward for Single Clone / es for RBDT Maximum 12/31/9999 e for RBDT creased Life Service Date must be after the Built Date ate must not be more than 70 years after the Built Date ate is required for Extended Service Code (A096) 1, 2, c sed Life Service	Multi- (BLDT) e (BLDT) or 3 for
	<ul> <li>For connect</li> <li>Rebuilt / ILS D</li> <li>The date the re</li> <li>Data is Confide Clone.</li> <li>Range of Value</li> <li>Minimum</li> <li>1/1/1900</li> <li>Validation Rul</li> <li>-Rebuilt/In</li> <li>-Rebuilt Da</li> </ul>	ed unit cars report the oldest car in the set. ate e-construction of the equipment is complete ential. Value does not carry forward for Single Clone / es for RBDT Maximum 12/31/9999 e for RBDT creased Life Service Date must be after the Built Date ate must not be more than 70 years after the Built Date ate is required for Extended Service Code (A096) 1, 2, c sed Life Service ate is required for Extended Service Code (A096) R for I	Multi- (BLDT) e (BLDT) or 3 for Rebuilt,
	<ul> <li>For connect</li> <li>Rebuilt / ILS D</li> <li>The date the re</li> <li>Data is Confide Clone.</li> <li>Range of Value</li> <li>Minimum</li> <li>1/1/1900</li> <li>Validation Rul</li> <li>-Rebuilt Da</li> <li>-Rebuilt Da</li> <li>-Rebuilt Da</li> <li>-Rebuilt Da</li> <li>or V fc</li> <li>-If Rebuilt I</li> </ul>	ed unit cars report the oldest car in the set. ate e-construction of the equipment is complete ential. Value does not carry forward for Single Clone / es for RBDT Maximum 12/31/9999 e for RBDT creased Life Service Date must be after the Built Date ate must not be more than 70 years after the Built Date ate is required for Extended Service Code (A096) 1, 2, c sed Life Service ate is required for Extended Service Code (A096) R for I or 65 years of service	Multi- (BLDT) e (BLDT) or 3 for Rebuilt, 5) must
	<ul> <li>For connect</li> <li>Rebuilt / ILS D</li> <li>The date the re</li> <li>Data is Confide Clone.</li> <li>Range of Value</li> <li>Minimum</li> <li>1/1/1900</li> <li>Validation Rule</li> <li>-Rebuilt/In</li> <li>-Rebuilt Da</li> <li>-Rebuilt Da</li> <li>-Rebuilt Da</li> <li>or V fo</li> <li>-If Rebuilt D</li> <li>be rep</li> </ul>	ed unit cars report the oldest car in the set. ate e-construction of the equipment is complete ential. Value does not carry forward for Single Clone / es for RBDT Maximum 12/31/9999 e for RBDT creased Life Service Date must be after the Built Date ate must not be more than 70 years after the Built Date ate is required for Extended Service Code (A096) 1, 2, c sed Life Service ate is required for Extended Service Code (A096) R for I or 65 years of service Date is reported then the Extended Service Code (A096)	Multi- (BLDT) e (BLDT) or 3 for Rebuilt, 5) must
	For connect      Rebuilt / ILS D      The date the re      Data is Confide     Clone.      Range of Value     Minimum     1/1/1900      Validation Rule     -Rebuilt/In     -Rebuilt Da     Increa     -Rebuilt Da         or V fc     -If Rebuilt D          be rep      NOTES:     Railroad car	ed unit cars report the oldest car in the set. ate e-construction of the equipment is complete ential. Value does not carry forward for Single Clone / es for RBDT Maximum 12/31/9999 e for RBDT creased Life Service Date must be after the Built Date ate must not be more than 70 years after the Built Date ate is required for Extended Service Code (A096) 1, 2, c sed Life Service ate is required for Extended Service Code (A096) R for I or 65 years of service Date is reported then the Extended Service Code (A096)	Multi- (BLDT) e (BLDT) or 3 for Rebuilt, 5) must ervice in both STB
	For connect      Rebuilt / ILS D      The date the re      Data is Confide     Clone.      Range of Value     Minimum     1/1/1900      Validation Rule     -Rebuilt/In     -Rebuilt Da     Increa     -Rebuilt Da         or V fc     -If Rebuilt D          be rep      NOTES:     Railroad car	ed unit cars report the oldest car in the set. ate e-construction of the equipment is complete ential. Value does not carry forward for Single Clone / es for RBDT Maximum 12/31/9999 e for RBDT creased Life Service Date must be after the Built Date ate must not be more than 70 years after the Built Date ate is required for Extended Service Code (A096) 1, 2, c sed Life Service ate is required for Extended Service Code (A096) R for I or 65 years of service Date is reported then the Extended Service Code (A096) R for I or 65 years of service Date is reported then the Extended Service Code (A096) R for I or cars after the service Code (A096) R for I or cars of service Date is reported then the Extended Service Code (A096) R for I or cars after the service Code (A096) R for I or cars of service Code (A096) R for I or cars of service Code (A096) R for I or cars meeting status as provided	Multi- (BLDT) e (BLDT) or 3 for Rebuilt, 6) must ervice in both STB
	<ul> <li>For connect</li> <li>Rebuilt / ILS D</li> <li>The date the re</li> <li>Data is Confide Clone.</li> <li>Range of Value</li> <li>Minimum</li> <li>1/1/1900</li> <li>Validation Rul</li> <li>-Rebuilt Da</li> <li>-Rebuilt Da</li> <li>-Rebuilt Da</li> <li>-If Rebuilt Da</li> <li>or V fc</li> <li>-If Rebuilt Da</li> <li>or V fc</li> <li>-If Rebuilt Da</li> <li>or V fc</li> <li>-If Rebuilt Da</li> <li>- Seconting</li> <li>Manual.</li> <li>Private cars Rule 88, Secont</li> </ul>	ed unit cars report the oldest car in the set. ate e-construction of the equipment is complete ential. Value does not carry forward for Single Clone / es for RBDT Maximum 12/31/9999 e for RBDT creased Life Service Date must be after the Built Date ate must not be more than 70 years after the Built Date ate is required for Extended Service Code (A096) 1, 2, c sed Life Service ate is required for Extended Service Code (A096) R for I or 65 years of service Date is reported then the Extended Service Code (A096) R for I or 65 years of service Date is reported then the Extended Service Code (A096) R for I or cars after the service Code (A096) R for I or cars of service Date is reported then the Extended Service Code (A096) R for I or cars after the service Code (A096) R for I or cars of service Code (A096) R for I or cars of service Code (A096) R for I or cars meeting status as provided	Multi- (BLDT) e (BLDT) or 3 for Rebuilt, 6) must ervice in both STB office change d Manual.

Rebuilt Flag	RBFL
Identifies the equipment is nearing its end of life cycle	
Data is Confidential. System Generated Field. This element is not eligi Input.	ble for
Permissible Values for RBFL	

## Y Yes



B122

B082

USCR

USCT

Intermodal Flat	Umier
	Data Specification Manual
Owner Mandatory	-The Prior Equipment ID (0
Primary reporting mark of the railroad or private company ow	Equipment Group (00
Value does not carry forward for Single Clone / Multi-Clone /	NOTEC
Multi-Restencil.	<ul> <li>Prior ID enables equipment</li> </ul>
NOTES:	Equipment Identification No
Report the primary reporting mark of the railroad or privat	e company equipment records to share
owning the car. When car's lease or lien is held by a bank, t	
capital lease company, etc. not having an assigned mark, re reporting mark affiliated with the stenciled reporting mark	eport the primary
reporting mark anniated with the stellened reporting mark	System Generated Field. This
Equipment Group Mandatory	0002
Identifies the various major car types	Equipment Add Date
Used for Transportation Codes. Affects Rating.	Date the reporting mark and n
Г.	System Generated Field. This
Lessee	LESE Status Change Reason
The reporting mark of the company leasing the equipment	
Value does not carry forward for Single Clone / Multi-Clone / Multi-Restencil.	Single Restencil / System Generated Field. This
Validation Rule for LESE	Forward.
-Umler Owner (UMOW) and Lessee are not allowed to be equ	al Permissible Values for USCR
-Lessee cannot be a child reporting mark	I Initial Load
NOTES:	d reporting mark O Status Changed Manu
<ul> <li>In order to assign privately marked cars to a pool, a railroad must be reported.</li> </ul>	d reporting mark R Restencil
must be reported.	NOTES:
Maintenance Party	If movement is detected on
The parent reporting mark of the company responsible for the	<ul> <li>If an equipment record is ch placed in Inactive status.</li> </ul>
repairs of the equipment	
Does not Carry Forward.	
Mark Owner Category	B201 Status Change Date
The company that owns the stenciled mark on the car	Identifies the effective date of System Generated Field. This
System Generated Field. This element is not eligible for Input	. Value does not Forward.
carry forward for Single Restencil / Multi-Restencil / Eq	uipment Group
Change / Add Back. Permissible Values for B201	Extended Service Mandatory
B US Private	A code indicating the eligibility
C Canadian Private	Used for Transportation Codes
F Foreign Private	Multi-Clone. Permissible Values for A096
H Canadian Class II I Canadian Class I	1 1st ILS Inspection, add
I Canadian Class I J Mexican Class I	2 2nd ILS Inspection, add
K Canadian Class III	3 3rd ILS Inspection, add
M Mexican Private	C Built New between Jar
N US Private Steamship	Years of Service, Built I E Built new from July 1,1
O Canadian Private Steamship P Mexican Private Steamship	N Built Before January 1,
Q Foreign Private Steamship	R Rule 88, Rebuilt cars
R US Class II Railroad	U Built between January
U US Class I Railroad	eligible for certification V Car is certified (FRA W
V US Class III Railroad W Mexican Class II Railroad	V Car is certified (FRA W built new from January
Y Mexican Class II Railroad	Validation Rule for A096
	-If Rebuilt Date (RBDT) is r
NOTES:	must be reported as R
• This value is stored in the Umler Database for informational	purposes and is -Extended Service Code of
retrieved from the Roadmark Registry.	January 1, 1964 or on,
	-Extended Service Code of
Prior Equipment ID	PRID July 1, 1974
The previous reporting mark and number of the equipment	-Extended Service Code of on/after January 1, 19
Value does not carry forward for Single Clone / Multi-Clone. Validation Rule for PRID	-Extended Service Code of
<ul> <li>Prior and target equipment's Built Date (BLDT) must mate</li> </ul>	ch January 1, 1964 or on,

-The Prior Equipment ID (0001) must belong to the same or comparable	
Equipment Group (0002) as the current car initial and number	

ent records to share the same historical lineage. Number (EIN) is a generated id that enables these are inspections and transaction history.

#### ent change

is element is not eligible for Input.

number was added to the Umler system

is element is not eligible for Input.

Identifies the reason f	or the current operational	state

is element is not eligible for Input. Does not Carry

- nually
- on equipment, status is changed to Active.
- changed to Active, any prior equipment record is

Id	enti	fies th	e eff	ectiv	e d	ate c	of the	curren	t op	eratio	nal	stat	е	
											-			

is element is not eligible for Input. Does not Carry

## A096 ity of an increase to the life cycle les. Value does not carry forward for Single Clone /

- dditional 5 years of Service
- additional 5 years of service (10 years total)
- dditional 5 years of service (15 years total)
- January 1, 1964 June 30, 1974, Certified for 50 It New Before July 1, 1974 & Received AAR Waiver
- 1,1974, Qualified for 50 Years Service
- 1, 1964, Qualified for 40 Years Service
- ry 1, 1964 June 30, 1974, Qualified for 40 Years & ion for 50 Years Service
- Waiver & AAR) for 65 years of service from date ary 1, 1964
- reported, then the Extended Service Code (A096) R for Rebuilt, V, 1, 2, or 3 for Increased Life
- of C cannot be reported if the car was built before on/after July 1, 1974
- of E cannot be reported if the car was built before
- of N cannot be reported if the car was built 1964
- of U cannot be reported if the car was built before on/after July 1, 1974

- 160 -=Conditionally Mandatory June 2024 Mandatory ▲=Used in ETC Generation = Affects Rating



B137

B062

**B150** 

## Data Specification Manual

B078

#### NOTES:

- Value is used to calculate End of Service Date (B078).
- Rebuilt Date (RBDT) is required for Extended Service Code (A096) R for Rebuilt, or V for 65 years service.
- Rebuilt Date (RBDT) is required for Extended Service Code (A096) 1, 2, 3, and V for Increased Life Service.

## End of Service Date

## Indicates the date of the end of equipment life

Data is Confidential. System Generated Field. This element is not eligible for Input.

#### NOTES:

Data becomes non-confidential two years prior to End of Service Date.

Do Not Load After B590	
Equipment should not be loaded after date shown in the element	
Data is Confidential.	
Validation Rules for B590	
-Do Not Load After (B590) cannot be updated thirty days prior to the date shown in the element.	
-Do Not Load After (B590) cannot be updated within thirty days of the End of	
Service Date (B078).	
De Netter d'After (DECO) de la constat la constitución de Estado (DOZO)	

-Do Not Load After (B590) date cannot be on or after the End of Service (B078) date.

#### NOTES:

- The element will be initially populated by End of Service (B078) minus 30 days.
- Data becomes non-confidential thirty days prior to the Do Not Load After (B590) date.

Equipment Identification	EINN
Unique equipment identifier regardless of stenciled mark	

System Generated Field. This element is not eligible for Input.

#### NOTES:

 Specify the Prior ID (PRID) on equipment records to ensure the historical lineage is preserved. Equipment with the same EIN share history and inspections.

Info Conflict Status	B355
Indicates that an Informational Conflict exists on the Equipment re	ecord
System Generated Field. This element is not eligible for Input. Val carry forward for Single Clone / Multi-Clone.	lue does not
Conflict Status	B050
Identifies the escalation level of equipment in active conflict	

System Generated Field. Affects Rating. This element is not eligible for Input. Value does not carry forward for Add Back.

#### Permissible Values for B050

- 1 Subject to Zero-Rating
- 2 Subject to Restricted in Interchange
- 3 Subject to Deletion

#### NOTES:

- Subject to Zero-Rating, goes into effect 30 days after Conflict Status occurs
- Subject to Restricted in Interchange, goes into effect 90 days after Conflict
   Status occurs
- Subject to Deletion, goes into effect 365 days after Conflict Status occurs

Date of Original Conflict	B063
The date the equipment was originally placed in the current conflict	
System Generated Field. This element is not eligible for Input.	
Next Conflict Status	B135

Identifies the next escalation level of an equipment in active conflict

System Generated Field.	This element is not eligible for Input.	Value does not
carry forward for A	dd Back.	

#### Permissible Values for B135

- 1 Subject to Zero-Rating
- 2 Subject to Restricted in Interchange
- 3 Subject to Deletion

#### NOTES:

- Subject to Zero-Rating, goes into effect 30 days after Conflict Status occurs
- Subject to Restricted in Interchange, goes into effect 90 days after Conflict Status occurs
- Subject to Deletion, goes into effect 365 days after Conflict Status occurs

## Notice Indicator Identifies equipment in error in Umler Notice Management

System Generated Field. This element is not eligible for Input.

#### **Conflict Status Next Date**

## The date the conflict status will be escalated

System Generated Field. This element is not eligible for Input. Value does not carry forward for Add Back.

Rate Indicator	A070
Indicates the rate type applicable to the unit	

System Generated Field. Used for Transportation Codes. Affects Rating. This element is not eligible for Input. Does not Carry Forward.

#### Permissible Values for A070

- 0 Zero-Rated Due to Conflict Errors
- 2 Private Mileage Rate
- 4 Private Car Owner Designated Rate
- 6 Zero-Rated Scrap (S\_,SX), AAR Overage (XA), FRA Overage (YA), Umler Conflict - CHR 1/Tarriff 6007 (XZ). Zero-Rated Private Owner Election to Zero Rate [See Private Zero Rate (B150)].
- M Railroad Market Rate
- Q Zero-Rated Railroad Market Rate Due to Conflict Errors

#### NOTES:

• If unit is zero-rated, correction of conflicts will reinstate the appropriate rate indicator code.

#### Private Zero Rate

Indicates a private car is subject to contractual agreement, nullifying mil	eage
rates	

Affects Rating.

#### Permissible Values for B150

Y Yes

## NOTES:

• Reporting "Y" generates Rate Indicator (A070) value 6 and a zero rate.

# TTX Hourly Rate B212 Time Charge-The TTX hourly rate for the equipment Data is Confidential. This element is not eligible for Query. Range of Values for B212 Minimum Momentary Maximum 0 9 Validation Rule for B212 -TTX Hourly rate can only be set on TTX owned Equipment.

 TTX Mileage Rate
 B213

 Mileage Charge-The TTX mileage rate for the equipment
 Data is Confidential. This element is not eligible for Query.

 Range of Values for B213
 Minimum

 0
 1

 Validation Rule for B213

=Mandatory	=Used in ETC Generation	= Affects Rating	<b>- 161 -</b>	=Conditionally Mandatory	June 2024



-TTX Mileage rate can only be set on TTX owned Equipment.	
First Movement Date	USAT
The first movement date under the stenciled mark of the equipment	
This element is not eligible for Input. Does not Carry Forward.	
Equipment Add Company	B083
The reporting mark of the company that added the equipment	
System Generated Field. This element is not eligible for Input.	
Registration Reason	B174
The code indicating the reason this equipment is added	
Does not Carry Forward.	
Permissible Values for B174 A Add-Back N New	
P Pending Restencil R Restencil	
Restencil Program Ind	B177
Identifies the equipment is under a restencil program	
Permissible Values for B177	
Y Yes	
Delete Reason Code	B064
A code that designates the reason the equipment has been deleted	
Value does not carry forward for Add Back.	
Permissible Values for B064	
A Restenciled	
D Destroyed or wrecked	
L Lease terminated, removed from fleet	
P Retired unserviceable beyond economic repair R Rebuilt	
S Sold Serviceable	
W Over age retired for dismantling	
Y Error, reporting did not exist	
Z Other	
Non-Compliant Wheelsets	B544
Equipment record is incomplete and has a missing wheelset component	nt ID
association. Refer to AAR Field Manual Rule 44 for industry require	nents 🌻
System Generated Field. This element is not eligible for Input. Value of carry forward for Single Clone / Multi-Clone.	loes not
Validation Rule for B544	
-A Wheelset Component ID is required for each applicable location of	on
equipment built on or after January 1, 2016	
<ul> <li>-A Wheelset Component ID is required for each applicable location of equipment rebuilt on or after January 1, 2016 and Gross Rail Location</li> </ul>	
	, ,
is greater than 268,000 lbs	. ,
is greater than 268,000 lbs NOTES:	
is greater than 268,000 lbs	umber of
is greater than 268,000 lbs <b>NOTES:</b> • A "Y" will be system generated if the equipment is active and the number of the system generated if the equipment is active and the number of the system generated if the equipment is active and the number of the system generated if the equipment is active and the number of the system generated if the equipment is active and the number of the system generated if the equipment is active and the system generated if the equipment is active and the system generated if the equipment is active and the system generated if the equipment is active and the system generated if the equipment is active and the system generated if the equipment is active and the system generated if the system generated if the equipment is active and the system generated if the equipment is active and the system generated if t	umber of
is greater than 268,000 lbs <b>NOTES:</b> • A "Y" will be system generated if the equipment is active and the nu Wheelset CID's required is not equal to the Axle Count (A024) on the	umber of e
is greater than 268,000 lbs <b>NOTES:</b> • A "Y" will be system generated if the equipment is active and the nu Wheelset CID's required is not equal to the Axle Count (A024) on the equipment	umber of e
is greater than 268,000 lbs <b>NOTES:</b> • A "Y" will be system generated if the equipment is active and the number Wheelset CID's required is not equal to the Axle Count (A024) on the equipment • Validation rule applies to equipment that has been in Active status	umber of e
is greater than 268,000 lbs <b>NOTES:</b> • A "Y" will be system generated if the equipment is active and the number wheelset CID's required is not equal to the Axle Count (A024) on the equipment • Validation rule applies to equipment that has been in Active status days Pseudo Equipment Group Equipment needs to be identified as a miscellaneous record while mai	umber of e for 60 B547
is greater than 268,000 lbs <b>NOTES:</b> • A "Y" will be system generated if the equipment is active and the nu Wheelset CID's required is not equal to the Axle Count (A024) on the equipment • Validation rule applies to equipment that has been in Active status days <b>Pseudo Equipment Group</b> Equipment needs to be identified as a miscellaneous record while main all elements linked to the original equipment group	umber of e for 60 B547
is greater than 268,000 lbs <b>NOTES:</b> • A "Y" will be system generated if the equipment is active and the nu Wheelset CID's required is not equal to the Axle Count (A024) on the equipment • Validation rule applies to equipment that has been in Active status days <b>Pseudo Equipment Group</b> Equipment needs to be identified as a miscellaneous record while main all elements linked to the original equipment group System Generated Field.	umber of e for 60 B547
is greater than 268,000 lbs <b>NOTES:</b> • A "Y" will be system generated if the equipment is active and the nu Wheelset CID's required is not equal to the Axle Count (A024) on the equipment • Validation rule applies to equipment that has been in Active status days <b>Pseudo Equipment Group</b> Equipment needs to be identified as a miscellaneous record while main all elements linked to the original equipment group	umber of e for 60 B547

Weight

•=N

Gross Rail Load/Weight Mandatory				
The maximum permissible weight on rail of the equipment and the load				
reported in	pounds	•		
Affects Rating.				
Range of Values for A266				
Minimum	Maximum			
113000	2835000			
Validation Rul	e for A266			
-Gross Rail Load must be equal to the Load Limit (LDLT) plus the Tare				
Weigh	nt (A259)			

#### OTES:

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For current single-unit IFLTs, lowest GRL is 113,000 lbs. Maximum GRL for 36  $\,$ axles with 7" bearings is 2,835,000 lbs.

Use Table 1 below to determine Gross Rail Load, if Qualification for Increased Gross Rail Load (B344) does not exist.

TABLE 1 -		
Journal Size	Load per Axle	Gross Rail Load for 4- axle Equipment
B - 4 1/2" x 8"	25,750 lbs.	103,000 lbs.
C - 5" x 9"	35,500 lbs.	142,000 lbs.
D - 5 1/2" x 10"	44,250 lbs.	177,000 lbs.
E - 6" x 11" (w/28"	48,750 lbs.	195,000 lbs.
1W wheels)		
E - 6" x 11" (w/all	55,000 lbs.	220,000 lbs.
other wheels		
F - 6 1/2" x 12"	65,750 lbs.	263,000 lbs.
G - 7" x 12"	78,750 lbs.	315,000 lbs.
K - 6 1/2" x 9"	71,500 lbs.	263,000 lbs.
M - 7" x 9"	78,750 lbs.	315,000 lbs.

Use Table 2 below to determine Gross Rail Load for 4-axle equipment if Qualification for Increased Gross Rail Load (B344) exists.

Journal Size	Gross Rail Load
K - 6 1/2" x 9"	286,000 lbs.
G - 7" x 12"	286,000 lbs.
M - 7" x 9"	286,000 lbs.
F - 6 1/2" x 12"	286,000 lbs.
K - 6 1/2" x 9"	286,000 lbs.
F - 6 1/2" x 12"	268,000 lbs.
K - 6 1/2" x 9"	268,000 lbs.
	K - 6 1/2" x 9" G - 7" x 12" M - 7" x 9" F - 6 1/2" x 12" K - 6 1/2" x 9" F - 6 1/2" x 12"

- For multi-unit equipment, report the total gross rail load for the entire set.
- Refer to Field Manual Rule 70 if additional information is required.

A Gross Rail Load less than the listed or calculated values may be entered; however:

- Star Code (A247) must be R or S, and •
- Load Limit (LDLT) must also be reduced, ensuring Tare Weight (A259) . plus Load Limit (LDLT) equals the reported Gross Rail Load.

For equipment having two or more different journal sizes, see following examples:

Example for Drawbar Connected:

- A 3-unit drawbar connected car has 12 axles.
- The end units (Locations A and B) each have 4 axles with E 6" x 11" journals.
- The intermediate unit (Locations C) has 4 axles with F 6 1/2" x 12" journals

Using TABLE 1, the Gross Rail Load would be:

Mandatory 🔺=Used in	ETC Generation = Affects Ratin	g – <b>162</b> ·	<ul> <li>— #=Conditionally Mandate</li> </ul>	ory
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# Umler®

## **Data Specification Manual**

	-LOAD LIMIL (LDLT) OF IFLT
8 ea. E-6" x 11" journal axles X 55,000 lbs. per axle = 440,000 lbs.	contain values betwee
+ 4 ea. F-6 1/2" x 12" journal axles X 65,750 lbs. per axle = 263,000 lbs.	-Load Limit (LDLT) of IFLT
Gross Rail Load = 703,000 lbs.	contain values betwe
Gross Rail Load = 703,000 lbs.	-Load Limit (LDLT) of IFLT
	contain values betwe
Example for Articulated Connected:	-Load Limit (LDLT) of IFLT
A 5-unit articulated car has 6 trucks (12 axles).	contain values betwe
The end trucks (Locations A and B) each have 2 axles with E - 6" x 11"	-Load Limit (LDLT) of IFLT
journals.	contain values betwe
	-Load Limit (LDLT) of IFLT
The intermediate trucks (Locations C, D, E, and F) each have 2 axles with G	contain values betwe
<u>- 7" x 12" journals</u>	-Load Limit (LDLT) of IFLT
	contain values betwe
Using TABLE 1, the Gross Rail Load would be:	-Iflat Cars of Equipment T
Using TABLE 1, the Gloss Rail Load would be.	have a max Load Lim
	NOTES:
4 ea. E-6" x 11" journal axles X 55,000 lbs. per axle = 220,000 lbs.	
<ul> <li>+ 8 ea. G-7" x 12" journal axles X 78,750 lbs. per axle = 630,000 lbs.</li> </ul>	<ul> <li>For connected unit cars re</li> </ul>
• Gross Rail Load = 850,000 lbs.	set.
	<ul> <li>For current single-unit IFL1</li> </ul>
	to 69000). Largest load lin
Tare Weight Mandatory A259	Maximum permissible valu
The equipment weight on roll when empty comptimes referred to be light	Maximum permissible val
The equipment weight on rail when empty, sometimes referred to as Light	
Weight, reported in pounds	Weighing Status Mandatory
Affects Rating.	
Range of Values for A259	Indicates the weight information
-	Value does not carry forward
Minimum Maximum	Permissible Values for A289
43000 918000	
Validation Rule for A259	A Actual
	E Estimated
-Tare Weight (A259) of IFLT with a blank Connected Unit Count (A020)	V Verified correct Tare
must contain values between 43000 lbs. and 102000 lbs.	X Tare Weight subject t
-Tare Weight (A259) of IFLT where Connected Unit Count (A020) is 2,	• •
must contain values between 86000 lbs. and 204000 lbs.	Validation Rule for A289
-Tare Weight (A259) of IFLT where Connected Unit Count (A020) is 3,	<ul> <li>Equipment cannot be within</li> </ul>
	refer to Appendix P for
must contain values between 96000 lbs. and 306000 lbs.	conflicts
<ul> <li>-Tare Weight (A259) of IFLT where Connected Unit Count (A020) is 4,</li> </ul>	-When Status Code changes t
must contain values between 141000 lbs. and 408000 lbs.	
-Tare Weight (A259) of IFLT where Connected Unit Count (A020) is 5,	reported as Actual (A)
	Code change
must contain values between 152000 lbs. and 510000 lbs.	
<ul> <li>-Tare Weight (A259) of IFLT where Connected Unit Count (A020) is 6,</li> </ul>	Weighing Date
must contain values between 258000 lbs. and 612000 lbs.	Weighing Date
-Tare Weight (A259) of IFLT where Connected Unit Count (A020) is 7,	
	The date the equipment was
must sente in upluse between 201000 lbs, and 714000 lbs	The date the equipment was
must contain values between 301000 lbs. and 714000 lbs.	Value does not carry forward
must contain values between 301000 lbs. and 714000 lbs. -Tare Weight (A259) of IFLT where Connected Unit Count (A020) is 8,	· · ·
	Value does not carry forward
-Tare Weight (A259) of IFLT where Connected Unit Count (A020) is 8, must contain values between 344000 lbs. and 816000 lbs.	Value does not carry forward Range of Values for A288 Minimum Maximum
-Tare Weight (A259) of IFLT where Connected Unit Count (A020) is 8, must contain values between 344000 lbs. and 816000 lbs. -Tare Weight (A259) of IFLT where Connected Unit Count (A020) is 9,	Value does not carry forward           Range of Values for A288           Minimum         Maximum           1/1/1900         12/31/9999
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-Tare Weight (A259) of IFLT where Connected Unit Count (A020) is 8, must contain values between 344000 lbs. and 816000 lbs. -Tare Weight (A259) of IFLT where Connected Unit Count (A020) is 9, must contain values between 387000 lbs. and 918000 lbs -IFlat Cars of ETC Q_1_ can only have a maximum Tare Weight of 70,000	Value does not carry forward           Range of Values for A288           Minimum         Maximum           1/1/1900         12/31/9999
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-Load Limit (LDLT) of IFLT where Connected Unit Count (A020) is 3, must contain values between 207000 lbs. and 687000 lbs.

- LT where Connected Unit Count (A020) is 4, must ween 276000 lbs. and 916000 lbs.
- LT where Connected Unit Count (A020) is 5, must ween 336000 lbs. and 1145000 lbs.
- LT where Connected Unit Count (A020) is 6, must ween 414000 lbs. and 1374000 lbs.
- LT where Connected Unit Count (A020) is 7, must ween 483000 lbs. and 1603000 lbs. LT where Connected Unit Count (A020) is 8, must
- ween 552000 lbs. and 1832000 lbs. LT where Connected Unit Count (A020) is 9, must
- ween 621000 lbs. and 2061000 lbs. t Type codes Q-2- to Q-9- and S-3- to S-8- can only
- imit of 200000 lbs.
- report the sum of the load limits for all units in the
- LTs, lowest load limit is 69,200 lbs. (rounded down limit is 228,900 lbs. (rounded up to 229,000). alue shown above is 229,000 lbs. X 9 = 2,061,000 lbs.]

Weighing Stat	us Mandatory	A289
Indicates the w	veight information is an estimate or an actual measureme	ent 🔍
	t carry forward for Single Clone / Multi-Clone.	
Permissible Va	llues for A289	
A Actual		
E Estima		
	d correct Tare Weight	
	reight subject to verification (System Generated)	
Validation Rul		
	nnot be within a series of 10 with identical Tare Weights	
	Appendix P for further information on resolving tare wei	ght
conflicts	-	
	Code changes to Active or Inactive Weighing Status must	be
	d as Actual (A) or Verified (V) within 60 days of Status	
Code ch	lange	
Weighing Date	2	A288
The date the e	quipment was actually weighed	
Value does not	t carry forward for Single Clone / Multi-Clone.	
Range of Value	es for A288	
Minimum	Maximum	
1/1/1900	12/31/9999	
Validation Rul	e for A288	
-If Weighin	ng Date is reported the Tare Weight (A259) must be repor	ted
-When We	ighing Date is reported then Weighing Status (A289) mus	t be A
(Actua	ll) or V (Verified)	
-If Weighin	ng Status (A289) is A (Actual) or V (Verified correct Tare W	/eight)
then V	Veighing Date must be reported	
-Weighing	Date must be on or before the current date	
-Weighing	Date cannot be before Built / Rebuilt date	
Star Code		A247
Indicates a red	uction of the Load Limit (LDLT) of the equipment per AAF	Rule 70
Affects Rating.		

- than Truck Capacity
- rted if Gross Rail Load (A266) is less than the allowed for the reported combination of Axle Count A147).



OSLG

## **Data Specification Manual**

Qual for Inc GRL B344	Outside Length Mandatory OS
Code designating AAR approval for operating 4-axle equipment at a gross rail	The outside length over pulling faces of couplers in normal position
load greater than 263,000 lbs per AAR Rule 88	Affects Rating. Displayed in feet and inches on the Web. Stored in inches.
Permissible Values for B344	Range of Values for OSLG
1 Rule 88 IGRL Code 1 (> 263,000 lbs. and <= 286,000 lbs. GRL per AAR	Minimum Maximum
Specification S-286)	24 ft 0 inches 720 ft 0 inches
2 Rule 88 IGRL Code 2 (> 263,000 lbs. and <= 286,000 lbs. GRL)	Validation Rule for OSLG
3 Rule 88 IGRL Code 3 (> 263,000 lbs. and <= 268,000 lbs. GRL)	-Non-Articulated I-Flats cannot have an Outside Length greater than 1
Validation Rule for B344	feet
- Equipment having Qualification for Increased Gross Rail Load of 1 or 2	-Outside Length (OSLG) on freight cars (except refrigerators) must not
must have a Gross Rail Load (A266) that does not exceed 286,000 lbs.	exceed Inside Length (A135) by more than 16 feet
- Equipment having Qualification for Increased Gross Rail Load of 3 must	-Outside Length (OSLG) on refrigerator cars (Mechanical Designation R
have a Gross Rail Load (A266) that does not exceed 268,000 lbs.	RBL, RP, RPL, or RC) must not exceed Inside Length (A135) by more
<ul> <li>Equipment having Qualification for Increased Gross Rail Load of 1 must</li> </ul>	than 26 feet
have a Journal Size (A147) of K, G, or M	NOTES:
<ul> <li>Equipment having Qualification for Increased Gross Rail Load of 2 or 3</li> </ul>	• For connected unit cars report the maximum coupled length of the set.
must have a Journal Size (A147) of F or K	
- Equipment having Qualification for Increased Gross Rail Load of 1, 2, or 3	<ul> <li>Round fraction to the higher inch, e.g., 05 1/4" = 06"</li> </ul>
must have a Wheel Diameter (A294) of 36 or 38	
- Equipment having Qualification for Increased Gross Rail Load (B344) of 3,	Outside Extreme Width Mandatory A
and a Gross Rail Load (A266) less than 268,000 lbs., must have Star	The outside extreme width of the equipment
Code of S	Affects Rating. Displayed in feet and inches on the Web. Stored in inches.
- Equipment having Qualification for Increased Gross Rail Load of 1 or 2	Range of Values for A186
must have a Gross Rail Load (A266) that does not exceed 286,000 lbs.	Minimum Maximum
NOTES:	7 ft 0 inches 12 ft 7 inches
<ul> <li>Qualification for Increased Gross Rail Load must be granted by the AAR, and applies only to 4-axle equipment approved for gross rail loads</li> </ul>	Validation Rule for A186
greater than 263,000 lbs. and less than or equal to 286,000 lbs. It does	-Outside Extreme Width must not exceed 10 feet 8 inches for Plate Co
NOT apply to 4-axle, 315,000 lbs. gross rail load equipment operating	B, C, E, F, or N
with a Star Code.	-Outside Extreme Width (A186) for Plate Code A must not be less than
	feet 8 inches.
	-Outside Extreme Width (A186) for Plate Code A must not exceed 10 fe
Dimension	10 inches.
Plate Code Mandatory A046	NOTES:
	For connected unit cars report the dimension of the largest unit in the second se
Indicates the extreme height and width clearance of the equipment	<ul> <li>Round fraction to the higher inch, e.g., 05 1/4" = 06"</li> </ul>
Affects Rating. Permissible Values for A046	
B Plate Code B	Outside Extreme Height Mandatory A:
C Plate Code C	Height from top of rail to extreme projecting height
E Plate Code E	Affects Rating. Displayed in feet and inches on the Web. Stored in inches.
F Plate Code F	Range of Values for A185
G Clearance Code G	Minimum Maximum
H Plate Code H	2 ft 0 inches 22 ft 6 inches
N Plate Code N	Validation Rule for A185
	-Outside Extreme Height for Plate Code B must be less than or equal to
NOTES:	feet 1 inch
• For a description of Plate Codes, please see Appendix J at the back of this	-Outside Extreme Height for Plate Codes C or I must be less than or equ
manual.	to 15 feet 6 inches
• Report B: If clearance does not exceed Plate B	-Outside Extreme Height for Plate Code E must be less than or equal to
• Report C: If clearance is greater than Plate B. but does not exceed Plate	feet 9 inches
C	-Outside Extreme Height for Plate Code F must be less than or equal to
<ul> <li>Report E: If clearance is greater than Plates B and C, but does not</li> </ul>	feet 0 inch
exceed Plate E.	-Outside Extreme Height for Plate Code H must be less than or equal to
• Report F: If clearance is greater than Plates B, C and E, but does not	feet 3 inches
exceed Plate F	-Outside Extreme Height for Plate Code N must be less than or equal to
<ul> <li>Report G: If clearance exceeds Plates B, C, E, F, H, and N.</li> </ul>	feet 1 inch
<ul> <li>Report H: If clearance is greater than Plates B, C, E, and F, but does not</li> </ul>	NOTES:
exceed Plate H	• For connected unit cars report the dimension of the largest unit in the s
• Report N: If clearance is greater than Plates B, C, E, and F, but does not	<ul> <li>Round fraction to the higher inch, e.g., 05 1/4" = 06"</li> </ul>
exceed Plate N. There is no AAR Plate G. Clearance Code G is included in Umler to represent	Outside Height Extr Width Mandatony
equipment that does not fit any existing AAR clearance plates.	Outside Height Extr Width Mandatory A
<ul> <li>For ARTICULATED/MULTI-UNIT SET report the most restrictive clearance</li> </ul>	The highest point at which the extreme width of the equipment occurs
plate of UNIT in the set. (For ARTICULATION see Section VII).	Displayed in feet and inches on the Web. Stored in inches.
	Range of Values for A187
	Minimum Maximum
	1 ft 0 inches 20 ft 0 inches
A = Used in FTC Generation = Affects Rating - 1	164 – 🕴 = Conditionally Mandatory

A185 ing height es on the Web. Stored in inches. de B must be less than or equal to 15

- des C or I must be less than or equal
- de E must be less than or equal to 15
- de F must be less than or equal to 17
- de H must be less than or equal to 20

- ension of the largest unit in the set.
- 05 1/4" = 06"

_			
	Outside Height E	xtr Width Mandatory	A187
The highest point at which the extreme width of the equipment occurs			•
Displayed in feet and inches on the Web. Stored in inches.			
Range of Values for A187			
	Minimum	Maximum	
	1 ft 0 inches	20 ft 0 inches	

●=Mandatory ▲=Used in ETC Generation = Affects Rating

– **164** – **\***=Conditionally Mandatory

June 2024

# Umler®

## Data Specification Manual

#### Validation Rule for A187

- -Outside Extreme Width (A186) for Plate Codes B must not exceed 10 feet 8 inches if Outside Height Extreme Width is 13 feet 10 inches or less
   -Outside Extreme Width (A186) for Plate Codes B must not exceed 10 feet 7 inches if Outside Height Extreme Width is 13 feet 11 inches
- -Outside Extreme Width (A186) for Plate Codes B must not exceed 10 feet 6 inches if Outside Height Extreme Width is 14 feet 0 inches
- -Outside Extreme Width (A186) for Plate Codes B must not exceed 10 feet 4 inches if Outside Height Extreme Width is 14 feet 1 inches
- -Outside Extreme Width (A186) for Plate Codes B must not exceed 10 feet 3 inches if Outside Height Extreme Width is 14 feet 2 inches
- -Outside Extreme Width (A186) for Plate Codes B must not exceed 10 feet 2 inches if Outside Height Extreme Width is 14 feet 3 inches
- -Outside Extreme Width (A186) for Plate Codes B must not exceed 10 feet 0 inches if Outside Height Extreme Width is 14 feet 4 inches
- -Outside Extreme Width (A186) for Plate Codes B must not exceed 9 feet 9 inches if Outside Height Extreme Width is 14 feet 5 inches
- -Outside Extreme Width (A186) for Plate Codes B must not exceed 9 feet 5 inches if Outside Height Extreme Width is 14 feet 6 inches
- -Outside Extreme Width (A186) for Plate Codes B must not exceed 9 feet 2 inches if Outside Height Extreme Width is 14 feet 7 inches
- -Outside Extreme Width (A186) for Plate Codes B must not exceed 8 feet 10 inches if Outside Height Extreme Width is 14 feet 8 inches
- -Outside Extreme Width (A186) for Plate Codes B must not exceed 8 feet 6 inches if Outside Height Extreme Width is 14 feet 9 inches
- -Outside Extreme Width (A186) for Plate Codes B must not exceed 8 feet 3 inches if Outside Height Extreme Width is 14 feet 10 inches
- -Outside Extreme Width (A186) for Plate Codes B must not exceed 7 feet 11 inches if Outside Height Extreme Width is 14 feet 11 inches
- -Outside Extreme Width (A186) for Plate Codes B must not exceed 7 feet 6 inches if Outside Height Extreme Width is 15 feet 0 inches
- -Outside Extreme Width (A186) for Plate Codes B must not exceed 7 feet 4 inches if Outside Height Extreme Width is 15 feet 1 inches
- -Outside Extreme Width (A186) for Plate Codes C must not exceed 10 feet 8 inches if Outside Height Extreme Width is 14 feet 3 inches or less
- -Outside Extreme Width (A186) for Plate Codes C must not exceed 10 feet 7 inches if Outside Height Extreme Width is 14 feet 4 inches
- -Outside Extreme Width (A186) for Plate Codes C must not exceed 10 feet 6 inches if Outside Height Extreme Width is 14 feet 5 inches
- -Outside Extreme Width (A186) for Plate Codes C must not exceed 10 feet 4 inches if Outside Height Extreme Width is 14 feet 6 inches
- -Outside Extreme Width (A186) for Plate Codes C must not exceed 10 feet 3 inches if Outside Height Extreme Width is 14 feet 7 inches
- -Outside Extreme Width (A186) for Plate Codes C must not exceed 10 feet 2 inches if Outside Height Extreme Width is 14 feet 8 inches
- -Outside Extreme Width (A186) for Plate Codes C must not exceed 10 feet 0 inches if Outside Height Extreme Width is 14 feet 9 inches
- -Outside Extreme Width (A186) for Plate Codes C must not exceed 9 feet 9 inches if Outside Height Extreme Width is 14 feet 10 inches
- -Outside Extreme Width (A186) for Plate Codes C must not exceed 9 feet 5 inches if Outside Height Extreme Width is 14 feet 11 inches
- -Outside Extreme Width (A186) for Plate Codes C must not exceed 9 feet 2 inches if Outside Height Extreme Width is 15 feet 0 inches
- -Outside Extreme Width (A186) for Plate Codes C must not exceed 8 feet 10 inches if Outside Height Extreme Width is 15 feet 1 inches
- -Outside Extreme Width (A186) for Plate Codes C must not exceed 8 feet 6 inches if Outside Height Extreme Width is 15 feet 2 inches
- -Outside Extreme Width (A186) for Plate Codes C must not exceed 8 feet 3 inches if Outside Height Extreme Width is 15 feet 3 inches
- -Outside Extreme Width (A186) for Plate Codes C must not exceed 7 feet 11 inches if Outside Height Extreme Width is 15 feet 4 inches
- -Outside Extreme Width (A186) for Plate Codes C must not exceed 7 feet 8 inches if Outside Height Extreme Width is 15 feet 5 inches
- -Outside Extreme Width (A186) for Plate Codes C must not exceed 7 feet 4 inches if Outside Height Extreme Width is 15 feet 6 inches
- -Outside Extreme Width (A186) for Plate Code E must not exceed 10 feet 8 inches if Outside Height Extreme Width is 15 feet 2 inches or less

- -Outside Extreme Width (A186) for Plate Code E must not exceed 10 feet 6 inches if Outside Height Extreme Width is 15 feet 3 inches
- -Outside Extreme Width (A186) for Plate Code E must not exceed 10 feet 3 inches if Outside Height Extreme Width is 15 feet 4 inches
- -Outside Extreme Width (A186) for Plate Code E must not exceed 9 feet 6 inches if Outside Height Extreme Width is 15 feet 5 inches
- -Outside Extreme Width (A186) for Plate Code E must not exceed 8 feet 8 inches if Outside Height Extreme Width is 15 feet 6 inches
- -Outside Extreme Width (A186) for Plate Code E must not exceed 7 feet 11 inches if Outside Height Extreme Width is 15 feet 7 inches
- -Outside Extreme Width (A186) for Plate Code E must not exceed 7 feet 1 inches if Outside Height Extreme Width is 15 feet 8 inches
- -Outside Extreme Width (A186) for Plate Code E must not exceed 6 feet 3 inches if Outside Height Extreme Width is 15 feet 9 inches
- -Outside Extreme Width (A186) for Plate Code F must not exceed 10 feet 8 inches if Outside Height Extreme Width is 16 feet 3 inches or less
- -Outside Extreme Width (A186) for Plate Code F must not exceed 10 feet 7 inches if Outside Height Extreme Width is between 16 feet 4 inches and 16 feet 6 inches
- -Outside Extreme Width (A186) for Plate Code F must not exceed 10 feet 6 inches if Outside Height Extreme Width is 16 feet 7 inches
- -Outside Extreme Width (A186) for Plate Code F must not exceed 10 feet 3 inches if Outside Height Extreme Width is 16 feet 8 inches
- -Outside Extreme Width (A186) for Plate Code F must not exceed 10 feet 0 inches if Outside Height Extreme Width is 16 feet 9 inches
- -Outside Extreme Width (A186) for Plate Code F must not exceed 9 feet 8 inches if Outside Height Extreme Width is 16 feet 10 inches
- -Outside Extreme Width (A186) for Plate Code F must not exceed 9 feet 5 inches if Outside Height Extreme Width is 16 feet 11inches
- -Outside Extreme Width (A186) for Plate Code F must not exceed 9 feet 2 inches if Outside Height Extreme Width is 17 feet 0 inches
- -Outside Extreme Width (A186) for Plate Code N must not exceed 10 feet 8 inches if Outside Height Extreme Width (A187) is 16 feet 9 inches or less
- -Outside Extreme Width (A186) for Plate Code N must not exceed 10 feet 6 inches if Outside Height Extreme Width (A187) is 16 feet 10 inches
- -Outside Extreme Width (A186) for Plate Code N must not exceed 10 feet 4 inches if Outside Height Extreme Width (A187) is 16 feet 11 inches
- -Outside Extreme Width (A186) for Plate Code N must not exceed 10 feet 2 inches if Outside Height Extreme Width (A187) is 17 feet 0 inches -Outside Extreme Width (A186) for Plate Code N must not exceed 9 feet
- 11 inches if Outside Height Extreme Width (A187) is 17 feet 1 inch NOTES:
- For connected unit cars report the dimension of the largest unit in the set.
- Round fraction to the higher inch, e.g., 05 1/4" = 06"

#### Inside Length

The inside length of the equipment from end to end inside walls, linings, and	
permanent bulkheads	
Used in ETC Generation. Displayed in feet and inches on the Web. Stored in	
inches.	

#### Range of Values for A135

Minimum Maximum

20 ft 0 inches 99 ft 3 inches

Validation Rule for A135

-Inside Length/Inside Platform Length must be less than or equal to Outside Length (OSLG)

#### NOTES:

- Round fraction to the lower inch, e.g., 05 1/4" = 05"
- For connected unit cars report the shortest dimension of a unit in the set.

#### Inside Width

The inside width of the equipment from side walls and linings

Displayed in feet and inches on the Web. Stored in inches.

Range of Values for A138

Minimum Maximum

A138

A135

# Umler

## **Data Specification Manual**

A133

B195

## 4 ft 0 inches 10 ft 6 inches

#### Validation Rule for A138

- -IFlat Cars of ETC S and Q can only have a minimum Inside Platform Width of 8 feet 0 inches
- -IFlat Cars of ETC S and Q can only have a maximum Inside Platform Width of 10 feet 6 inches
- -Inside Width/Inside Platform Width must not exceed Outside Extreme Width

#### NOTES:

• For connected unit cars report the shortest dimension of a unit in the set.

## **Inside Height**

The inside height of the equipment from the floor to the top of the side, or to the lowest point of the interior ceiling

#### Range of Values for A133

Minimum Maximum 169

#### 12

NOTES:

• For connected unit cars report the shortest dimension of a unit in the set.

## **DimensionUnit Segment Components**

#### Side Wall Height

Measurement from top face of loading pad to top of inside wall on well cars. Component of Unit Segment (ICPSC)

Maximum

Range of Values for B195

Minimum

0.1000000000000001 99.900000000000000

#### NOTES:

For connected unit cars report the dimension of the smallest side door height of a unit in the set

of a unit in the	set.	
Truck Center Leng	gth	A276
The length betwee	en the centers of the two truck systems	
Affects Rating. Di Range of Values f	splayed in feet and inches on the Web. Stored in inc or A276	hes.
Minimum	Maximum	
15 ft 0 inches	64 ft 0 inches	
Validation Rule for	or A276	
	Length is required for cars with an Outside Length (	OSLG) of
0	nan 62 feet 6 inches	
NOTES:	unit care report the dimension of the largest whit is t	ho cot
<ul> <li>For connected</li> </ul>	unit cars report the dimension of the largest unit in t	ine set.
Platform Hght Ab	ove Rail Mandatory	A192
Describes the plat	form height above the rail in inches	
	ration. Affects Rating. Displayed in feet and inches	on the
Web. Stored		
Range of Values f		
Minimum	Maximum	
0 ft 10 inches Validation Rule fo	6 ft 0 inches	
	FTC Q and S can only have a maximum Platform Heig	ht
	il/Deck Height Above Ground of 4 feet 0 inches	
	TC Q 1 can only have a minimum Platform Height	Above
	Height Above Ground of 2 feet 0 inches	
-	TC Q_1_can only have a maximum Platform Height	Above
Rail/Deck	Height Above Ground of 2 feet 8 inches	
can only h	Equipment Type codes Q1, Q2, Q3, Q4, Q5, Q6, Q7, C nave a minimum Platform Height Above Rail/Deck He	-
-IFlat Cars wit	ound of 10 feet h Equipment Type codes P1, P2, P5, or P6 ( nimum Platform Height Above Rail/Deck Height Abo f 2 feet	

-IFlat Cars with Equipment Type codes P1, P2, P5, or P6	can only
have a maximum Platform Height Above Rail/Deck Height Ab	ove
Ground of 3 feet 3 inches	

- -IFlat Cars with Equipment Type codes P3\_\_, P4\_\_, P7\_\_, or P8\_\_ can only have a minimum Platform Height Above Rail/Deck Height Above Ground of 3 feet 4 inches
- -IFlat Cars of Equipment Type codes P3\_\_, P4\_\_, P7\_\_, P8\_\_, can only have a Max Platform Height Above Rail/Deck Height Above Ground of 05 feet 11 inches
- -IFlat Cars of Equipment Type codes P9\_\_can only have Platform Height Above Rail/Deck Height Above Ground of 03 feet 02 inches -Platform Height cannot be greater than Outside Height

#### NOTES:

• EXCEPTIONS: For bi-level and tri-level flat cars, measurement is from top of rail to top of floor of lower deck. Feet in Pos. 45-46, inches in Pos. 47-48. Round fraction to the higher inch, e.g., 05 1/4" = 06". This field must agree relationally for V\_\_\_Equipment Type Codes and P\_\_\_.

P	MINIMUM—1ft 1in MAXIMUM—4ft 9in
Q	MINIMUM—10in MAXIMUM—4ft
S	MINIMUM—10in MAXIMUM—4ft
All Fexcept F_3_ and F_6_	MINIMUM—2ft MAXIMUM—5ft 11in
All F_3_, F_6_ and F_9_	MINIMUM—2ft MAXIMUM—8ft 11in
Q8	MINIMUM—2ft 6in MAXIMUM—5ft
P1, P2, P5, P6	MINIMUM—2ft MAXIMUM—3ft 3in
P3, P4, P7, P8	MINIMUM—3ft 4in MAXIMUM—5ft
	11in
P9	MINIMUM—3ft 2in MAXIMUM—3ft
	2in
Q_1_	MINIMUM—2ft MAXIMUM—2ft 8in

• See diagram below for place of measurement on depressed cars (Equipment Type Code F\_3\_, F\_9) and well cars (Equipment Type Code F\_6\_).



Bulkhead Top	Width	B038
Describes the	width of the bu	Ikhead
Value does no	t carry forward	for Equipment Group Change.
Range of Valu	es for B038	
Minimum	Maximum	
25	139	
Validation Rul	e for B038	
-If Bulkhea	d Type is set th	en Bulkhead Top Width must be set
-If Bulkhea	d Height Above	Platform is set then Bulkhead Top Width must
be set		
Bulkhd Height	Abov Pltfrm	B035
Describes the	height of the bu	ılkhead
Value does no	t carry forward	for Equipment Group Change.
Range of Valu	es for B035	
Minimum	Maximum	
36	195	
Validation Rul	e for B035	
-If Bulkhea	d Type is set th	en Bulkhead Height Above Platform must be set

-If Bulkhead Top Width is set then Bulkhead Height Above Platform must be set

Well Interior Width

B226



	ification Manual
Most Restrictive Width in Well.	NA National
Range of Values for B226	SA Cardwell Westinghouse
Minimum Maximum	Validation Rule for B545
96 114	-Connector Manufacturer is mandatory for equipment with a Built Date (BLDT) or Rebuilt Date (RBDT) on or after April 1, 2016
Well Interior Length B229	-Connector Manufacturer must not be reported if the Intermediate Connector Style (B115) is not reported
Most Restrictive Length in Well.	-The Connector Manufacturer must be AS, NA, or SA when
Range of Values for B229	the Intermediate Connector Style (B115) is Articulated
Minimum Maximum	-The Connector Manufacturer must be AS, NA, or CC when the
480 720	Intermediate Connector Style (B115) is Drawbar -The Connector Manufacturer NA can only be reported on cars built or
Well Length Not Defined B301	rebuilt prior to January 1, 2003
Stack Well Length Not Classified	
Used in ETC Generation.	Deck Container Securement B546
Permissible Values for B301	The type of deck container securement of the intermodal flatcar
Y Yes	Permissible Values for B546
	NE Not Equipped
Wdth Btween Ext. Rub Rail B209	PA Pedestal Lock Adjustable PB Pedestal Lock Adjustable and Retractable
Measurement between rub rails; Component of Unit Segment (ICPSC)	PB Pedestal Lock Adjustable and Retractable PF Pedestal Lock Fixed
Range of Values for B209	PR Pedestal Lock Retractable
Minimum Maximum	TL Twist Lock
0.100000000000001 99.90000000000000	Validation Rule for B546
	-Light Weight and Conventional Intermodal Cars, with Equipment Type Codes
Specification	(UMET) of Q and P, that have a Built Date (BLDT) or Rebuilt
Truck Count B256	Date (RBDT) on or after April 1, 2016 must report the type of Deck
The total number of trucks on the equipment	Container Securement     -Deck Container Securement cannot be reported for Stack Cars with an
System Generated Field. This element is not eligible for Input.	Equipment Type Code (UMET) of S
Range of Values for B256	
Minimum Maximum	Bearing Shielded From HBD B021
2 18	
	Indicates the bearing is shielded from the hot box detector Permissible Values for B021
Axle Count Mandatory A024	Y Yes
The total number of axles on the equipment	
Affects Rating.	Brake Shoe Type Mandatory B026
Range of Values for A024	Brake Shoe Type Mandatory         B026           Indicates the type of brake shoe on the equipment         •
Range of Values for A024 Minimum Maximum	
Minimum     Maximum       4     36	Indicates the type of brake shoe on the equipment
Manage of Values for A024       Minimum     Maximum       4     36       Validation Rule for A024	Indicates the type of brake shoe on the equipment  Permissible Values for B026 C Tread Conditioning H High Friction Composite
Manage of Values for A024       Minimum     Maximum       4     36       Validation Rule for A024       -Axle Count must be greater than or equal to 4	Indicates the type of brake shoe on the equipment  Permissible Values for B026 C Tread Conditioning
Manage of Values for A024       Minimum     Maximum       4     36       Validation Rule for A024	Indicates the type of brake shoe on the equipment  Permissible Values for B026 C Tread Conditioning H High Friction Composite L Low Friction Composite/Cast Iron
Mainge of Values for A024         Minimum       Maximum         4       36         Validation Rule for A024       -Axle Count must be greater than or equal to 4         -Axle Count for an articulated car must be greater than or equal to	Indicates the type of brake shoe on the equipment  Permissible Values for B026 C Tread Conditioning H High Friction Composite
Maine of Values for A024         Minimum       Maximum         4       36         Validation Rule for A024       -Axle Count must be greater than or equal to 4         -Axle Count for an articulated car must be greater than or equal to ((Connected Unit Count (A020) x 2) + 2)	Indicates the type of brake shoe on the equipment  Permissible Values for B026 C Tread Conditioning H High Friction Composite L Low Friction Composite/Cast Iron
Marrie       Maximum         4       36         Validation Rule for A024       -Axle Count must be greater than or equal to 4         -Axle Count for an articulated car must be greater than or equal to ((Connected Unit Count (A020) x 2) + 2)         -Axle Count for a draw bar connected car must be greater than or equal to ((Connected Unit Count (A020) x 4)	Indicates the type of brake shoe on the equipment         Permissible Values for B026         C       Tread Conditioning         H       High Friction Composite         L       Low Friction Composite/Cast Iron         CC Side Bearing Type       A146         Indicates the travel range of the constant contact side bearings installed on the
Range of Values for A024         Minimum       Maximum         4       36         Validation Rule for A024       -Axle Count must be greater than or equal to 4         -Axle Count for an articulated car must be greater than or equal to ((Connected Unit Count (A020) x 2) + 2)         -Axle Count for a draw bar connected car must be greater than or equal to (Connected Unit Count (A020) x 4)         -Total Axle Count must match sum of truck axle counts	Indicates the type of brake shoe on the equipment         Permissible Values for B026         C       Tread Conditioning         H       High Friction Composite         L       Low Friction Composite/Cast Iron         CC Side Bearing Type       A146         Indicates the travel range of the constant contact side bearings installed on the equipment         Permissible Values for A146         LC       Long Travel Constant Contact
Marge of Values for A024         Minimum       Maximum         4       36         Validation Rule for A024       -Axle Count must be greater than or equal to 4         -Axle Count for an articulated car must be greater than or equal to ((Connected Unit Count (A020) x 2) + 2)         -Axle Count for a draw bar connected car must be greater than or equal to (Connected Unit Count (A020) x 4)         -Total Axle Count must match sum of truck axle counts         Wheel Bearing Type Mandatory	Indicates the type of brake shoe on the equipment         Permissible Values for B026         C       Tread Conditioning         H       High Friction Composite         L       Low Friction Composite/Cast Iron         CC Side Bearing Type         A146         Indicates the travel range of the constant contact side bearings installed on the equipment         Permissible Values for A146         LC       Long Travel Constant Contact         SC       Short Travel Constant Contact
Marge of Values for A024         Minimum       Maximum         4       36         Validation Rule for A024       -Axle Count must be greater than or equal to 4         -Axle Count for an articulated car must be greater than or equal to ((Connected Unit Count (A020) x 2) + 2)         -Axle Count for a draw bar connected car must be greater than or equal to (Connected Unit Count (A020) x 4)         -Total Axle Count must match sum of truck axle counts         Wheel Bearing Type Mandatory       B191         Indicates the wheel bearing code for the equipment       ●	Indicates the type of brake shoe on the equipment         Permissible Values for B026         C       Tread Conditioning         H       High Friction Composite         L       Low Friction Composite/Cast Iron         CC Side Bearing Type       A146         Indicates the travel range of the constant contact side bearings installed on the equipment         Permissible Values for A146         LC       Long Travel Constant Contact         SC       Short Travel Constant Contact         Validation Rule for A146
Manage of Values for A024         Minimum       Maximum         4       36         Validation Rule for A024       -Axle Count must be greater than or equal to 4         -Axle Count for an articulated car must be greater than or equal to ((Connected Unit Count (A020) x 2) + 2)         -Axle Count for a draw bar connected car must be greater than or equal to (Connected Unit Count (A020) x 4)         -Total Axle Count must match sum of truck axle counts         Wheel Bearing Type Mandatory       B191         Indicates the wheel bearing code for the equipment <ul> <li>Affects Rating.</li> </ul>	Indicates the type of brake shoe on the equipment         Permissible Values for B026         C       Tread Conditioning         H       High Friction Composite         L       Low Friction Composite/Cast Iron         CC Side Bearing Type       A146         Indicates the travel range of the constant contact side bearings installed on the equipment         Permissible Values for A146         LC       Long Travel Constant Contact         SC       Short Travel Constant Contact         Validation Rule for A146       -Equipment having Qualification for Increased Gross Rail Load (B344) of 1
Market Strain       Maximum         4       36         Validation Rule for A024       -Axle Count must be greater than or equal to 4         -Axle Count for an articulated car must be greater than or equal to ((Connected Unit Count (A020) x 2) + 2)         -Axle Count for a draw bar connected car must be greater than or equal to (Connected Unit Count (A020) x 4)         -Total Axle Count must match sum of truck axle counts         Wheel Bearing Type Mandatory	Indicates the type of brake shoe on the equipment         Permissible Values for B026         C       Tread Conditioning         H       High Friction Composite         L       Low Friction Composite/Cast Iron         CC Side Bearing Type       A146         Indicates the travel range of the constant contact side bearings installed on the equipment         Permissible Values for A146         LC       Long Travel Constant Contact         SC       Short Travel Constant Contact         Validation Rule for A146
Manage of Values for A024         Minimum       Maximum         4       36         Validation Rule for A024       -Axle Count must be greater than or equal to 4         -Axle Count for an articulated car must be greater than or equal to ((Connected Unit Count (A020) x 2) + 2)         -Axle Count for a draw bar connected car must be greater than or equal to (Connected Unit Count (A020) x 4)         -Total Axle Count must match sum of truck axle counts         Wheel Bearing Type Mandatory       B191         Indicates the wheel bearing code for the equipment         Affects Rating.         Permissible Values for B191         P       Plain         P       Plain	Indicates the type of brake shoe on the equipment         Permissible Values for B026         C       Tread Conditioning         H       High Friction Composite         L       Low Friction Composite/Cast Iron         CC Side Bearing Type       A146         Indicates the travel range of the constant contact side bearings installed on the equipment         Permissible Values for A146         LC       Long Travel Constant Contact         SC       Short Travel Constant Contact         Validation Rule for A146       -Equipment having Qualification for Increased Gross Rail Load (B344) of 1 must have Constant Contact Side Bearing Type of LC
Mainimum       Maximum         4       36         Validation Rule for A024       -Axle Count must be greater than or equal to 4         -Axle Count for an articulated car must be greater than or equal to ((Connected Unit Count (A020) x 2) + 2)         -Axle Count for a draw bar connected car must be greater than or equal to (Connected Unit Count (A020) x 4)         -Total Axle Count must match sum of truck axle counts         Wheel Bearing Type Mandatory       B191         Indicates the wheel bearing code for the equipment       ●         Affects Rating.       Permissible Values for B191         P       Plain       R         R       Roller         Validation Rule for B191       -Cars with Plain Bearings will have a Transportation Code (TCOD) and	Indicates the type of brake shoe on the equipment         Permissible Values for B026         C       Tread Conditioning         H       High Friction Composite         L       Low Friction Composite/Cast Iron         CC Side Bearing Type       A146         Indicates the travel range of the constant contact side bearings installed on the equipment         Permissible Values for A146         LC       Long Travel Constant Contact         SC       Short Travel Constant Contact         Validation Rule for A146       -Equipment having Qualification for Increased Gross Rail Load (B344) of 1 must have Constant Contact Side Bearing Type of LC         Empty/Load Device Eqpd       B075
Marge of Values for A024         Minimum       Maximum         4       36         Validation Rule for A024       -Axle Count must be greater than or equal to 4         -Axle Count for an articulated car must be greater than or equal to ((Connected Unit Count (A020) x 2) + 2)         -Axle Count for a draw bar connected car must be greater than or equal to (Connected Unit Count (A020) x 4)         -Total Axle Count must match sum of truck axle counts         Wheel Bearing Type Mandatory       B191         Indicates the wheel bearing code for the equipment       •         Affects Rating.       •         Permissible Values for B191       P         P Plain R Roller       Validation Rule for B191	Indicates the type of brake shoe on the equipment         Permissible Values for B026         C       Tread Conditioning         H       High Friction Composite         L       Low Friction Composite/Cast Iron         CC Side Bearing Type       A146         Indicates the travel range of the constant contact side bearings installed on the equipment         Permissible Values for A146         LC       Long Travel Constant Contact         SC       Short Travel Constant Contact         Validation Rule for A146       -Equipment having Qualification for Increased Gross Rail Load (B344) of 1 must have Constant Contact Side Bearing Type of LC         Empty/Load Device Eqpd       B075         Indicates a system that determines if the equipment is empty or loaded, and
Marge of Values for A024         Minimum       Maximum         4       36         Validation Rule for A024       -Axle Count must be greater than or equal to 4         -Axle Count for an articulated car must be greater than or equal to ((Connected Unit Count (A020) x 2) + 2)         -Axle Count for a draw bar connected car must be greater than or equal to (Connected Unit Count (A020) x 4)         -Total Axle Count must match sum of truck axle counts         Wheel Bearing Type Mandatory       B191         Indicates the wheel bearing code for the equipment       •         Affects Rating.       •         Permissible Values for B191       •         P       Plain       R         R       Roller         Validation Rule for B191       -Cars with Plain Bearings will have a Transportation Code (TCOD) and Transportation Condition Code (TCCD) of either YA, S_, SX, or XJ         -Equipment cannot have Plain Bearings if Built Date (BLDT) is on or after	Indicates the type of brake shoe on the equipment         Permissible Values for B026         C       Tread Conditioning         H       High Friction Composite         L       Low Friction Composite/Cast Iron         CC Side Bearing Type       A146         Indicates the travel range of the constant contact side bearings installed on the equipment         Permissible Values for A146         LC       Long Travel Constant Contact         SC       Short Travel Constant Contact         Validation Rule for A146       -Equipment having Qualification for Increased Gross Rail Load (B344) of 1 must have Constant Contact Side Bearing Type of LC         Empty/Load Device Eqpd       B075         Indicates a system that determines if the equipment is empty or loaded, and then varies the braking forces accordingly
Marge of Values for A024         Minimum       Maximum         4       36         Validation Rule for A024       -Axle Count must be greater than or equal to 4         -Axle Count for an articulated car must be greater than or equal to ((Connected Unit Count (A020) x 2) + 2)         -Axle Count for a draw bar connected car must be greater than or equal to (Connected Unit Count (A020) x 4)         -Total Axle Count must match sum of truck axle counts         Wheel Bearing Type Mandatory       B191         Indicates the wheel bearing code for the equipment       •         Affects Rating.       Permissible Values for B191       P         P       Plain       R       Roller         Validation Rule for B191       -Cars with Plain Bearings will have a Transportation Code (TCOD) and Transportation Code (TCCD) of either YA, S_, SX, or XJ	Indicates the type of brake shoe on the equipment         Permissible Values for B026         C       Tread Conditioning         H       High Friction Composite         L       Low Friction Composite/Cast Iron         CC Side Bearing Type         A146         Indicates the travel range of the constant contact side bearings installed on the equipment         Permissible Values for A146         LC       Long Travel Constant Contact         SC       Short Travel Constant Contact         Validation Rule for A146       -Equipment having Qualification for Increased Gross Rail Load (B344) of 1 must have Constant Contact Side Bearing Type of LC         Empty/Load Device Eqpd       B075         Indicates a system that determines if the equipment is empty or loaded, and then varies the braking forces accordingly         Permissible Values for B075
Range of Values for A024         Minimum       Maximum         4       36         Validation Rule for A024       -Axle Count must be greater than or equal to 4         -Axle Count for an articulated car must be greater than or equal to ((Connected Unit Count (A020) x 2) + 2)         -Axle Count for a draw bar connected car must be greater than or equal to (Connected Unit Count (A020) x 4)         -Total Axle Count must match sum of truck axle counts         Wheel Bearing Type Mandatory       B191         Indicates the wheel bearing code for the equipment       •         Affects Rating.       Permissible Values for B191       P         P       Plain       R       Roller         Validation Rule for B191       -Cars with Plain Bearings will have a Transportation Code (TCOD) and Transportation Condition Code (TCCD) of either YA, S_, SX, or XJ       -Equipment cannot have Plain Bearings if Built Date (BLDT) is on or after January 1, 1993	Indicates the type of brake shoe on the equipment         Permissible Values for B026         C       Tread Conditioning         H       High Friction Composite         L       Low Friction Composite/Cast Iron         CC Side Bearing Type       A146         Indicates the travel range of the constant contact side bearings installed on the equipment         Permissible Values for A146         LC       Long Travel Constant Contact         SC       Short Travel Constant Contact         Validation Rule for A146       -Equipment having Qualification for Increased Gross Rail Load (B344) of 1 must have Constant Contact Side Bearing Type of LC         Empty/Load Device Eqpd       B075         Indicates a system that determines if the equipment is empty or loaded, and then varies the braking forces accordingly
Range of Values for A024         Minimum       Maximum         4       36         Validation Rule for A024       -Axle Count must be greater than or equal to 4         -Axle Count for an articulated car must be greater than or equal to ((Connected Unit Count (A020) x 2) + 2)         -Axle Count for a draw bar connected car must be greater than or equal to (Connected Unit Count (A020) x 4)         -Total Axle Count must match sum of truck axle counts         Wheel Bearing Type Mandatory       B191         Indicates the wheel bearing code for the equipment       •         Affects Rating.       Permissible Values for B191         P       Plain       R         P       Plain       R         -Cars with Plain Bearings will have a Transportation Code (TCOD) and Transportation Condition Code (TCCD) of either YA, S_, SX, or XJ       -Equipment cannot have Plain Bearings if Built Date (BLDT) is on or after January 1, 1993         Connector Manufacturer       B545	Indicates the type of brake shoe on the equipment         Permissible Values for B026         C       Tread Conditioning         H       High Friction Composite         L       Low Friction Composite/Cast Iron         CC Side Bearing Type       A146         Indicates the travel range of the constant contact side bearings installed on the equipment         Permissible Values for A146         LC       Long Travel Constant Contact         SC       Short Travel Constant Contact         Validation Rule for A146         -Equipment having Qualification for Increased Gross Rail Load (B344) of 1 must have Constant Contact Side Bearing Type of LC         Empty/Load Device Eqpd       B075         Indicates a system that determines if the equipment is empty or loaded, and then varies the braking forces accordingly         Permissible Values for B075         Y       Yes
Range of Values for A024         Minimum       Maximum         4       36         Validation Rule for A024       -Axle Count must be greater than or equal to 4         -Axle Count for an articulated car must be greater than or equal to ((Connected Unit Count (A020) x 2) + 2)         -Axle Count for a draw bar connected car must be greater than or equal to (Connected Unit Count (A020) x 4)         -Total Axle Count must match sum of truck axle counts         Wheel Bearing Type Mandatory       B191         Indicates the wheel bearing code for the equipment       •         Affects Rating.       •         Permissible Values for B191       •         P Plain R Roller       •         Validation Rule for B191       •         -Cars with Plain Bearings will have a Transportation Code (TCOD) and Transportation Condition Code (TCCD) of either YA, S_, SX, or XJ         -Equipment cannot have Plain Bearings if Built Date (BLDT) is on or after January 1, 1993         Connector Manufacturer       B545	Indicates the type of brake shoe on the equipment         Permissible Values for B026         C       Tread Conditioning         H       High Friction Composite         L       Low Friction Composite/Cast Iron         CC Side Bearing Type       A146         Indicates the travel range of the constant contact side bearings installed on the equipment         Permissible Values for A146         LC       Long Travel Constant Contact         SC       Short Travel Constant Contact         Validation Rule for A146         -Equipment having Qualification for Increased Gross Rail Load (B344) of 1 must have Constant Contact Side Bearing Type of LC         Empty/Load Device Eqpd       B075         Indicates a system that determines if the equipment is empty or loaded, and then varies the braking forces accordingly         Permissible Values for B075         Y       Yes
Range of Values for A024         Minimum       Maximum         4       36         Validation Rule for A024       -Axle Count must be greater than or equal to 4         -Axle Count for an articulated car must be greater than or equal to ((Connected Unit Count (A020) x 2) + 2)         -Axle Count for a draw bar connected car must be greater than or equal to (Connected Unit Count (A020) x 4)         -Total Axle Count must match sum of truck axle counts         Wheel Bearing Type Mandatory       B191         Indicates the wheel bearing code for the equipment       •         Affects Rating.       Permissible Values for B191         P       Plain       R         P       Plain       R         -Cars with Plain Bearings will have a Transportation Code (TCOD) and Transportation Condition Code (TCCD) of either YA, S_, SX, or XJ       -Equipment cannot have Plain Bearings if Built Date (BLDT) is on or after January 1, 1993         Connector Manufacturer       B545         The connector manufacturer, based on the Intermediate Connector Style (B11)	Indicates the type of brake shoe on the equipment         Permissible Values for B026         C       Tread Conditioning         H       High Friction Composite         L       Low Friction Composite/Cast Iron         CC Side Bearing Type       A146         Indicates the travel range of the constant contact side bearings installed on the equipment         Permissible Values for A146         LC       Long Travel Constant Contact         SC       Short Travel Constant Contact         Validation Rule for A146       -Equipment having Qualification for Increased Gross Rail Load (B344) of 1 must have Constant Contact Side Bearing Type of LC         Empty/Load Device Eqpd       B075         Indicates a system that determines if the equipment is empty or loaded, and then varies the braking forces accordingly         Permissible Values for B075       Y         Y       Yes
Range of Values for A024         Minimum       Maximum         4       36         Validation Rule for A024       -Axle Count must be greater than or equal to 4         -Axle Count for an articulated car must be greater than or equal to ((Connected Unit Count (A020) x 2) + 2)         -Axle Count for a draw bar connected car must be greater than or equal to (Connected Unit Count (A020) x 4)         -Total Axle Count must match sum of truck axle counts         Wheel Bearing Type Mandatory       B191         Indicates the wheel bearing code for the equipment       •         Affects Rating.       Permissible Values for B191         P       Plain       R         P       Plain       R         -Cars with Plain Bearings will have a Transportation Code (TCOD) and Transportation Condition Code (TCCD) of either YA, S_, SX, or XJ       -Equipment cannot have Plain Bearings if Built Date (BLDT) is on or after January 1, 1993         Connector Manufacturer       B545         The connector manufacturer, based on the Intermediate Connector Style (B11) of the intermodal flatcar       •	Indicates the type of brake shoe on the equipment         Permissible Values for B026         C       Tread Conditioning         H       High Friction Composite         L       Low Friction Composite/Cast Iron         CC Side Bearing Type       A146         Indicates the travel range of the constant contact side bearings installed on the equipment         Permissible Values for A146         LC       Long Travel Constant Contact         SC       Short Travel Constant Contact         Validation Rule for A146       -Equipment having Qualification for Increased Gross Rail Load (B344) of 1 must have Constant Contact Side Bearing Type of LC         Empty/Load Device Eqpd       B075         Indicates a system that determines if the equipment is empty or loaded, and then varies the braking forces accordingly         Permissible Values for B075       Y         Y       Yes
Manimum       Maximum         4       36         Validation Rule for A024         -Axle Count must be greater than or equal to 4         -Axle Count for an articulated car must be greater than or equal to ((Connected Unit Count (A020) x 2) + 2)         -Axle Count for a draw bar connected car must be greater than or equal to (Connected Unit Count (A020) x 4)         -Total Axle Count must match sum of truck axle counts         Wheel Bearing Type Mandatory         B191         Indicates the wheel bearing code for the equipment         Affects Rating.         Permissible Values for B191         P       Plain         R       Roller         Validation Rule for B191         -Cars with Plain Bearings will have a Transportation Code (TCOD) and Transportation Condition Code (TCCD) of either YA, S_, SX, or XJ         -Equipment cannot have Plain Bearings if Built Date (BLDT) is on or after January 1, 1993         Connector Manufacturer       B545         The connector manufacturer, based on the Intermediate Connector Style (B111 of the intermodal flatcar         Permissible Values for B545	Indicates the type of brake shoe on the equipment         Permissible Values for B026         C       Tread Conditioning         H       High Friction Composite         L       Low Friction Composite/Cast Iron         CC Side Bearing Type       A146         Indicates the travel range of the constant contact side bearings installed on the equipment         Permissible Values for A146         LC       Long Travel Constant Contact         SC       Short Travel Constant Contact         Validation Rule for A146       -Equipment having Qualification for Increased Gross Rail Load (B344) of 1 must have Constant Contact Side Bearing Type of LC         Empty/Load Device Eqpd       B075         Indicates a system that determines if the equipment is empty or loaded, and then varies the braking forces accordingly         Permissible Values for B075       Y         Y       Yes         S)       Center of Gravity Empty       A045         When empty, indicates the height from Top of Rail to the Center of Gravity       Range of Values for A045

●=Mandatory ▲=Used in ETC Generation = Affects Rating −167 = Conditionally Mandatory June 2024



B176

#### Validation Rule for A045

- All cars that exceed Plate Code (A046) C must report Center of Gravity Empty except for cars with Equipment Type Code (UMET) of J\_\_\_

## **Remote Monitoring Device**

## Indicates the equipment is equipped with a location monitoring device

## Permissible Values for B176

- Yes Y
- Ν No

	Unit Segment Components	S
	Intermodal Loading Method	B286
	Intermodal Flat Loading Method LOLO (ICPSC)	<b>▲</b>
	Used in ETC Generation.	
	Permissible Values for B286	
	CL Circus and Lift On-Lift Off	
	LO Lift On-Lift Off	
	Y Yes	
	N No	
Г	TOFC/COFC Load Wdth Cde	B283
	·	B283
	TOFC/COFC Loading Width Code	
	Used in ETC Generation.	
	Permissible Values for B283	
	1 8 feet	
	2 8 feet 6 inches	
	3 8 feet and 8 feet 6 inches	
		2007
	Intermodal Transport Serv	B287
	Intermodal Flat Transport Service	
	Used in ETC Generation.	
	Permissible Values for B287	
	CO Container Only	
	TC Trailer or Container	
	TO Trailer Only	
Γ	Single Lngth Load Config	B288
	Umler Intermodal ETC Loading Configuration	
	Used in ETC Generation.	
	Permissible Values for B288	
	DB0 DBL BOTH Cars not otherwise classifiedcontact car	owner
	DB1 DBL BOTH Trailers and/or containers as follows 1-4	10 ft trailer
	without and 1-45ft trailer with nose mounted reefer,	or 2-40 ft
	trailers with pase mounted reafer, or various combin	ations of 20ft

- trailers with nose mounted reefer, or various combinations of 20ft and 40ft containers and/or trailers, or 1-45ft container with one other container up to 35 ft long
- DB2 DBL BOTH Trailers and/or containers as follows -- 2-45ft trailers without nose mounted reefers or various combinations of 20ft and 40ft containers and/or trailers, or 1-45ft container with one other container up to 35ft long
- DBL BOTH Trailers or Containers as follows -- 2-40 ft. trailers or 2-45 DB3 ft. trailers or 3-28 ft. trailers, all without front mounted refrigeration units. Cars equipped with container pedestals for carrying various length containers ranging from 20 ft. to 45 ft
- DC0 DBL CNTR Cars not otherwise classified--contact car owner
- DC1 DBL CNTR 2-40ft containers only
- DBL CNTR 2-40ft or 4-20ft containers and various combinations DC2
- DC3 DBL CNTR 2-40ft or 4-20ft containers and various combinations or 1-45ft container with one other container up to 35ft long
- DT0 DBL TRLR Cars not otherwise classified, contact owner
- DT1 DBL TRLR 2-40ft trailers with or without nose mounted reefers (If 1st Numeric equals 9, car will not handle nose mounted reefers)
- DT2 DBL TRLR 1-40ft trailer without and 1-45ft trailer with nose mounted reefer, or 2-40ft trailers with nose mounted reefer

- DT3 DBL TRLR 2-45ft trailers
- DT4 DBL TRLR Any two trailers with aggregate length up to 90ft
- DT5 DBL TRLR 1-40ft trailer without and 1-45ft trailer with nose mounted reefer, or 3-28ft Pups or 2-40ft trailers with nose mounted reefer
- DT6 DBL TRLR Any two trailers with aggregate length up to 90ft or 3-28ft Pups
- PB0 SGL BOTH All cars
- PC0 SGL CNTR Cars not otherwise classified, contact owner
- PC1 SGL CNTR 1-40ft and 1-20ft container or 3-20ft containers
- PC2 SGL CNTR 1-40ft or 1-40ft 03in container
- PT0 SGL TRLR Cars not otherwise classified, contact owner
- PT1 SGL TRLR Trailer up to 40ft long
- SGL TRLR Trailer up to 45ft long PT2
- SGL TRLR Trailer up to 48ft long PT3
- **PT4** SGL TRLR Trailer up to 50ft long
- PT5 SGL TRLR Trailer up to 53ft long
- PT6 SGL TRLR Trailer up to 57ft long
- QB0 Q BOTH Cars not otherwise classified--contact car owner
- OB1 Q BOTH One 28ft through 48ft trailer on all platforms or one 40ft through 48ft by 96in or 102in container on all platforms, or two 20ft by 96in or 102in containers on A and B platforms Only
- QB2 Q BOTH One 28ft through 53ft trailer on all platforms or one 40ft through 53ft by 96in or 102in container on all platforms, or two 20ft by 96in or 102in containers on A and B platforms Only
- QB3 Q BOTH 1-28ft, 1-40ft, 1-45ft, 1-48ft, 1-53ft Trailer on each segment or 1-40ft, 1-45ft, 1-48ft, 1-53ft Container on each segment
- QB4 Q BOTH 2-28ft trailer, or 1-40ft or 1-45ft or 1-48ft or 1-53ft or 1-57ft trailer on all platforms, or 1-40ft or 1-45ft or 1-48ft or 1-53ft by 96in or 102in container on all platforms
- QB5 Q BOTH 1-20ft, 1-40ft, 1-53ft trailer; 2-20-ft, 2-40ft, 2-53ft containers
- QC0 Q CNTR Cars not otherwise classified--contact car owner
- Q CNTR Two 20ft or one 40ft. 45ft or 48ft by 96in by 96in or 102in OC1 container(s) on A, B, and D platforms and one 40ft, 45ft or 48ft by 96in or 102in container on C and E platforms
- Q CNTR Two 20ft or one 40ft, 45ft or 48ft by 96in or 102in QC2 container(s) on all platforms
- QT0 Q TRLR Cars not otherwise classified--contact car owner
- QT1 Q TRLR One 40ft-45ft trailer per platform
- QT2 Q TRLR One 40ft-48ft trailer per platform
- QT3 Q TRLR One 40ft-53ft trailer per platform
- OT4 Q TRLR One 40ft-57ft trailer per platform
- QT5 Q TRLR One 40ft-45ft trailer per platform with nose mounted reefer units on trailers on A and B platforms Only
- QT6 Q TRLR One 28ft-48ft trailer per platform
- OT7 Q TRLR Four trailers up to 45ft long, without nose-mounted reefer units per car, or three trailers, up to 56ft long per car, where the center trailer must be 48ft long or longer and Only the center trailer may be equipped with nose-mounted reefer unit and/or 42in king pin settings (deck height is 3ft6in ATR)
- QT8 Q TRLR Three trailers up to 56ft long per car, with up to 42in king pin settings and/or nose-mounted reefer units per car. The center trailer must be 48ft long or longer (deck height is 3ft6in ATR)
- IBC Cars not otherwise classified--contact car owner SA0
- SA1 IBC 1-40ft, 45ft or 48ft container in well and 1-40, 45ft, 48ft or 53ft container stacked on top of well
- SA2 IBC 2-20ft, 1-40ft, 45ft or 48ft container in well and 1-40ft, 45ft, 48ft or 53ft container stacked on top of well
- SA3 IBC 2-20ft, 1-40ft, 45ft or 48ft container in well and 1-40ft, 48ft or 53ft container stacked on top of well or 2-28ft trailers or 1-40ft through 53ft trailer in well. Trailers can be either 96in or 102in wide and can be equipped with nose-mounted refrigerator units
- IBC 2-20ft or 28ft containers or 1-40ft, 45ft, 48ft or 53ft container in SA4 well and 2-28ft containers, 1-40ft, 45ft, 48ft or 53ft container stacked on top of well
- IBC 2-20ft, 1-40ft, 45ft, 48ft or 53ft container in well and 1-40ft, SA5 45ft, 48ft or 53ft container stacked on top of well

# Umler®

## Data Specification Manual

- SA6 IBC Container only, Bottom: 2-20ft or 1-40ft; Top: 1 40ft, 45ft, 48ft or 53ft container
- SA7 IBC Container only, Bottom: 2-20ft or 1-40ft; Top: 1 40ft, 45ft, or 48ft container; 53ft container can be loaded in the A and B units if the C unit has a 40ft or 45ft container loaded in it
- SA8 IBC Container and Trailer capability, Bottom: 2-20ft or 1-40ft container or 1-28ft trailer; Top: 1 - 40ft, 45ft, or 48ft container; 53ft container can be loaded in the A and B units if the C unit has a 40ft container
- SA9 IBC Container and trailer capability, Bottom: 2-20ft, 1-40ft, 45ft, 48ft or 53ft container; Top: 1 - 40ft, 45ft, 48ft , or 53ft container. Trailer: 2-28ft, 1-40ft, 1-45ft, 1-48ft, 1-53ft or 1-57ft
- SB0 5Well IBC Cars not otherwise classified--contact car owner
- SB1 5Well IBC 2-20ft or 1-40ft container(s) in end wells and 1-40ft container only in intermediate wells with 1-40ft, 45ft or 48ft container stacked on top of all wells
- SB2 5Well IBC 2-20ft or 1-40ft container(s) in all wells and 1-40ft, 45ft or 48ft container stacked on top of all wells
- SB3 5Well IBC 1-40ft or 45ft container in all wells and 1-40ft, 45ft, 48ft or 53ft container stacked on top of all wells
- SB4 5Well IBC 1-40ft, 45ft or 48ft container in all wells and 1-40ft, 45ft, 48ft or 53ft container stacked on top of all wells
- SB5 5 Well IBC 2-20ft or 1-40ft container(s) in end wells and 1-40ft or 45ft container in intermediate wells with 1-40ft, 45ft or 48ft container stacked on top of all wells and 53ft on A, B, D units if 40ft on C & E units
- SB6 5Well IBC 2-20ft or 1-40ft container(s) in end wells and 1-40ft, 45ft or 48ft container in intermediate wells with 1-40ft, 45ft or 48ft container stacked on top of all wells and 53ft containers stacked only on top of intermediate wells
- SB7 5Well IBC 2-20ft or 2-24ft or 1-40ft or 1-45ft or 1-48ft container(s) in all wells with 1-40ft or 1-45ft or 1-48ft or 1-53ft container stacked on top of all wells
- SB8 5Well IBC 2-20ft or 24ft or 1-40ft or 1-45ft or 1-48ft container(s) in the end wells and 1-40ft or 1-45ft or 1-48ft container in the intermediate wells with 1-40ft or 1-45ft or 1-48ft or 1-53ft stacked on top of all wells
- Swell IBC Container only, Bottom: 2-20ft or 1-40ft container; Top: 1

   40ft, 45ft, or 48ft container; a 53ft container could be loaded in the A, B, and D units if the C and E unit has a 40ft container
- SC0 5Well BLK Cars not otherwise classified--contact car owner
- SC1 5Well BLK 2-20ft or 1-40ft container(s) in end wells and 40ft containers only in intermediate wells with 40ft or 48ft containers stacked on top of all wells
- SC2 5Well BLK 2-20ft or 1-40ft container(s) in end wells and 40ft containers only in intermediate wells with 40ft, 45ft or 48ft containers stacked on top of all wells
- SC3 5Well BLK 2-20ft or 1-40ft container(s) in end wells and 40ft containers only in intermediate wells with 40ft containers stacked on end wells and 40ft or 45ft containers stacked on intermediate wells
- SC4 5Well BLK 2-20ft or 1-40ft container(s) in all wells with 40ft or 48ft containers stacked on top of all wells
- SC5 5Well BLK 2-20ft or 1-40ft container(s) in all wells with 40ft, 45ft or 48ft containers stacked on top of all wells
- SC6 5Well BLK 1-40ft container only in end wells and 2-20ft or 1-40ft container(s) in intermediate wells with 40ft or 48ft containers stacked on top of all wells
- SC7 5Well BLK 1-40ft container only in end wells and 2-20ft or 1-40ft container(s) in intermediate wells with 40ft, 45ft or 48ft containers stacked on top of all wells
- SC8 5Well BLK 1-40ft container in all wells with 1-40ft or 1-45ft container stacked on top of all wells
- SC9 5Well BLK 2-20ft or 1-40ft container(s) in all wells with 1-40ft or 1-45ft container stacked on top of all wells
- SD1 5Well, IBC Container, Bottom: 1-40ft container; Top: 1 40ft, 45ft, or 48ft container; 53ft container can be loaded on A, B, D units

when 40ft containers are in C & E units. No 20ft containers, no Trailers

- SD2 5Well, IBC Container, Bottom: End Units: 2-20ft, 1-40ft, 45ft container in well; Intermediate Units: 1-40ft or 45ft; Top: 1 40ft, 45ft, or 48ft container; 53ft container can be loaded on A, B, D units when 40ft containers are in C & E units
- SD3 IBC Container, Bottom: 1-40ft, 45ft, 48ft or 53ft container; Top: 1 -40ft, 45ft, 48ft, or 53ft container. No 20ft containers, no Trailers
- SD4 5Well IBC 2-20ft or 1-40ft container(s) in end wells and 1-40ft container only in intermediate wells with 1-40ft, 45ft, or 48ft container stacked on top of all wells. 53ft on A, B, D units if 40ft on C & E units
- SD5 5Well IBC 2-20ft or 1-40ft container(s) in A Unit; 1-40ft container(s) in B Unit, 1-40ft or 1-45ft container in intermediate wells with 1-40ft, 45ft or 48ft container stacked on top of all wells. 53ft on A. B, D units if 40ft on C & E units
- SD6 5 Well BLK 2-20ft or 1-40ft container(s) in end wells and 40ft containers only in intermediate wells, with 40ft containers stacked on top of intermediate wells and 40ft or 45ft containers stacked on top of end wells
- SD7 5Well IBC 2-20ft or 1-40ft or 1-45ft or 1-48ft container(s) in the end wells and 1-40ft or 1-45ft or 1-48ft container in the intermediate wells with 1-40ft or 1-45ft or 1-48ft or 1-53ft stacked on top of all wells, with SGL TRLR trailer up to 53 ft long, hitched

#### Validation Rule for B288

- -Equipment with Mechanical Designation of FCC can only have Single Length Load Configurations of PT#, PB#, PC#, DT#, DB#, or DC#
- Equipment with Equipment Descriptors of FCW or FCWA can only have Single Length Load Configurations of SA#, SB#, SC# or SD#
   Equipment with Equipment Descriptors of FCL or FLCA can only have
- Single Length Load Configuration of QT#, QB#, or QC#

Stack Design Not Defined	B299
Stack Connection/Design Not Classified	
Used in ETC Generation. Permissible Values for B299 Y Yes	
Truck Tonnage Capacity	B300
Truck Capacity For Stack Cars Only	
Used in ETC Generation. Permissible Values for B300 70 70 Ton 100 100 Ton 125 125 Ton	
<ul> <li>Validation Rule for B300         <ul> <li>Intermodal Truck Tonnage Capacity must equal 70 when the Unit Count (A020) is blank and the Wheel Diameter (A294 less</li> <li>Intermodal Truck Tonnage Capacity must equal 100 when the Unit Count (A020) is blank and the Wheel Diameter (A294</li> <li>Intermodal Truck Tonnage Capacity must equal 125 when the Unit Count (A020) is blank and the Wheel Diameter (A294</li> </ul> </li> </ul>	) equals 33 or e Connected ) equals 36 e Connected
Securement Type ETC Gen	B302
Securement Type For ETC Gen	
Used in ETC Generation. <b>Permissible Values for B302</b> BLK Bulkhead IBC	
AEI High Temperature Tag	B006
Indicates the equipment is equipped with a high temperature AE	l tag
Permissible Values for B006 Y High Temperature Tag	
Connected Unit Count	A020

Indicates the number of units within an articulated or multi-unit equipment

Used in ETC Generation. Affects Rating.



## Data Specification Manual

	Data Spec	ification M	Idnu	dI						
Range of Val	lues for A020	Permis	ssible	Values	for B	538				
Minimum	Maximum	А	Grou	A qu	В	Group B	С	Group C	D	Group D
1	9	E	Grou	лр Е	F	Group F	G	Group G	Н	Group H
Validation R	ule for A020	J	Grou	l dr	L	Group L	Μ	Group M	Ν	Group N
-Connect	ted Unit Count must equal the number of Unit Segments	0	Grou	Jp O qu	Ρ	Group P	Q	Group Q	R	Group R
-Connect	ted Unit Count must be reported for equipment with equipmen	: 1	Inte	rnal	2	Unequippe	d			
desc	criptors of FCLA or FCWA	Valida	tion F	Rule for	· B538	6				
-Unit Seg	ment Component elements must not be reported if the	- Sla	ick Ad	juster G	Group	is mandator	y for all	equipment b	uilt or	rebuilt on or
	nected Unit Count is not reported		after	January	y 1, 20	016				
-Connect	ted Unit Count cannot be reported for equipment with equipme	nt - If S	Slack A	Adjuster	r Grou	ip is reported	d as "1"	then Brake C	ylinder	r Mount Type
desc	criptors of FCL, FCW, or FCC		(B540	)) must	be re	ported as "T'	,			
-Unit Seg	gment Component elements must be reported if Connected Uni	t - If S	Slack A	Adjuster	r Grou	ıp is "1" or "2	2", then	Slack Adjuste	er CID (	(B359) must not
Cour	nt is reported		be re	ported.						
-Equipme	ent Type Codes P, Q-1-, and S-1- cannot have a Connected Ur									
Cour	nt	<ul> <li>Per</li> </ul>	missil	ole valu	e of "	1 – Internal"	identifi	es special true	ck moi	unted internal
		slac	ck adjı	uster wi	ithin l	orake cylinde	r.			
Intermediate	e Conn Style B115	_								
Indicates the connected	e method by which two or more pieces of equipment are	Brake	Cylin	der Mo	unt T	уре				B540
	Values for B115					the brake cy	linder			
	ulated Connector	1		Values						
	vbar Connector	В		y Moun		-				
Validation R		Т		k Mour						
	ediate Connector Style is required for multi-unit equipment	Valida		Rule for		)				
	diate Connector Style must not be reported for single unit	- B	srake (	Cylinde	r Mou	int Type is m	andator	ry for all equip	oment	built or
	ipment			-		er January 1,				
	·									
Operating Br	rakes Mandatory A182	Equipr	ment	Builder						A035
	of air brake control valves on the equipment (excludes hand	Identif	fies th	e origin	nal ma	nufacturer o	f the ec	quipment		*
brakes). C	One control valve consists of a service portion, emergency	Permi	ssible	Values	for A	035				
portion, a	nd pipe bracket. Example: DB-60 control valve	ACF		Ameri	ican C	ar & Foundry	/			
Permissible \	Values for A182	ACFX	<	ACF In	ndustr	ies				
1	2 3 4 5	ARI		ARI In	dustri	es				
6	7 8 9	BETH	1	Bethle	ehem	Car Works				
Validation R	ule for A182	BSP		Bethle	ehem	Steel Corpor	ation			
-Operatir	ng Brakes must be reported for all equipment	CON		Conca						
-Operatir	ng Brakes (A182) must be 1 for non-articulated equipment with	CURI		Curry	Rail S	ervice				
an A	xle Count (A024) equal to 4	DIFC		Difco						
		EDSF				AS DUL S. DE	R.L.			
ECP Brake Ty	ype B327	ERSE	5	Ebene						
Indicates the	e type of electronic controlled pneumatic brake used on the	FCA		•		America				
equipmen		FMC		FMC C		ration				
	Values for B327	GMB	5	Green		tool Cor				
	Equipped	GSC	4			Steel Car	arlic			
	rlay - Both ECP & Air Brake	GUN				- Trenton Wo	JIKS			
	d Alone - ECP Only	GUN		Gunde						
Validation R	•	GUN HST	IVI			- Mexico				
	nt must have a value entered for ECP Brake Type if built or rebu		N	Hawke		ueley				
	June 28, 2012	JAC	I N	Hyund		Amorica Com	oratio	•		
unter J		KASO	-			America Corp	JUIALIO	I		
CP Brake Build	der B328	MRN		Kasgro Marin						
		NAC/				abama Corpo	ration			
	rer of the electronic controlled pneumatic brake used on the	NAC	A			eel Car	ation			
equipment										
ermissible Val		PS THRI		Thrall		andard				
	w York Air Brake	TREN		Trento		orke				
	ABTEC	TRIN		Trinity		27 10				
alidation Rule		UNK		Unkno						
	e Type (B327) is Stand Alone or Overlay then a value must be	V	IN			ILROAD				
entered	d for ECP Brake Builder	V WAB	R	Waba						
	e Type (B327) is Not Equipped then ECP Brake Builder is not			vvaba: Rule for						
reporta	able						ilated if	the Built Date		T) is July 1
		-=0		0 or ne		nusi ne popi	nateu II	the built ball		i j is july 1,
lack Adjuster (	Group B538	-F(				ebuilt on or	after Iu	ly 1, 2010 can	not ha	ive a
ne slack adjust	ter group on the equipment per AAR Field Manual Rule #8 🛛 🌻					ler of Unknow		., _, _010 cull		
-	carry forward for Single Clone / Multi-Clone.		-90	pent						
		I								



## Data Specification Manual

Data Specific	cation Manual
<ul> <li>-Equipment with a Built Date (BLDT) on or after July 1, 2010 cannot have an Equipment Builder of OWNER RAILROAD.</li> <li>-Equipment Builder can have a value of MULT only if the equipment has multiple units.</li> </ul> Builder Lot Code B030	<ul> <li>Draft Gear Type (B073) at any location is C or E.</li> <li>Connected Unit Count (A020) is reported.</li> <li>Outside Length (OSLG) is greater than or equal to 70 feet (840 inches).</li> <li>The overhang is greater than 5 feet 6 inches (66 inches). Overhang is calculated as follows:</li> <li>0.5 * (Outside Length, in inches, minus Truck Center Length, in inches,</li> </ul>
A unique identifier for a group of equipment built by one manufacturer under the same builder specification	minus 31 inches) ° For all other equipment, reporting Air Hose Arrangement is optional.
Data is Confidential. Value does not carry forward for Single Clone / Multi-	4-Pressure ABT Receiver Eqpd B539
Clone. Validation Rule for B030 -Equipment built or rebuilt on or after June 28, 2012 must have a value for Builder Lot Code	Identifies if the equipment is equipped with a 4-pressure air brake test receiver Value does not carry forward for Single Clone / Multi-Clone. Permissible Values for B539
Built Country B031	E Equipped
-	N Not Equipped
The country where the equipment was constructed	NOTES:
Data is Confidential. Permissible Values for B031 CA Canada MX Mexico US United States	<ul> <li>An "E" will be system generated if a 4-Pressure ABT is reported on the equipment.</li> </ul>
	Feature
Rebuilt Country B170	Floor Material A104
The country where the equipment was re-constructed	Describes the type of construction material used for the equipment floor
Permissible Values for B170       CA     Canada     MX     Mexico       US     United States	Permissible Values for A104           05         Composite Nailable (considered same as wood           06         Composite Nailable, Reinforced (considered same as wood)           14         Other
FRA Reflectorization B096	15 Other, Reinforced
Indicates the equipment owner assumes responsibility for applying	19 Standard Steel
reflectorization tape	<ol> <li>Steel Floor, (straight deck) without risers (F-8-)</li> <li>Steel Nailable (includes alternate wood and steel floor</li> </ol>
<ul> <li>P Reflectorization Plan</li> <li>W Reflectorization Waiver</li> <li>Validation Rule for B096         <ul> <li>-Reflectorization is mandatory for all equipment after November 28, 2015.</li> </ul> </li> </ul>	<ul> <li>24 Steel Nailable, Reinforced (includes alternate wood and steel floor</li> <li>25 Standard Steel, Reinforced</li> <li>27 Unknown</li> <li>30 Wood</li> <li>33 Wood, Double, Reinforced</li> </ul>
Air Hose Arrangement B524	34 Wood Floor with Steel Protective Plates (includes perforated steel)
The type of trainline air hose arrangement	35 Wood Floor, Reinforced, with Steel Protective Plates (includes
Permissible Values for B524         A       S-424 Angle Cock Location         B       S-425 Angle Cock Location on Cars Equipped with AAR Type F Coupler         C       S-426 Angle Cock Location on Cars with Floating Sills	perforated steel) 36 Wood Floor, Reinforced
D S-427 Angle Cock and Air Brake Hose Location on Cars with Excessive	Bridge Plate Type B029
Overhang Preventing Compliance with AAR Standards	Component (ICPSC)
<ul> <li>S-428 Angle Cock Location on Cars Equipped with AAR Type F Coupler and Cushioned Underframe</li> <li>S-4003 (Former Standard)</li> <li>S-4003x (Former Standard Retrofitted to Meet All Dimensions Except Height)</li> </ul>	Used in ETC Generation. Permissible Values for B029 B Both Stub Bridge Plate & Portable Bridge Plate P Portable
H S-4003-05 (Current Standard Train Line Arrangement for Cars with F-	Portable Brdge Plate Cap. B284
Shank Couplers) I S-4021 Angle Cock and Brake Hose Location on Cars with EOCC (E and	Portable Bridge Plate Capable
F)	Used in ETC Generation. Permissible Values for B284
<ul> <li>J S-4021 Coupler Mounted Bracket End Arrangement</li> <li>K S-4028 Train Line Arrangement with Displaceable Union on Cars with</li> <li>EOCC and Couplers Not Exceeding 45 in. in Length</li> </ul>	Y Yes
L S-4029 Train Line Arrangement with Displaceable Union on Cars with	Bulkhead Type B034
EOCC and Couplers Exceeding 45 in. in Length	Identifies the type of bulkhead attached to the equipment
M S-4030 Trolley Arrangement on Cars with EOCC and E-Shank Couplers Validation Rule for B524	Value does not carry forward for Equipment Group Change.
-Air Hose Arrangement must be reported for this equipment if it is Built or	Permissible Values for B034 F Fixed L Fixed with Flipper
Rebuilt on or after April 22, 2014.	F Fixed L Fixed with Flipper Validation Rule for B034
NOTES: • If any of the following conditions apply, Air Hose Arrangement (B524) must	-If Bulkhead Height Above Platform is set then Bulkhead Type must be set -If Bulkhead Top Width is set then Bulkhead Type must be set
be reported for cars Built or Rebuilt on or after April 22, 2014:	l



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	Data Specific	ation Manua
	Cost	set
Original Cost	A184	Ind for Pos/N
	anufacturer selling price	A code indica
	ential. Value does not carry forward for Single Clone / Multi-	equipmen
Clone.	f A104	Data is Confid
Range of Valu Minimum	es for A184	Input.
0	9999999	Permissible N N Nega
Validation Ru		N Nega
-Original C	ost must be equal to the Ledger Value if there are no Additions terments.	A&B Pos/Ne
	Cost must be equal to the Ledger Value if Additions &	A code indica
Bette	rments Indicator is not reported.	and better
	marked freight cars except MISC, LOCO, TRLR, CONT, CHSS,	Data is Confie Clone.
	I, EOTD, and PSGR are required to have an Original Cost	Permissible \
	arked freight cars except MISC, LOCO, TRLR, CONT, CHSS, STWH,	N Nega
	, and PSGR are required to have an Original Cost if Built Date ) is on or after January 1, 2015	Validation Ru
NOTES:		-When ent
	st is never altered. It is the cost of the equipment to the original	in all 4
owner.		-The A&B I
<ul> <li>For railroad</li> </ul>	I-marked cars, report in US dollars the original ledger value of the	-The A&B I
-	ner For cars rebuilt, report the cost prescribed in MR Interchange I Circular Letter OT-24	report
	I cost is used in the settlement of AAR Interchange Rule 107 Office	A&B Amount
Manual.		The amount of
	ted unit cars report the total original cost for all units in the set.	from the c
	pplicable to all railroad-marked cars Also, applicable to privately rered hopper (LO) cars.	Data is Confid
	nts to the next dollar, e.g. \$5,501.02 = 0005502	Clone. Range of Val
		Minimum
Ledger Value	A150	1
The sum of or	iginal cost and additions & betterments	
	iginal cost and additions & betterments ential. Value does not carry forward for Single Clone / Multi-	-When ente
	-	-When ent A&B T
Data is Confid Clone. <b>Range of Valu</b>	ential. Value does not carry forward for Single Clone / Multi- es for A150	-When ent A&B T
Data is Confid Clone. Range of Valu Minimum	ential. Value does not carry forward for Single Clone / Multi- es for A150 Maximum	-When ent A&B T must b
Data is Confid Clone. Range of Valu Minimum 0	ential. Value does not carry forward for Single Clone / Multi- es for A150 Maximum 9999999	-When ent A&B T must b
Data is Confid Clone. Range of Valu Minimum 0 Validation Ru	ential. Value does not carry forward for Single Clone / Multi- es for A150 Maximum 9999999 le for A150	-When ent A&B T must b A&B Date Do The date of t
Data is Confid Clone. Range of Valu Minimum 0 Validation Ru -Original C	ential. Value does not carry forward for Single Clone / Multi- es for A150 Maximum 9999999 le for A150 Cost must be equal to the Ledger Value if there are no Additions	-When entr A&B T must b A&B Date Do The date of th Data is Confid
Data is Confid Clone. Range of Valu Minimum 0 Validation Ru -Original C & Bet	ential. Value does not carry forward for Single Clone / Multi- es for A150 Maximum 9999999 le for A150	-When entr A&B T must b A&B Date Do The date of tl Data is Confic Clone.
Data is Confid Clone. Range of Valu Minimum 0 Validation Ru -Original C & Bet -Ledger Va	ential. Value does not carry forward for Single Clone / Multi- es for A150 Maximum 9999999 le for A150 Cost must be equal to the Ledger Value if there are no Additions terments.	-When ent: A&B T must b A&B Date Do The date of tl Data is Confic Clone.
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Data is Confid Clone. Range of Valu Minimum 0 Validation Ru -Original C & Bet -Ledger Va better	ential. Value does not carry forward for Single Clone / Multi- es for A150 Maximum 9999999 le for A150 Cost must be equal to the Ledger Value if there are no Additions terments. alue must equal the Original Cost (A184) plus the additions & rments, if Total A&B (A003) has been reported. Otherwise	-When entr A&B T must b A&B Date Do The date of tl Data is Confic Clone. Range of Vall Minimum 1/1/1900
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Data is Confid Clone. Range of Valu Minimum 0 Validation Ru -Original C & Bet -Ledger Va bettee Ledge Total A&B System genera dollars Data is Confid Input. V Range of Valu Minimum 0 NOTES: • For railroad applied to t be used to • For private interchange • Addition the car v • Betterm equipme subsequ	ential. Value does not carry forward for Single Clone / Multi-         es for A150         Maximum         9999999         le for A150         Cost must be equal to the Ledger Value if there are no Additions terments.         alue must equal the Original Cost (A184) plus the additions & rments, if Total A&B (A003) has been reported. Otherwise tr Value should equal Original Cost (A184).         A003         ated sum of all reported amounts in A&B Amount (A317), in US         ential. System Generated Field. This element is not eligible for alue does not carry forward for Single Clone / Multi-Clone.         es for A003         Maximum         99999999         ethe cars, report the sum of all additions and betterments the car. This value is for record keeping purposes only and will not report Ledger Value.         Cars report the additions and betterments as qualified under AAR e Rule 107 for determination of settlement value.         s are costs of all new components applied subsequent to the date vas built or rebuilt and carried in the capital investment account.         enst are costs of all improvements of components of existing	Range of Valu <u>Minimum</u> 1/1/1900 Validation Ru -When er value -Addition (BLD -Addition A&B Type The type of ir Data is Confic Clone. Permissible V FLLD O GNRL G

Ind for Pos/Neg Total A&B         A128           A code indicating the positive or negative adjustment to the original cost of the equipment         Equipment
equipment
Data is Confidential. System Generated Field. This element is not eligible for
Input. Value does not carry forward for Single Clone / Multi-Clone. Permissible Values for A128
N Negative P Positive
A&B Pos/Neg Ind A316
A code indicating the positive or negative adjustment to the individual addition and betterment
Data is Confidential. Value does not carry forward for Single Clone / Multi- Clone.
Permissible Values for A316
N Negative P Positive
Validation Rule for A316 -When entering an individual Addition & Betterment, you must enter a value
in all 4 fields. -The A&B Indicator is required when Additions & Betterments are reported.
-The A&B Indicator must not be reported if Additions & Betterments are not
reported.
A&B Amount A317
The amount of the individual addition and betterment added to or subtracted from the original cost of the equipment
Data is Confidential. Value does not carry forward for Single Clone / Multi-
Clone.
Range of Values for A317 Minimum Maximum
<u>Minimum</u> 1 999999
Validation Rule for A317
Validation Rule for A317 -When entering an individual addition & betterment; A&B Date Done (A319),
Validation Rule for A317 -When entering an individual addition & betterment; A&B Date Done (A319), A&B Type (A318), A&B Pos/Neg Ind (A316), and A&B Amount (A317)
Validation Rule for A317 -When entering an individual addition & betterment; A&B Date Done (A319),
Validation Rule for A317 -When entering an individual addition & betterment; A&B Date Done (A319), A&B Type (A318), A&B Pos/Neg Ind (A316), and A&B Amount (A317)
Validation Rule for A317 -When entering an individual addition & betterment; A&B Date Done (A319), A&B Type (A318), A&B Pos/Neg Ind (A316), and A&B Amount (A317) must be reported
Validation Rule for A317         -When entering an individual addition & betterment; A&B Date Done (A319), A&B Type (A318), A&B Pos/Neg Ind (A316), and A&B Amount (A317) must be reported         A&B Date Done         A319
Validation Rule for A317         -When entering an individual addition & betterment; A&B Date Done (A319), A&B Type (A318), A&B Pos/Neg Ind (A316), and A&B Amount (A317) must be reported         A&B Date Done         A319         The date of the individual addition and betterment         Data is Confidential. Value does not carry forward for Single Clone / Multi-Clone.
Validation Rule for A317         -When entering an individual addition & betterment; A&B Date Done (A319), A&B Type (A318), A&B Pos/Neg Ind (A316), and A&B Amount (A317) must be reported         A&B Date Done         A319         The date of the individual addition and betterment         Data is Confidential. Value does not carry forward for Single Clone / Multi- Clone.         Range of Values for A319
Validation Rule for A317         -When entering an individual addition & betterment; A&B Date Done (A319), A&B Type (A318), A&B Pos/Neg Ind (A316), and A&B Amount (A317) must be reported         A&B Date Done         A319         The date of the individual addition and betterment         Data is Confidential. Value does not carry forward for Single Clone / Multi-Clone.         Range of Values for A319         Minimum       Maximum
Validation Rule for A317         -When entering an individual addition & betterment; A&B Date Done (A319), A&B Type (A318), A&B Pos/Neg Ind (A316), and A&B Amount (A317) must be reported         A&B Date Done         A319         The date of the individual addition and betterment         Data is Confidential. Value does not carry forward for Single Clone / Multi- Clone.         Range of Values for A319         Minimum       Maximum         1/1/1900       12/31/9999
Validation Rule for A317         -When entering an individual addition & betterment; A&B Date Done (A319), A&B Type (A318), A&B Pos/Neg Ind (A316), and A&B Amount (A317) must be reported         A&B Date Done         A319         The date of the individual addition and betterment         Data is Confidential. Value does not carry forward for Single Clone / Multi-Clone.         Range of Values for A319         Minimum       Maximum         1/1/1900       12/31/9999         Validation Rule for A319
Validation Rule for A317         -When entering an individual addition & betterment; A&B Date Done (A319), A&B Type (A318), A&B Pos/Neg Ind (A316), and A&B Amount (A317) must be reported         A&B Date Done         A319         The date of the individual addition and betterment         Data is Confidential. Value does not carry forward for Single Clone / Multi- Clone.         Range of Values for A319         Minimum       Maximum         1/1/1900       12/31/9999
Validation Rule for A317         -When entering an individual addition & betterment; A&B Date Done (A319), A&B Type (A318), A&B Pos/Neg Ind (A316), and A&B Amount (A317) must be reported         A&B Date Done         A319         The date of the individual addition and betterment         Data is Confidential. Value does not carry forward for Single Clone / Multi- Clone.         Range of Values for A319         Minimum       Maximum         1/1/1900       12/31/9999         Validation Rule for A319       -When entering an individual Addition & Betterment, you must enter a value in all 4 fields.         -Addition and Betterment Date Done cannot be earlier than Built Date
Validation Rule for A317         -When entering an individual addition & betterment; A&B Date Done (A319), A&B Type (A318), A&B Pos/Neg Ind (A316), and A&B Amount (A317) must be reported         A&B Date Done         A319         The date of the individual addition and betterment         Data is Confidential. Value does not carry forward for Single Clone / Multi-Clone.         Range of Values for A319         Minimum       Maximum         1/1/1900       12/31/9999         Validation Rule for A319       -When entering an individual Addition & Betterment, you must enter a value in all 4 fields.         -Addition and Betterment Date Done cannot be earlier than Built Date (BLDT).
Validation Rule for A317         -When entering an individual addition & betterment; A&B Date Done (A319), A&B Type (A318), A&B Pos/Neg Ind (A316), and A&B Amount (A317) must be reported         A&B Date Done         A319         The date of the individual addition and betterment         Data is Confidential. Value does not carry forward for Single Clone / Multi- Clone.         Range of Values for A319         Minimum       Maximum         1/1/1900       12/31/9999         Validation Rule for A319       -When entering an individual Addition & Betterment, you must enter a value in all 4 fields.         -Addition and Betterment Date Done cannot be earlier than Built Date
Validation Rule for A317         -When entering an individual addition & betterment; A&B Date Done (A319), A&B Type (A318), A&B Pos/Neg Ind (A316), and A&B Amount (A317) must be reported         A&B Date Done         A319         The date of the individual addition and betterment         Data is Confidential. Value does not carry forward for Single Clone / Multi-Clone.         Range of Values for A319         Minimum       Maximum         1/1/1900       12/31/9999         Validation Rule for A319       -When entering an individual Addition & Betterment, you must enter a value in all 4 fields.         -Addition and Betterment Date Done cannot be earlier than Built Date (BLDT).
Validation Rule for A317         -When entering an individual addition & betterment; A&B Date Done (A319), A&B Type (A318), A&B Pos/Neg Ind (A316), and A&B Amount (A317) must be reported         A&B Date Done         A319         The date of the individual addition and betterment         Data is Confidential. Value does not carry forward for Single Clone / Multi- Clone.         Range of Values for A319         Minimum       Maximum         1/1/1900       12/31/9999         Validation Rule for A319         -When entering an individual Addition & Betterment, you must enter a value in all 4 fields.         -Addition and Betterment Date Done cannot be earlier than Built Date (BLDT).         -Additions & Betterments Date Done cannot be later than today's date.         A318         The type of individual addition and betterment as defined by Rule 107
Validation Rule for A317         -When entering an individual addition & betterment; A&B Date Done (A319), A&B Type (A318), A&B Pos/Neg Ind (A316), and A&B Amount (A317) must be reported         A&B Date Done A319         Minimum Maximum 1/1/1900 12/31/9999         Validation Rule for A319         When entering an individual Addition & Betterment, you must enter a value in all 4 fields.         -Addition and Betterment Date Done cannot be earlier than Built Date (BLDT).         -Additions & Betterment, you must enter a value in all 4 fields.         -Additions & Betterment Date Done cannot be later than Built Date (BLDT).         -Additions & Betterment as defined by Rule 107         Data is Confidential. Value does not carry forward for Single Clone / Multi-
Validation Rule for A317         -When entering an individual addition & betterment; A&B Date Done (A319), A&B Type (A318), A&B Pos/Neg Ind (A316), and A&B Amount (A317) must be reported         A&B Date Done         A319         The date of the individual addition and betterment         Data is Confidential. Value does not carry forward for Single Clone / Multi- Clone.         Range of Values for A319         Minimum       Maximum         1/1/1900       12/31/9999         Validation Rule for A319         -When entering an individual Addition & Betterment, you must enter a value in all 4 fields.         -Addition and Betterment Date Done cannot be earlier than Built Date (BLDT).         -Additions & Betterments Date Done cannot be later than today's date.         A318         The type of individual addition and betterment as defined by Rule 107         Data is Confidential. Value does not carry forward for Single Clone / Multi- Clone.
Validation Rule for A317         -When entering an individual addition & betterment; A&B Date Done (A319), A&B Type (A318), A&B Pos/Neg Ind (A316), and A&B Amount (A317) must be reported         A&B Date Done       A319         The date of the individual addition and betterment       Data is Confidential. Value does not carry forward for Single Clone / Multi- Clone.         Range of Values for A319       Minimum         Minimum       Maximum         1/1/1900       12/31/9999         Validation Rule for A319       -When entering an individual Addition & Betterment, you must enter a value in all 4 fields.         -Addition and Betterment Date Done cannot be earlier than Built Date (BLDT).       -Additions & Betterments Date Done cannot be later than today's date.         A&B Type       A318         The type of individual addition and betterment as defined by Rule 107         Data is Confidential. Value does not carry forward for Single Clone / Multi- Clone.         Permissible Values for A318
Validation Rule for A317         -When entering an individual addition & betterment; A&B Date Done (A319), A&B Type (A318), A&B Pos/Neg Ind (A316), and A&B Amount (A317) must be reported         A&B Date Done         A319         The date of the individual addition and betterment         Data is Confidential. Value does not carry forward for Single Clone / Multi- Clone.         Range of Values for A319         Minimum       Maximum         1/1/1900       12/31/9999         Validation Rule for A319         -When entering an individual Addition & Betterment, you must enter a value in all 4 fields.         -Addition and Betterment Date Done cannot be earlier than Built Date (BLDT).         -Additions & Betterments Date Done cannot be later than today's date.         A318         The type of individual addition and betterment as defined by Rule 107         Data is Confidential. Value does not carry forward for Single Clone / Multi- Clone.
Validation Rule for A317         -When entering an individual addition & betterment; A&B Date Done (A319), A&B Type (A318), A&B Pos/Neg Ind (A316), and A&B Amount (A317) must be reported         A&B Date Done A319         Minimum Maximum 1/1/1900 12/31/9999         Validation Rule for A319         Minimum Maximum 1/1/1900 12/31/9999         Validation Rule for A319         -When entering an individual Addition & Betterment, you must enter a value in all 4 fields.         -Addition and Betterment Date Done cannot be earlier than Built Date (BLDT).         -Additions & Betterments Date Done cannot be later than today's date.         A318         The type of individual addition and betterment as defined by Rule 107         Data is Confidential. Value does not carry forward for Single Clone / Multi- Clone.         Permissible Values for A318         FLD         Other permanently installed loading equipment used on flat cars
Validation Rule for A317         -When entering an individual addition & betterment; A&B Date Done (A319), A&B Type (A318), A&B Pos/Neg Ind (A316), and A&B Amount (A317) must be reported         A&B Date Done A319         Minimum Individual addition and betterment         Data is Confidential. Value does not carry forward for Single Clone / Multi- Clone.         Range of Values for A319         Minimum Maximum 1/1/1900       12/31/9999         Validation Rule for A319         -When entering an individual Addition & Betterment, you must enter a value in all 4 fields.         -Addition and Betterment Date Done cannot be earlier than Built Date (BLDT).         -Additions & Betterments Date Done cannot be later than today's date.         A&B Type A318         The type of individual addition and betterment as defined by Rule 107         Data is Confidential. Value does not carry forward for Single Clone / Multi- Clone.         Permissible Values for A318         FLLD Other permanently installed loading equipment used on flat cars GNRL         General - Capitalized Additions and Betterments

h equipment, only one Individual A&B Type can have a value of

entering an individual Addition & Betterment, you must enter a ue in all 4 fields.



## Data Specification Manual

Data Specific	cation Manual
	P Restricted Due to Truck Side Frames
Car Management	T Restricted Due to Trucks Bolsters
	U Restricted by AAR or Owner
Pool Number P001	W Restricted Due to Wheels
Unique number used to indicate the grouping of equipment for a particular purpose	X         Restricted Due to Scrap or Early Warning           Z         Restricted Due to Umler Conflict (Not Valid for User Input)
Used for Transportation Codes. This element is not eligible for Input. Value	NOTES:
does not carry forward for Equipment Group Change / Add Back.	<ul> <li>For further explanation reference Appendix D.2.</li> <li>The assignment of the Transportation Codes S_, SX, XA, XZ and YA generate</li> </ul>
Pool Control TCPC	the Rate Indicator Code 6 to the CHARM file to zero (0) rate the car hire and
Pool Control	mileage rate.
System Generated Field. Used for Transportation Codes. This element is not eligible for Input, Output or Query.	Sys Gen Routing Inst TCGR
NOTES:	The routing instruction generated by the system
For further explanation reference Appendices C and E.	System Generated Field. Used for Transportation Codes. This element is not eligible for Input.
User Routing Instructions TCUR	NOTES:
The routing instruction reported by the user	For further explanation reference Appendix E.5.
Used for Transportation Codes.	Londing Authority Floot Status _ PE07
Permissible Values for TCUR	Loading Authority Fleet Status B597
2 Trailer Service Rule 2	Identifies when a car is listed on a fleet in the Loading Authority application
G Contaminated commodity service	System Generated Field. This element is not eligible for Input. Value does not
M Mark canceled	carry forward for Single Clone / Multi-Clone.
O Owner requested return	Permissible Values for B597 Y Yes
U Unassigned equipment	Y Yes S Suspended
NOTES:	NOTES:
For further explanation reference Appendix E.	When equipment is on a fleet the Loading Authority (LA) application
	will update the flag to ' $Y$ – Yes'. When equipment is removed from a fleet the
Umler Transportation Code TCOD	LA application will remove the 'Y – Yes'.
The type of assigned service, empty routing or restriction of the equipment	• When equipment is on a LA fleet that is suspended the LA application will
System Generated Field. Used for Transportation Codes. This element is not	update the flag to 'S – Suspended'. When the equipment is on a LA fleet that
eligible for Input.	is no longer suspended the LA application will update the flag to 'Y – Yes'.
NOTES:	
For further explanation reference Appendix E.	Train Service
Transportation Cond Code TCCD	Restricted Speed Empty B180
The AAR or FRA interchange restriction code	Describes the maximum restricted speed the equipment can travel when empty
System Generated Field. Used for Transportation Codes. This element is not	
eligible for Input.	Range of Values for B180
NOTES:	Minimum Maximum
<ul> <li>For further explanation reference Appendix E.</li> </ul>	5 95
Mechanical Restriction TCME	Restricted Speed Loaded B181
User reported or system generated type of mechanical restriction	Describes the maximum restricted speed the equipment can travel when loaded
Used for Transportation Codes. Permissible Values for TCME	Range of Values for B181
	Minimum Maximum
S Scrap X AAR Interchange Restriction	5 95
Y FRA Interchange Prohibited	כל כ
-	Shows Carita Dast
NOTES:	Shove Car to Rest B189
NOTES:	Identifies the car must be moved to rest by locomotive
NOTES: • For further explanation reference Appendix D.1	Identifies the car must be moved to rest by locomotive Permissible Values for B189
NOTES:         • For further explanation reference Appendix D.1         Mech Restriction Reason         TCMR	Identifies the car must be moved to rest by locomotive
NOTES:         • For further explanation reference Appendix D.1         Mech Restriction Reason       TCMR         The explanation of the Mechanical Restriction (TCME)	Identifies the car must be moved to rest by locomotive Permissible Values for B189 Y Yes
NOTES:         • For further explanation reference Appendix D.1         Mech Restriction Reason       TCMR         The explanation of the Mechanical Restriction (TCME)         Used for Transportation Codes.	Identifies the car must be moved to rest by locomotive Permissible Values for B189
NOTES: • For further explanation reference Appendix D.1 Mech Restriction Reason TCMR The explanation of the Mechanical Restriction (TCME) Used for Transportation Codes. Permissible Values for TCMR	Identifies the car must be moved to rest by locomotive Permissible Values for B189 Y Yes
NOTES:       • For further explanation reference Appendix D.1         Mech Restriction Reason       TCMR         The explanation of the Mechanical Restriction (TCME)       Used for Transportation Codes.         Permissible Values for TCMR       A         A       Restricted Due to Age (Over 40-AAR, Over 50-FRA)	Identifies the car must be moved to rest by locomotive         Permissible Values for B189         Y       Yes         Shove Adj. Car to Rest       B188
NOTES:       • For further explanation reference Appendix D.1         Mech Restriction Reason       TCMR         The explanation of the Mechanical Restriction (TCME)       Used for Transportation Codes.         Permissible Values for TCMR       A         A       Restricted Due to Age (Over 40-AAR, Over 50-FRA)         B       Restricted Due to Air Brakes	Identifies the car must be moved to rest by locomotive         Permissible Values for B189         Y       Yes         Shove Adj. Car to Rest       B188         Identifies the adjacent car must be shoved to rest by locomotive
NOTES:         • For further explanation reference Appendix D.1         Mech Restriction Reason       TCMR         The explanation of the Mechanical Restriction (TCME)         Used for Transportation Codes.         Permissible Values for TCMR         A       Restricted Due to Age (Over 40-AAR, Over 50-FRA)         B       Restricted Due to Air Brakes         C       Restricted Due to Axles	Identifies the car must be moved to rest by locomotive         Permissible Values for B189         Y       Yes         Shove Adj. Car to Rest       B188         Identifies the adjacent car must be shoved to rest by locomotive         Permissible Values for B188
NOTES:         • For further explanation reference Appendix D.1         Mech Restriction Reason       TCMR         The explanation of the Mechanical Restriction (TCME)         Used for Transportation Codes.         Permissible Values for TCMR         A       Restricted Due to Age (Over 40-AAR, Over 50-FRA)         B       Restricted Due to Air Brakes         C       Restricted Due to Axles         D       Restricted Due to Couplers and Couplers Parts	Identifies the car must be moved to rest by locomotive         Permissible Values for B189         Y       Yes         Shove Adj. Car to Rest       B188         Identifies the adjacent car must be shoved to rest by locomotive         Permissible Values for B188
NOTES:         • For further explanation reference Appendix D.1         Mech Restriction Reason       TCMR         The explanation of the Mechanical Restriction (TCME)         Used for Transportation Codes.         Permissible Values for TCMR         A       Restricted Due to Age (Over 40-AAR, Over 50-FRA)         B       Restricted Due to Air Brakes         C       Restricted Due to Axles	Identifies the car must be moved to rest by locomotive         Permissible Values for B189         Y       Yes         Shove Adj. Car to Rest       B188         Identifies the adjacent car must be shoved to rest by locomotive         Permissible Values for B188         Y       Yes         Train Position Sensitive       B211
NOTES:         • For further explanation reference Appendix D.1         Mech Restriction Reason       TCMR         The explanation of the Mechanical Restriction (TCME)         Used for Transportation Codes.         Permissible Values for TCMR         A Restricted Due to Age (Over 40-AAR, Over 50-FRA)         B Restricted Due to Air Brakes         C Restricted Due to Axles         D Restricted Due to Couplers and Couplers Parts         F Restricted Due to Couplers Yokes	Identifies the car must be moved to rest by locomotive         Permissible Values for B189         Y       Yes         Shove Adj. Car to Rest       B188         Identifies the adjacent car must be shoved to rest by locomotive         Permissible Values for B188         Y       Yes



Bata Speen	ication Manual
	<ul> <li>Rebuilt Date (RBDT)</li> </ul>
End of Train Only B277	• Gross Rail Load/Weight (A266)
Indicates the equipment must be placed at the end of the train (including per AAR RP-2001)	<ul> <li>Equipment Type Code (UMET)</li> <li>Empty/Load Device Eqpd (B075)</li> </ul>
Permissible Values for B277	Empty Braking Ratio B553
Y Yes	Indicates calculated empty braking ratio per AAR Specifications in place on built
Check Trailing Tonnage B044	or rebuilt date (in percent).
Indicates the equipment has restrictions on trailing tonnage	System Generated Field. This element is not eligible for input.
Permissible Values for B044	Range of Values for B553
Y Yes	Minimum Maximum
	15.0 38.0 NOTES:
Curve Negotiate Exception B178	Empty Braking Ratio is determined as follows:
Describes the requirement for negotiating a curve	<ul> <li>If Built Date (BLDT) or Rebuilt Date (RBDT) is less than 1/1/1972, then</li> </ul>
Permissible Values for B178	Empty Braking Ratio will be set to blank.
A Restrictive Curve Negotiability, Section 2.1.4 of M-1001	
B Does not meet all Chapter XI Curving Requirements	Owner-Provided Empty Braking Ratio B554
Cooper Rating Exception B273	Indicates an owner supplied alternate empty braking ratio (in percent).
	Range of Values for B554
Describes the cooper rating (weight distribution model of the equipment), for use in movement across bridges	Minimum Maximum
Permissible Values for B273	15.0   38.0 NOTES:
A Excessive Cooper Rating	Owner may enter a documented alternative minimum loaded net braking
B Cooper Rating in Excess of E66	ratio in this field that is greater than the system calculated Loaded Net
	Braking Ratio (B551).
Clearance Exception B275	When reported, the Owner-Provided Loaded Net Braking Ratio will be used
Describes equipment containing nonstandard dimension	in PTC stopping distance calculations.
Permissible Values for B275	<ul> <li>A change in value for the following elements will cause the Owner-Provided Loaded Net Braking Ratio to reset to blank:</li> </ul>
A Excessive Outside Extreme Height (A185)	<ul> <li>Rebuilt Date (RBDT)</li> </ul>
<ul> <li>B Excessive Outside Extreme Width (A186)</li> <li>C Lower Guides for Loading High Cube Containers</li> </ul>	<ul> <li>Gross Rail Load/Weight (A266)</li> </ul>
<ul> <li>C Lower Guides for Loading High Cube Containers</li> <li>D All other unique clearance issues</li> </ul>	<ul> <li>Equipment Type Code (UMET)</li> </ul>
	<ul> <li>Empty/Load Device Eqpd (B075)</li> </ul>
Loaded Net Braking Ratio B551	
Indicates calculated minimum loaded net braking ratio per AAR Specifications in	
place on built or rebuilt date (in percent).	Truck Components
System Generated Field. This element is not eligible for input.	
Permissible Values for B551	Axle Spacing Distance Mandatory B020
- 11.0	The distance between axle centers on the same truck
– 8.5 NOTES:	Affects Rating.
<ul> <li>Loaded Net Braking Ratio is determined as follows:</li> </ul>	Permissible Values for B020 53 53 Inches
<ul> <li>If Built Date (BLDT) or Rebuilt Date (RBDT) is less than 1/1/1972, then</li> </ul>	54 54 Inches
Loaded Net Braking Ratio will be set to blank.	55 55 Inches
<ul> <li>If Built Date (BLDT) or Rebuilt Date (RBDT) is greater than or equal to</li> </ul>	60 60 Inches
1/1/2004, or if Equipment Type Code (UMET) begins with "Q" or "S", then	61 61 Inches
Loaded Net Braking Ratio is 11.0%. <ul> <li>For all other equipment, Loaded Net Braking Ratio is 8.5%.</li> </ul>	62 62 Inches
O TOT all other equipment, Loaded Net Braking Ratio is 8.5%.	63 63 Inches 64 64 Inches
Owner-Provided Loaded Net Braking Ratio B552	65 65 Inches
Indicates an alternate minimum loaded net braking ratio provided by owner (in	66 66 Inches
percent).	68 68 Inches
Range of Values for B552	70 70 Inches
Minimum Maximum	71 71 Inches
8.5 14.0	72 72 Inches 73 73 Inches
NOTES:	74 74 Inches
<ul> <li>Owner may enter a documented alternative minimum loaded net braking ratio in this field that is greater than the system calculated Loaded Net</li> </ul>	76 76 Inches
ratio in this field that is greater than the system calculated Loaded Net Braking Ratio (B551).	78 78 Inches
<ul> <li>When reported, the Owner-Provided Loaded Net Braking Ratio will be used</li> </ul>	99 Axle Space Unknown
in PTC stopping distance calculations.	
• A change in value for the following elements will cause the Owner-Provided	Truck Axle Count B252

 A change in value for the following elements will cause the Owner-Provided Loaded Net Braking Ratio to reset to blank:



Minimum         Maximum           1         4			
/alidation Rule for B252 - Sum of Truck Axle Counts must equal Axle Count (A024)	Wheel Diameter Mand	atory	A294
	The diameter of the wh	eels	•
ournal Size Mandatory	47 Permissible Values for	A294	
he size of the journal bearing		36 36 Inches 38 38 Inc	ches
ffects Rating.	Validation Rule for A29		
Permissible Values for A147           A         3-3/4 X 7         B         4-1/4 X 8         C         5 X 9           D         5-1/2 X 10         E         6X11         F         6-1/2 X 12           G         7 X 12         H         7 X 14         K         6-1/2 X 9           M         7 X 9         ////////////////////////////////////	Journal Size (A - Equipment with Q and Journal Siz -If Connected Unit (	Qualification for Increased Gross I 147) of G or M must have a Whee Qualification for Increased Gross R e (A147) of K, must have Wheel D Count (A020) is not reported, diffe not be reported	el Diameter of 38 ail Load (B344) of 1, Diameter of 36
<ul> <li>-4-axle equipment with Journal Size B and Star Code (A247) is not populated, must have Gross Rail Load (A266) of 103,000 lbs.</li> </ul>	Stability Device Equipp	ed	B199
-4-axle equipment with Journal Size C and Star Code (A247) is not		ice is present on the truck	
populated, must have Gross Rail Load (A266) of 142,000 lbs. -4-axle equipment with Journal Size D and Star Code (A247) is not populated, must have Gross Rail Load (A266) of 177,000 lbs. -4-axle equipment with Journal Size E and Star Code (A247) is not populated, must have Gross Rail Load (A266) of 220,000 lbs.	Affects Rating. Permissible Values for Y Yes		
-4-axle equipment with Journal Size F or K, Star Code (A247) is not	Bolster Component ID		B351
populated, and Qualification for Increased Gross Rail Load (B344	Bolster Component ID f	from Component Registry	
not populated, must have Gross Rail Load (A266) of 263,000 lbs. -4-axle equipment with Journal Size F or K, Star Code (A247) is not populated, and Qualification for Increased Gross Rail Load (B344	forward for Single	nis element is not eligible for Inpu e Clone / Multi-Clone.	t. Value does not car
must have Gross Rail Load (A266) of 286,000 lbs. -4-axle equipment with Journal Size F or K, Star Code (A247) is not	Sideframe Component	: ID	B352
populated, and Qualification for Increased Gross Rail Load (B344	f 3, Side Frame Component	ID from Component Registry	
must have Gross Rail Load (A266) of 286,000 lbs. -4-axle equipment with Journal Size G, K, or M, Star Code (A247) is no populated, and Qualification for Increased Gross Rail Load (B344 must have Gross Rail Load (A266) of 286,000 lbs.	forward for Single	nis element is not eligible for Inpu e Clone / Multi-Clone.	t. Value does not car
-4-axle equipment with Journal Size G, K, or M, Star Code (A247) is no	Wheelset Component		
populated, and Qualification for Increased Gross Rail Load (B344 not populated, must have Gross Rail Load (A266) of 315,000 lbs. -4-axle equipment with Journal Size G, K, or M, Star Code (A247) is no	forward for Single	nis element is not eligible for Inpu clone / Multi-Clone.	t. Value does not car
populated, and Qualification for Increased Gross Rail Load (B344 must have Gross Rail Load (A266) of 286,000 lbs. -4-axle equipment with Journal Size B and Star Code (A247) is not	Coupler Code	ft System Compon	ents
populated, must have Gross Rail Load (A266) of 103,000 lbs.	Defines the equipment	counler type	
<ul> <li>-4-axle equipment with Journal Size C and Star Code (A247) is not populated, must have Gross Rail Load (A266) of 142,000 lbs.</li> </ul>	Permissible Values for		
<ul> <li>-4-axle equipment with Journal Size D and Star Code (A247) is not populated, must have Gross Rail Load (A266) of 177,000 lbs.</li> <li>-4-axle equipment with Journal Size E and Star Code (A247) is not populated, must have Gross Rail Load (A266) of 220,000 lbs.</li> <li>-4-axle equipment with Journal Size F or K, Star Code (A247) is not populated, and Qualification for Increased Gross Rail Load (B344 not populated, must have Gross Rail Load (A266) of 263,000 lbs.</li> <li>-4-axle equipment with Journal Size F or K, Star Code (A247) is not populated, must have Gross Rail Load (A266) of 263,000 lbs.</li> <li>-4-axle equipment with Journal Size F or K, Star Code (A247) is not populated, must have Gross Rail Load (A266) of 263,000 lbs.</li> </ul>	BE60BHT Type BE63AHT Type BE63HT Type BE67HT Type E42BEX Type E50ARE Type E50BEX Type	E (Rule 16) - BE60AHT E Obsolete (Rule 16) - BE60BHT E Obsolete (Rule 16) - BE63AHT E (Rule 16) - BE63HT E (Rule 16) - BE67HT E/F (Rule 17) - E42BEX E/F (Rule 17) - E50ARE E/F (Rule 17) - E50BEX E (Rule 16) - E60CC	
<ul> <li>populated, and Qualification for Increased Gross Rail Load (B344 must have Gross Rail Load (A266) of 286,000 lbs.</li> <li>-4-axle equipment with Journal Size F or K, Star Code (A247) is not populated, and Qualification for Increased Gross Rail Load (B344</li> </ul>	E60CE Type E60CEX Type f 3, E60CHT Type	E (Rule 16) - E60CE E (Rule 16) - E60CE E (Rule 16) - E60CEX E (Rule 16) - E60CHT E (Rule 16) - E60CHTE	
must have Gross Rail Load (A266) of 286,000 lbs. -4-axle equipment with Journal Size G, K, or M, Star Code (A247) is no populated, and Qualification for Increased Gross Rail Load (B344 must have Gross Rail Load (A266) of 286,000 lbs.	f 1, E60CHTQ Type E60DC Type E60DE Type	E (Rule 16) - E60CHTQ E (Rule 16) - E60DC E (Rule 16) - E60DE	
<ul> <li>-4-axle equipment with Journal Size G, K, or M, Star Code (A247) is no populated, and Qualification for Increased Gross Rail Load (B344 not populated, must have Gross Rail Load (A266) of 315,000 lbs.</li> <li>IOTES:</li> </ul>	E61 Type E67AHT Type E67BC Type	E (Rule 16) - E60EE E Obsolete (Rule 16) - E61 E (Rule 16) - E67AHT E (Rule 16) - E67BC	
	E67BE Type	E (Rule 16) - E67BE	

# Umler®

Data Specification Manual

	Data Speci	fication Manual	
E67BHTE	Type E (Rule 16) - E67BHTE	FR207AE	Type F (Rule 18) Rotary - FR207AE
E68BHTQ	Type E/F (Rule 17) - E68BHTQ	FR207E	Type F (Rule 18) Rotary - FR207E
E67CC	Type E (Rule 16) - E67CC	FR208AE	Type F (Rule 18) Rotary - FR208AE (without wear insert)
E67CE	Type E (Rule 16) - E67CE	FR208E	Type F (Rule 18) Rotary - FR208E (with wear insert)
E68AHT	Type E/F Obsolete (Rule 17) - E68AHT	FR209E	Type F (Rule 18) Rotary - FR209E
E68AHTE	Type E/F Obsolete (Rule 17) - E68AHTE	FR301E	Type F (Rule 18) Rotary - FR301E
E68BC		FR304E	Type F (Rule 18) Rotary - FR304E (with wear plate)
	Type E/F (Rule 17) - E68BC		
E68BE	Type E/F (Rule 17) - E68BE	FR304WE	Type F (Rule 18) Rotary - FR304WE (without wear plate)
E68BHT	Type E/F (Rule 17) - E68BHT	FROTARY	Type E/F Rotary - FROTARY
E68BHTE	Type E/F (Rule 17) - E68BHTE	FSPEC	Type F Special - FSPEC
E68CE	Type E/F (Rule 17) - E68CE	FUNK	Type F Unknown - FUNK
E68DE	Type E/F Obsolete (Rule 17) - E68DE	S700AE	Type E (Rule 16) - S700AE
E69AE	Type E/F (Rule 17) - E69AE	SBE60CC	Type E (Rule 16) - SBE60CC
E69AHTE	Type E/F (Rule 17) - E69AHTE	SBE60CE	Type E (Rule 16) - SBE60CE
E69BE	Type E/F (Rule 17) - E69BE	SBE60DC	Type E (Rule 16) - SBE60DC
E69CE	Type E/F (Rule 17) - E69CE	SBE60DE	Type E (Rule 16) - SBE60DE
E69CEX	Type E/F (Rule 17) - E69CEX	SBE60DREX	Type E (Rule 16) - SBE60DREX
E69HTE	Type E/F (Rule 17) - E69HTE	SBE60EE	Type E (Rule 16) - SBE60EE
E69LCE	Type E/F (Rule 17) - E69LCE	SBE60EEX	Type E (Rule 16) - SBE60EEX
EB7AHT	Type E (Rule 16) - EB7AHT	SBE67BC	Type E (Rule 16) - SBE67BC
EF204CE	Type E/F (Rule 17) - EF204CE	SBE67BE	Type E (Rule 16) - SBE67BE
EF306CE	Type E/F (Rule 17) - EF306CE	SBE67CC	Type E (Rule 16) - SBE67CC
EF511AE	Type E/F (Rule 17) - EF511AE	SBE67CE	Type E (Rule 16) - SBE67CE
EF511BE	Type E/F (Rule 17) - EF511BE	SBE67CREX	Type E (Rule 16) - SBE67CREX
EF511CE	Type E/F (Rule 17) - EF511CE	SBE67DE	Type E (Rule 16) - SBE67DE
EF511DE	Type E/F (Rule 17) - EF511DE	SBE68BC	Type E/F (Rule 17) - SBE68BC
EF511LCE	Type E/F (Rule 17) - EF511LCE	SBE68BE	Type E/F (Rule 17) - SBE68BE
EF511WE	Type E/F (Rule 17) - EF511WE	SBE68CE	Type E/F (Rule 17) - SBE68CE
EF512CE	Type E/F (Rule 17) - EF512CE	SBE68CREX	Type E/F (Rule 17) - SBE68CREX
EF512WE	Type E/F (Rule 17) - EF512WE	SBE68DE	Type E/F (Rule 17) - SBE68DE
EF528WE	Type E/F (Rule 17) - EF528WE	SBE68WEX	Type E/F (Rule 17) - SBE68WEX
EFROTARY	Type E/F Rotary - EFROTARY	SBE69AE	Type E/F (Rule 17) - SBE69AE
EFSPEC	Type E/F Special - EFSPEC	SBE69BE	Type E/F (Rule 17) - SBE69BE
EFUNK	Type E/F Unknown - EFUNK	SBE69BREX	Type E/F (Rule 17) - SBE69BREX
EK323CE	Type E (Rule 16) - EK323CE (Long Travel)	SBE69CE	Type E/F (Rule 17) - SBE69CE
ESPEC	Type E Special - ESPEC	SEGOCC	Type E (Rule 16) - SE60CC
EUNK	Type E Unknown - EUNK	SEGOCE	Type E (Rule 16) - SE60CE
F70BHT	Type F Obsolete (Rule 18) - F70BHT	SE60CHT	Type E (Rule 16) - SE60CHT
F70BHTE	Type F Obsolete (Rule 18) - F70BHTE	SEGOCHTE	Type E (Rule 16) - SE60CHTE
F70CC	Type F (Rule 18) - F70CC	SE60DC	Type E (Rule 16) - SE60DC
F70CE	Type F (Rule 18) - F70CE	SEGODE	Type E (Rule 16) - SE60DE
F70CHT		SEGODEX	Type E (Rule 16) - SE60DEX
F70CHTE	Type F (Rule 18) - F70CHT	SEGOEE	
	Type F (Rule 18) - F70CHTE		Type E (Rule 16) - SE60EE
F70DE	Type F (Rule 18) - F70DE	SE67BC	Type E (Rule 16) - SE67BC
F70HT	Type F Obsolete (Rule 18) - F70HT	SE67BE	Type E (Rule 16) - SE67BE
F71CHT	Type F (Rule 18) - F71CHT	SE67BHT	Type E (Rule 16) - SE67BHT
F72HT	Type F (Rule 18) - F72HT	SE67BHTE	Type E (Rule 16) - SE67BHTE
F73AC	Type F (Rule 18) - F73AC	SE67CC	Type E (Rule 16) - SE67CC
F73AE	Type F (Rule 18) - F73AE	SE67CE	Type E (Rule 16) - SE67CE
F73AHT	Type F (Rule 18) - F73AHT	SE68BC	Type E/F (Rule 17) - SE68BC
F73AHTE	Type F (Rule 18) - F73AHTE	SE68BE	Type E/F (Rule 17) - SE68BE
F73BE	Type F (Rule 18) - F73BE	SE68BHT	Type E/F (Rule 17) - SE68BHT
F73HTE	Type F Obsolete (Rule 18) - F73HTE	SE68BHTE	Type E/F (Rule 17) - SE68BHTE
F79BHT	Type F Obsolete (Rule 18) - F79BHT	SE68CE	Type E/F (Rule 17) - SE68CE
F79BHTE	Type F Obsolete (Rule 18) - F79BHTE	SE69AE	Type E/F (Rule 17) - SE69AE
F79CC	Type F (Rule 18) - F79CC	SE69BE	Type E/F (Rule 17) - SE69BE
F79CE	Type F (Rule 18) - F79CE	SE69CE	Type E/F (Rule 17) - SE69CE
F79CHT	Type F (Rule 18) - F79CHT	SF70CC	Type F (Rule 18) - SF70CC
F79CHTE	Type F (Rule 18) - F79CHTE	SF70CE	Type F (Rule 18) - SF70CE
F79DE	Type F (Rule 18) - F79DE	SF70CHT	Type F (Rule 18) - SF70CHT
FF205E	Type F (Rule 18) - FF205E	SF70CHTE	Type F (Rule 18) - SF70CHTE
FF218AE	Type F (Rule 18) - FF218AE	SF70DE	Type F (Rule 18) - SF70DE
FR201E	Type F (Rule 18) Rotary - FR201E	SF79CC	Type F (Rule 18) - SF79CC
FR205AE	Type F (Rule 18) Rotary - FR205AE	SF79CE	Type F (Rule 18) - SF79CE
FR205BE	Type F (Rule 18) Rotary - FR205BE	SF79CHT	Type F (Rule 18) - SF79CHT
FR205E	Type F (Rule 18) Rotary - FR205E	SF79CHTE	Type F (Rule 18) - SF79CHTE
FR206E	Type F (Rule 18) Rotary - FR206E	SF79DE	Type F (Rule 18) - SF79DE
FR206EA	Type F (Rule 18) Rotary - FR206EA	Validation Rule	
			· · - · · ·

=Mandatory	=Used in ETC Generation	= Affects Rating
		,

=Conditionally Mandatory



## Data Specification Manual

- -If Rotary Coupler Style is reported, then Coupler Code must be a rotary coupler.
- -If Coupler Code is a rotary coupler, then Coupler Style must be R (Rotary).
   -Coupler Code of Type E Obsolete (Rule 16) can only be reported if the car was built or rebuilt before July 31, 2015
- -Coupler Code of Type E/F Obsolete (Rule 17) can only be reported if the car was built or rebuilt before July 31, 2015
- -Coupler Code of Type F Obsolete (Rule 18) can only be reported if the car was built or rebuilt before July 31, 2015
- -Coupler Code of FROTARY or EFROTARY cannot be reported for cars Built or Rebuilt on or after August 12, 2014.

#### NOTES:

- Obsolete: All Type D couplers are obsolete and should report code DOBS; cars with this coupler code will be restricted in interchange as discussed below.
- Unknown: If the coupler code is unknown or if the code stamped on the coupler is illegible, the code BUNK FUNK, EFUNK, or LOCOUNK should be reported.
- Special: Codes ESPEC, FSPEC, and EFSPEC have been created to decline coupler bodies that have been manufactured specifically for the equipment owner and are not listed in the attached table.
- The codes FROTARY and EFROTARY cannot be reported for equipment Built or Rebuilt since August 12, 2014.

of Rebuilt since August 12, 2014.			
Coupler Style Mandatory B058			
Describes the basic coupler design of the equipment			
Affects Rating.			
Permissible Values for B058			
B Bottom Shelf D Double Shelf			
P Plain R Rotary			
Validation Rule for B058			
-If Draft System Type (B073) is H (Hydraulic) then Coupler Style	(B058) cannot		
be reported as M (Solid Drawbar) or L (Rotary Drawbar)			
-If Draft System Type (B073) is not Center Of Car or End Of Car,	Inches of		
Travel (B061) cannot be reported			
-If Draft System Type (B073) of Center Of Car or End Of Car is re	ported then		
Inches of Travel (B061) must also be reported			
-If Draft System Type (B073) is E then Coupler Style (B058) can	lot be reported		
as L or R			
Inches of Travel	B061		
The number of inches a draft system will travel	-		
Affects Rating.			
Range of Values for B061			
Minimum Maximum			
1 30			
Validation Rule for B061			
-If Draft System Type (B073) is not Center Of Car or End Of Ca	r, Inches of		
Travel (B061) cannot be reported			
-If Draft System Type (B073) of Center Of Car or End Of Car is	reported		
then Inches of Travel (B061) must also be reported			
-Inches of Travel cannot be greater than 20 for equipment wi	th a Built		
Date (BLDT) on or after January 1, 1974			
Draft System Type Mandatory	B073		
Describes the draft gear/underframe cushion type	•		
Affects Rating.			
Permissible Values for B073			
C Cushioning at Center of Car (COC)			
E Cushioning at End of Car (EOC)			
S Standard Draft Gear			
X Devices with less than 6 inches buff travel approved unde	r AAR Standard		
S-060			
Y Devices with 6 to 10 inches of buff travel approved under	AAR Standard		
S-060			
Validation Rule for B073			
- If Draft System Type (B073) is Standard Draft Gear (S), Inches of Travel			

(B061) cannot be reported

- If Draft System Type (B073) is reported as C, E, X, or Y then Inches of Travel (B061) must also be reported
- If Draft System Type (B073) of X, or Y is reported then Draft Gear Group/Cushion Unit Pocket (B562) cannot be reported
- If Draft System Type (B073) X is reported, the Inches of Travel (B061) value must be greater than or equal to 1 and less than 6
- If Draft System Type (B073) Y is reported, the Inches of Travel (B061) value must be greater than or equal to 6 and less than or equal to 10
- -If Draft System Type (B073) is S then Draft Gear Group/Cushion Unit Pocket (B562) may only be A, B, C, D, E, F, G, H, J, K, L, M, N, P, Q, R, S, or Z (AAR Rule 21)
- -If Draft System Type (B073) is E then Draft Gear Group/Cushion Unit Pocket (B562) may only be EOC-1,EOC-1D, EOC-1B, EOC-2, EOC-2D, EOC-2B, EOC-3, EOC-3B,EOC-4, EOC-4B, EOC-5, EOC-5D, EOC-5B, EOC-6, EOC-6D, EOC-6B, EOC-7, EOC-7B, EOC-8B, EOC-8B, EOC-8F, EOC-9, EOC-9B, EOC-9D, EOC-9E, EOC-10, EOC-10D, EOC-10B, EOC-10F, EOC-11, EOC-11D, EOC-11B,EOC-12, EOC-12D, EOC-12B, EOC-13, EOC-13B, EOC-14, EOC-14B, EOC-15, EOC-15D, EOC-15B, EOC-16, EOC-16D, EOC-16B, EOC-17, EOC-17D, EOC-17B, EOC-18, EOC-18D, EOC-18B, EOC-19, EOC-19B, EOC-20, EOC-20B, EOC-21, EOC-21B, EOC-22, EOC-22B, EOC-23, EOC-23B, EOC-24, EOC-24B, EOC-25E, EOC-26B, EOC-26F, or EOC-27D, or EOC-27E (AAR Rule 59)

	Draft Gear Group/Cushion Unit Pocket B562
	Draft Gear Group/Cushion Unit Pocket value as listed in AAR Field Manual
	Interchange Rule 21 and 59
	Carry forward for Single Clone / Multi-Clone / Restencil / Add-Back / Equipment
	Group Change.
	Permissible Values for B562EOC-1,EOC-1D, EOC-1B, EOC-2, EOC-2D, EOC-2B,
ot	EOC-3, EOC-3B,EOC-4, EOC-4B, EOC-5, EOC-5D, EOC-5B, EOC-6, EOC-6D, EOC- 6B, EOC-7, EOC-7B, EOC-8, EOC-8B, EOC-8F, EOC-9, EOC-9B, EOC-9D, EOC-9E,
	EOC-10, EOC-10D, EOC-10B, EOC-10F, EOC-11, EOC-11D, EOC-11B, EOC-12,
	EOC-12D, EOC-12B, EOC-13, EOC-13B, EOC-14, EOC-14B, EOC-15, EOC-15D,
	EOC-15B, EOC-16, EOC-16D, EOC-16B, EOC-17, EOC-17D, EOC-17B, EOC-18,
	EOC-18D, EOC-18B, EOC-19, EOC-19B, EOC-20, EOC-20B, EOC-21, EOC-21B,
	EOC-22, EOC-22B, EOC-23, EOC-23B, EOC-24, EOC-24B, EOC-25E, EOC-26B, EOC-26F, EOC-27D, EOC-27E, COC-1, COC-2, COC-3, COC-4, COC-5, COC-6,
ed	COC-7, COC-8 (AAR Rule 59).
	A, B, C, D, E, F, G, H, J, K, L, M, N, P, Q, R, S, Z ( <i>AAR Rule 21</i> ).
	Validation Rule(s) for B562
	-Draft Gear Group/Cushion Unit Pocket (B562) is mandatory for equipment built on or after June 13, 2019, unless Draft System Type (B073) is
	reported as X or Y
	-If Draft Gear Group/Cushion Unit Pocket (B562) is not equal to A, B, C, D, E, F,
	G, H, J, K, L, M, N, P, Q, R, S, or Z, then Cushion Unit Type (B563) must be
	populated -When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-6, EOC-7,
	EOC-7B, EOC-8, EOC-8B, EOC-9, EOC-9B, EOC-9D, EOC-10, EOC-10B, EOC-
	10D, EOC-14, EOC-14B, EOC-18D, EOC-23, EOC-23B, EOC-24, EOC-25E,
	EOC-26B, or EOC-27D then the Cushion Unit Type (B563) must be 1
	-When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-9E, EOC-26F,
	or EOC-27E, then the Cushion Unit Type (B563) must be 2 -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-11, EOC-12,
	EOC-13, EOC-13B, EOC-15, EOC-15B, EOC-15D, EOC-17, EOC-17B, EOC-
	17D, EOC-18, EOC-18B, EOC-19, EOC-19B, EOC-20, EOC-20B, EOC-21,
	EOC-21B, EOC-22, EOC-22B, EOC-24B, COC-3, COC-5, or COC-7 then the
	Cushion Unit Type (B563) must be 1 or 2 -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-8F or EOC-
	10F then the Cushion Unit Type (B563) must be 2 or 3
	-When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-5, EOC-5B,
	EOC-5D, EOC-6, EOC-6B, EOC-6D EOC-11B, EOC-11D, EOC-12B, EOC-12D,
	or COC-4 then the Cushion Unit Type (B563) must be 1, 2, or 3 -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-16, EOC-16B,
	EOC-16D, or COC-1 then the Cushion Unit Type (B563) must be 1, 2, or 4
	-When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-2B, EOC-2D,
.	EOC-3, EOC-3B, EOC-4, EOC-4B, or COC-2 then the Cushion Unit Type
rd	(B563) must be 1, 2, 3, or 4 When the Draft Gear Group/Cushien Unit Decket (PE62) is EQC 1, EQC 1P
.	-When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-1, EOC-1B, EOC-1D, or EOC-2 then the Cushion Unit Type (B563) must be 1, 2, 3, 4,
d	or S
	-When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-8 then the
	Cushion Unit Type (B563) must be 1, 2, 3, 4, or 5
	<ul> <li>-When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-1D, EOC-2, EOC-2D, EOC-3B, EOC-3B, EOC-5B, EOC-5D, EOC-5D, EOC-5B, EOC-6D,</li> </ul>
	EOC-7, EOC-7B, EOC-9, EOC-9B, EOC-9D, EOC-9D, EOC-10D, EOC-11, EOC-
1	. , , ,

# Umler®

B353

**B361** 

A307

A299 to as Light

## Data Specification Manual

11B, EOC-11D, EOC-12D, EOC-14, EOC-14B, EOC-15, EOC-15D, EOC-15B, EOC-16D, EOC-17D, EOC-23, EOC-23B, EOC-27D, or EOC-27E then the Inches of Travel (B061) must be 10

-When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-16, EOC-16B, EOC-19, EOC-19B, EOC-22, EOC-22B, or EOC-25E then the inches of travel must be 12

-When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-20 or EOC-20B then the Inches of Travel (B061) must be 14

-When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-1B, EOC-4, EOC-4B, EOC-6, EOC-6B, EOC-8, EOC-8B, EOC-8F, EOC-10, EOC-10B, EOC-10F, EOC-12, EOC-12B, EOC-13, EOC-13B, EOC-17, EOC-17B, EOC-18, EOC-18D, EOC-18B, EOC-21, EOC-21B, EOC-24, or EOC-24B then the Inches of Travel (B061) must be 15

-When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-2, COC-3, COC-4, COC-5, COC-6, or COC-8 then the Inches of Travel (B061) must be 20

-When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-1, and Cushion Unit Type (B563) is 1 or 2, then the Inches of Travel (B061) must be 20

-When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-1, and Cushion Unit Type (B563) is 4, then the Inches of Travel (B061) must be 18

-When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-7, and Cushion Unit Type (B563) is 2, then the Inches of Travel (B061) must be 20

-When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-7, and Cushion Unit Type (B563) is 1, then the Inches of Travel (B061) must be 30

-When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-1 then the Inches of Travel (B061) must be 10, 12, or 15

-When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-26, then the Inches of Travel (B061) must be 18

#### Note:

Reference AAR Field Manual Interchange Rule(s) 21 and 59.

Cushion Unit Type	B563
Cushion Unit Type value as listed in AAR Field Manual Interchange F 59	≀ule 21 and ♥
Carry forward for Single Clone / Multi-Clone / Restencil / Add-Back	/ Equipment
Group Change.	
Permissible Values for B563	
1 – Type 1	
2 – Type 2	
3 – Type 3	
4 – Type 4	
5 – Type 5	
S — Type S	
Validation Rule(s) for B563	
- Cushion Unit Type (B563) is mandatory for equipment built on o	r after June
13, 2019.	
-If Draft Gear Group/Cushion Unit Pocket (B562) is not equal to A	, B, C, D, E, F,
G, H, J, K, L, M, N, P, Q, R, S, or Z, then Cushion Unit Type (B56 populated.	63) must be
-When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-6	5, EOC-7,
EOC-7B, EOC-8, EOC-8B, EOC-9, EOC-9B, EOC-9D, EOC-10, EO	C-10B, EOC-
10D, EOC-14, EOC-14B, EOC-18D, EOC-23, EOC-23B, EOC-24,	EOC-25E, or
EOC-26B then the Cushion Unit Type (B563) must be 1.	
-When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-9	€, EOC-26F,
or EOC-27E, then the Cushion Unit Type (B563) must be 2	
-When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-1	1, EOC-12,
	170 500

EOC-13, EOC-13B, EOC-15, EOC-15B, EOC-15D, EOC-17, EOC-17B, EOC-17D, EOC-18, EOC-18B, EOC-19, EOC-19B, EOC-20, EOC-20B, EOC-21, EOC-21B, EOC-22, EOC-22B, EOC-24B, COC-3, COC-5, or COC-7 then the Cushion Unit Type (B563) must be 1 or 2.

-When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-8F or EOC-10F then the Cushion Unit Type (B563) must be 2 or 3.

-When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-5, EOC-5B, EOC-5D, EOC-6, EOC-6B, EOC-6D EOC-11B, EOC-11D, EOC-12B, EOC-12D, or COC-4 then the Cushion Unit Type (B563) must be 1, 2, or 3.

-When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-16, EOC-16B, EOC-16D, or COC-1 then the Cushion Unit Type (B563) must be 1, 2, or 4. -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-2B, EOC-2D, EOC-3, EOC-3B, EOC-4, EOC-4B, or COC-2 then the Cushion Unit Type (B563) must be 1, 2, 3, or 4.

-When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-1, EOC-1B, EOC-1D, or EOC-2 then the Cushion Unit Type (B563) must be 1, 2, 3, 4, or S.

-When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-8 then the Cushion Unit Type (B563) must be 1, 2, 3, 4, or 5.

-When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-1, and Cushion Unit Type (B563) is 1 or 2, then the Inches of Travel (B061) must be 20.

-When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-1, and Cushion Unit Type (B563) is 4, then the Inches of Travel (B061) must be 18.

-When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-7, and Cushion Unit Type (B563) is 2, then the Inches of Travel (B061) must be 20.

-When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-7, and Cushion Unit Type (B563) is 1, then the Inches of Travel (B061) must be 30.

#### Note:

Reference AAR Field Manual Interchange Rule(s) 21 and 59.

#### **Coupler Component ID**

Coupler Component ID from Component Registry

Data is Confidential. This element is not eligible for Input. Value does not carry forward for Single Clone / Multi-Clone.

#### Cushioning Unit Component ID

Component ID from Component Registry

Data is Confidential. This element is not eligible for Input. Value does not carry forward for Single Clone / Multi-Clone.

## Unit Segment Components

## Unit Equipment Group

Describes the equipment type of the platform			
Permissible Values for A307			
BOXC	Box Car	FLAT	Flat Car
GOND	Gondola	HOPP	Hopper
IFLT	Intermodal Flat	TANK	Tank Car

Intermodal Flat TANK Tank Car Vehicular Flat

#### Validation Rule for A307

VFLT

-Unit Equipment Group cannot be reported if the Connected Unit Count (A020) is not reported

-Unit Equipment Group can only be reported if Connected Unit Count (A020) is reported

Unit Tare Weight			
The unit segment weight on rail when empty, sometimes referred Weight, reported in pounds			
Range of Values for A299			
Minimum Maximum			
23000 120000			
Validation Rule for A299			

-Unit Tare Weight must not be reported if the Connected Unit Count (A020) is not reported

-Unit Tare Weight must be reported if Connected Unit Count (A020) is reported

-Unit Segment Tare Weights must add up to the Total Tare Weight (A259) -Unit Tare Weight (A299) value must be reported to the nearest 100 pounds



Data Specification Manual

Unit Load Limit A30	0 Hitches per unit B140
The maximum permissible weight of the commodity that can be loaded into unit segment, reported in pounds	the Number of Trailer Hitches per car?; Component of Unit Segment (ICPSC) Permissible Values for B140
Range of Values for A300	0 No Hitches on this Platform
Minimum Maximum	1 1 Hitch on this Platform
70000 300000	2 2 Hitches on this Platform
Validation Rule for A300	3 3 Hitches on this Platform
-Unit Load Limit can not be reported if the Connected Unit Count (A020)	4 4 Hitches on this Platform
is not reported	5 5 Hitches on this Platform
-Unit Load Limit must be reported if Connected Unit Count (A020) is	6 6 Hitches on this Platform
reported	<ul> <li>7 7 Hitches on this Platform</li> <li>8 Hitches on this Platform</li> </ul>
-Unit Segment Load Limits must add up to the Load Limit (LDLT)	<ul> <li>8 8 Hitches on this Platform</li> <li>9 9 Hitches on this Platform</li> </ul>
Lower Load Width B50	
Allowable Lower Load Widths (ICPSC-II)	CONT Loading Cap A054
Permissible Values for B506	Container Loading Capacity C1
80 8 Ft (96 in) Container Only	Permissible Values for A054
86 8 Ft 6 in (102 in) Container Only	1 One 40 ft Container
BB Both 8 ft and 8 ft 6 in Containers	2 One 40 ft Container or Two 20 ft Containers
	3 Two 40 ft Containers Stacked
Unit Inside Length A30	4 Two 40 ft Containers Stacked or Two 20 ft Containers and One 40 ft Container Stacked
The inside length of each unit segment	5 One 35 FT Container
Used in ETC Generation. Displayed in feet and inches on the Web. Stored in	6 One 45 ft Container
inches.	7 One 40 ft and One 45 ft Container Stacked
Range of Values for A301	8 One 40 ft and One 48 ft Container Stacked
Minimum Maximum	9 Two 48 ft Containers Stacked
20 ft 0 inches 99 ft 3 inches	A Two 45 ft Containers Stacked
Validation Rule for A301	B One 45 ft and One 48 ft Container Stacked
-Unit Inside Length can only be reported if Connected Unit Count (A020) reported	
-Unit Inside Length must be reported if Connected Unit Count (A020) is	D Two 20 ft Containers-Stacked and One 40, 45 or 48 ft Container
reported	Stacked E Two 20 ft Containers Stacked and One 40 or 48 ft Container Stacked
-Unit Inside Length for Flats other than Vflats must be greater than or	F Two 20 ft or One 40 ft and One 40, 45 or 48 Container Stacked
equal to 20 feet.	G One 40 ft Container and One 40, 45 or 48 Container Stacked
-Unit Inside Length for Flats and IFlats must be less than or equal to 99	H One 40 ft Container or 45 ft
feet 4 inches.	I One 40 ft or 45 or 48 ft Container and One 40, 45 or 48 ft Container
	Stacked
Cont Load Restrictions B50	
Container Load Limit Restrictions (ICPSC-II)	K Two 20 ft Containers or One 40 or 45 ft and One 40, 45 or 48 ft
	Container Stacked
Flat Rack Capable B51	L One 45 ft Container and One 40, 45, 48 or 53 ft Container Stacked M Two 20 ft Containers or One 40 ft and One 40 or 48 ft Container
Flat Rack Capable (ICPSC-II)	Stacked
Permissible Values for B510	N Two 24 ft Containers and ONE 40, 45, 48 or 53 Container Stacked
1 1 Flat Rack can be Stacked on this Platform	O Two 20 ft Containers or One 40 ft or One 45 ft or One 48 ft and One
2 2 Flat Racks can be Stacked on this Platform	40, 45, 48 or 53 ft Container Stacked
3 3 Flat Racks can be Stacked on this Platform	P Two 20 ft Containers or One 40, 45 or 48 Containers Stacked
4 4 Flat Racks can be Stacked on this Platform	Q Two 20 ft or 28 ft Containers or One 40, 45, 48 or 53 ft and TWO 20 ft
<ol> <li>5 Flat Racks can be Stacked on this Platform</li> <li>6 Flat Racks can be Stacked on this Platform</li> </ol>	or 28 ft Containers or One 40, 45, 48 or 53 ft Container Stacked
7 7 Flat Racks can be Stacked on this Platform	R One 40 ft or 45 or 48 ft Container and One 40, 45, 48, or 53 ft Container Stacked
8 8 Flat Racks can be Stacked on this Platform	Validation Rule for A054
9 9 Flat Racks can be Stacked on this Platform	-Unit Container Loading Capacity is only applicable to FCA Equipment
N No Flat Racks can be Stacked on this Platform	-Unit Container Loading Capacity is only applicable to Acticulated cars
ower Clearance Outline	
Lower Clearance Outline B12:	
Three measurements that describe the lower position of the platform that ar free of restrictions: 1) from cone point to bottom of restriction, 2) length of the platform of the platform of the platform of the platform that are free of restrictions: 1) from cone point to bottom of the platform that are free of the platform of the platform of the platform of the platform that are free of the platform of the platform of the platform of the platform that are free of the platform of the platform of the platform that are free of the platform of the platform of the platform of the platform that are free of the platform of the plat	
restriction, 3) width of restriction; Component of Unit Segment (ICPSC)	
	Permissible Values for A272
	1 One 40 Ft Trailer
Permissible Values for B128	
Permissible Values for B128 N Well does not meet Standard Clearance	2 One 40 to 45 Ft Trailer 3 One 40 to 48 ft Trailer
Permissible Values for B128	3 One 40 to 48 ft Trailer
Permissible Values for B128 N Well does not meet Standard Clearance X MSRP standard not developed	

●=Mandatory ▲=Used in ETC Generation = Affects Rating



## Data Specification Manual

79370

79,370 lbs.

-IFLT 20 ft Container Lmt must not exceed half the Unit Load Limit (A300)

-IFLT 20 ft Container Lmt should be populated when Single Length Loading

Configuration (B288) is listed as DB1, DB2, DB3, DC1, DC2, DC3, DT1, DT2,

QB3, QC1, QC2, QT1, QT2, QT3, QT4, QT5, QT6, QT7, QT8, SA1, SA2, SA3,

SA4, SA5, SA6, SA7, SA8, SA9, SB1, SB2, SB3, SB4, SB5, SB6, SB7, SB8, SB9,

DT3, DT4, DT5, DT6, PC1, PC2, PT1, PT2, PT3, PT4, PT5, PT6, QB1, QB2,

SC1, SC2, SC3, SC4, SC5, SC6, SC7, SC8, SC9, SD1, SD2, SD3, SD4, or SD5

Validation Rule for B548

reported.

- 7 26 to 48 ft Trailer
- 8 26 to 50 ft Trailer
- 9 40 to 53 ft Trailer
- A 28 to 31 ft Trailer
- B 48 ft Well, Two 28 ft Trailers, up to 53 ft Single with Nose Extended Over Hitches, Intermediate - 53 Ft and Kingpin-Axle Length not Greater than 45 ft

#### Validation Rule for A272

-Unit Trailer Loading Capacity is only applicable to FCA Equipment -Unit Trailer Loading Capacity is only applicable to Articulated cars

-Unit Trailer Loading Capacity is only applicable to Articulated cars	SCI, SC2, SC3, SC4, SC5, SC6, SC7, SC8, SC9, SD1, SD2, SD3, SD4, OF SD5
Number of Handbrakes B138	and Built/Rebuilt on/after September 20, 2018. NOTES:
Number of Handbrakes (ICPSC)	If the desired 20 foot Container Limit is not an available choice, select the
Permissible Values for B138	closest value that does not exceed your 20 foot Container Limit.
1 Car has One Hand Brake	Listing zero is a permissible value is applicable dependent on the loading
2 Car has Two Hand Brakes	<ul> <li>configuration</li> <li>If your Single Length Load Configuration (B288) states the IFLT is designed to</li> </ul>
3 Car has Three Hand Brakes	<ul> <li>If your single Length Load Comparation (B288) states the IFLT is designed to carry 20 foot containers, this element (B548) must be reported using the</li> </ul>
4 Car has Four Hand Brakes	correct weight value based on equipment owners' specification.
5 Car has Five Hand Brakes	
6 Car has Six Hand Brakes	IFLT 20 Ft Cont Capable B549
7 Car has Seven Hand Brakes	Identifies if the unit segment is capable of loading 20 foot containers based on
8 Car has Eight Hand Brakes	the Single Length Loading Configuration (B288)
9 Car has Nine Hand Brakes	System Generated Field.
	Permissible Values for B549
Circus Loading Method B517	Y Yes
Intermodal Flat Loading Method Circus (ICPSC-II)	N No
Permissible Values for B517	
N No Y Yes	Brake System Components
Side Loading Method B518	
Intermodal Flat Loading Method Side (ICPSC-II)	Component ID from Component Registry
Permissible Values for B518	Data is Confidential. This element is not eligible for Input. Value does not carry
N No Y Yes	forward for Single Clone / Multi-Clone.
Inter-Box Securement B113	Emergency Valve COTS Date B567
Type of securement device used to connect the upper container to the lower	Brake valve emergency portion recondition date
container	System generated element. This element is not eligible for Input. Value does not
Permissible Values for B113	carry forward for Single Clone / Multi-Clone.
IA IBC Automatic	NOTES:
IM IBC Manual	Emergency Valve COTS Date is system-generated from a Emergency Brake
IS IBC Semi-Automatic	Valve Inspection.
Validation Rule for B113	Emergency Valve OEM Warranty Date B568
-Stack Cars, with an Equipment Type Code (UMET) of S, that have	
a Built Date (BLDT) or Rebuilt Date (RBDT) on or after April 1,	Brake valve emergency portion Original Equipment Manufacturer warranty date
2016 must report Inter-Box Securement	System generated element. This element is not eligible for Input. Value does not
-Inter-Box Securement cannot not be reported for Light Weight and	carry forward for Single Clone / Multi-Clone.
Conventional Intermodal Cars with Equipment Type Codes (UMET) of Q and P	NOTES:
	<ul> <li>Emergency Valve OEM Date is system-generated from a Emergency Brake Valve Inspection.</li> </ul>
IFLT 20ft Container Lmt B548	Emergency Valve Part Number B569
Indicates the maximum weight 20 foot container that a unit can carry, when all	Brake valve emergency portion part number
20 foot container positions on the car are simultaneously loaded with 20 foot	System generated element. This element is not eligible for Input. Value does not
containers at their maximum weights	carry forward for Single Clone / Multi-Clone.
Permissible Values for B548	NOTES:
0 Not Equipped	<ul> <li>Emergency Valve Part Number is system-generated from a Emergency Brake Valve Inspection.</li> </ul>
37500 37,500 lbs.	
44800 44,800 lbs.	Service Brake Valve CID B357
52900 52,900 lbs.	
57500 57,500 lbs.	Component ID from Component Registry
61500 61,500 lbs.	Data is Confidential. This element is not eligible for Input. Value does not carry
64000 64,000 lbs. 67200 67,200 lbs.	forward for Single Clone / Multi-Clone.
67200 67,200 lbs. 71650 71,650 lbs.	
75000 75,000 lbs.	
	I

#### Intermodal Flat



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	cation Manual
Service Valve COTS Date B564	equipment
Brake valve service portion recondition date	System Generated Field. This element is not eligible for Input. Value does not
System generated element. This element is not eligible for Input. Value does not carry forward for Single Clone / Multi-Clone.	carry forward for Add Back.
NOTES:	Inspection Performer PERF
<ul> <li>Service Valve COTS Date is system-generated from a Service Brake Valve Inspection.</li> </ul>	The SCAC that completed the inspection; used for all inspection types reported on equipment
Service Valve OEM Warranty Date B565	Value does not carry forward for Single Clone / Multi-Clone / Add Back.
Brake valve service portion Original Equipment Manufacturer warranty date	Inspection Reporter REPT
System generated element. This element is not eligible for Input. Value does not carry forward for Single Clone / Multi-Clone.	The SCAC that reported the inspection; used for all inspection types reported or equipment
<ul> <li>NOTES:</li> <li>Service Valve OEM Date is system-generated from a Service Brake Valve Inspection.</li> </ul>	Value does not carry forward for Single Clone / Multi-Clone / Add Back.
· · · · · ·	Location/SPLC SPLC
Service Valve Part Number B566	The SPLC of the inspecting location; used for all inspection types reported on
Brake valve service portion part number	equipment
System generated element. This element is not eligible for Input. Value does not carry forward for Single Clone / Multi-Clone.	Value does not carry forward for Single Clone / Multi-Clone / Add Back.
NOTES:	Interior Shear Panel INSP
<ul> <li>Service Valve Part Number is system-generated from a Service Brake Valve Inspection.</li> </ul>	Interior Shear Panel
	Data is Confidential. This element is not eligible for Input, Output or Query.
Slack Adjuster CID B359	Does not Carry Forward.
Component ID from Component Registry	Air Brake Test Device B523
Data is Confidential. This element is not eligible for Input. Value does not carry	Indicates the type of test device used to perform the Air Brake Test
forward for Single Clone / Multi-Clone.	Value does not carry forward for Single Clone / Multi-Clone / Add Back.
<b>N</b> <i>A</i> : a collow course	Permissible Values for B523
Miscellaneous	A Automatic (Non 4-Pressure)
	M Manual P Automatic (4-Pressure)
Umler Effective Date EFDT	Validation Rule for B523
The date the rating activity (pre-registration, modification, etc.) is expected to occur	-Air Brake Test Device (B523) must be reported for Air Brake Test inspection reported on or after December 10, 2020
This element is not eligible for Query. Does not Carry Forward.	
Validation Rule for EFDT -Effective Date cannot be set to more than 13 months in the future.	Insp Service Valve COTS Date B570
NOTES:	Brake valve service portion recondition date
Effective Date will default to the 1st of the following month that equipment	Value does not carry forward for Single Clone / Multi-Clone / Add Back.
is registered	<ul> <li>NOTES:</li> <li>Reports of 9999 will be allowed in case the date is illegible and the valve</li> </ul>
luces est?ex	cannot be replaced immediately.
Inspection	Valid date format: MMYY
ABT Due Date (Repair Track) DU13	Insp Service Valve OEM Warranty Date B571
The due date of the air brake test per AAR Field Manual Rule 3	
System Generated Field. This element is not eligible for Input. Value does not carry forward for Add Back.	Brake valve service portion Original Equipment Manufacturer warranty date Value does not carry forward for Single Clone / Multi-Clone / Add Back. NOTES:
ABT 5-8 Year Due Date DU58	Reports of 999999 will be allowed in case the date is illegible and the valve
The 5-8 year due date for the air brake test (ABT) after the ABT Due Date (Repair Track)	<ul><li>cannot be replaced immediately.</li><li>Valid date format: MMYYYY</li></ul>
System Generated Field. This element is not eligible for Input. Value does not	Insp Service Valve Part Number B572
carry forward for Add Back.	Brake valve service portion part number
Inspection Date Done DTDN	Value does not carry forward for Single Clone / Multi-Clone / Add Back.
The date the inspection was completed; used for all inspection types reported	Insp Emergency Valve COTS Date B573
on equipment Value does not carry forward for Single Clone / Multi-Clone / Add Back.	Brake valve emergency portion recondition date
Validation Rule for DTDN	Value does not carry forward for Single Clone / Multi-Clone / Add Back.
-The inspection date must not be 60 days before the Build Date	<ul> <li>NOTES:</li> <li>Reports of 9999 will be allowed in case the date is illegible and the valve cannot be replaced immediately.</li> </ul>
Inspection Due Date INDD	Valid date format: MMYY
The due date of the next inspection; used for all inspection types reported on	

#### Intermodal Flat



#### Data Specification Manual

B574

Insp Emergency Valve OEM Warranty Date

Brake valve emergency portion Original Equipment Manufacturer warranty date

System generated element. This element is not eligible for Input. Value does not carry forward for Single Clone / Multi-Clone.

#### NOTES:

• Reports of 999999 will be allowed in case the date is illegible and the valve cannot be replaced immediately.

Valid date format: MMYYYY

Insp Emergency Valve Part Number	B575
hisp EnterSency valve i are italiliser	0070

Brake valve emergency portion part number

System generated element. This element is not eligible for Input. Value does not carry forward for Single Clone / Multi-Clone.

Insp Service Valve Location Mandatory	B576
Brake valve service portion location	•
Value de la construcción de la Circula Classe ( NA dui Classe	

. Value does not carry forward for Single Clone / Multi-Clone.

Insp Emergency Valve Location Mandatory	B577
Brake valve emergency portion location reported on an emergency b	orake valve
inspection	•

Value does not carry forward for Single Clone / Multi-Clone.

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EMandatory A=Used in ETC Generation = Affects Rating

# Umler®

### Data Specification Manual

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Inspection Due Date (INDD)
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Inspector ID (INID)
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Insp Service Valve Location (B576)
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RBDT

RBFL

#### **Data Specification Manual**

	General	
Status Code Mandatory		USCD

#### Identifies the current operational state

#### Does not Carry Forward.

Permissible Values for USCD

INACTIVE I

ACTIVE Ρ PRE-REGISTERED

NOTES:

А

- For Restencil and Clone process the initial Status of a car should be Pre-Registered.
- All Add-Back processes should initially set the Status to Pre-Registered
- A Pre-registered car will automatically have its Status changed to Active for the initial change when TRAIN detects three (3) movements on the car
- If the Status changes to Active due to movement and the car was created from a Restencil, the Prior Equipment ID (PRID) or source car will have its status changed to Inactive automatically by Umler

Equipment ID	0001
The equipment stenciled number	

#### Validation Rule for 0001

 Equipment Number must not be larger than 6 digits (i.e., 999999) NOTES:

- Equipment ID includes the mark and number stenciled on the equipment. Marks can be up to 4 characters and number up to 6 digits (i.e., ABCD999999)
- Up to 500 cars can be added or updated in a transaction.
- When adding an equipment record ensure, that Prior Equipment ID (PRID) is reported unless the equipment is new

reported, diffess the equipment is new.	
Mechanical Designation Mandatory U	MMD
Equipment description without physical dimensions	•
Used for Transportation Codes.	
Permissible Values for UMMD	
FA Flat-Vehicular	
MWVF MoW - VFlat	
Equipment Type Code	UMET
An alpha numeric code that describes the physical attributes of equipme	ent
System Generated Field. This element is not eligible for Input.	
NOTES:	
Please Refer to Appendix I for More information Regarding ETC Gene	ration
Maint of Way Service Type	B403
Identifies equipment Maintenance Of Way function	2.00
Value does not carry forward for Equipment Group Change.	
Permissible Values for B403	
C2 Crane / Boom Support Car	
F4 Flat-Wheel Sets	
T4 Training Car	
T8 Track Geometry Car	
Validation Rule for B403	
- Maint of Way Service Type can only be listed on records where the Equ	uipment
Group (0002) or Pseudo Equipment Group (B547) is listed as MISC	
Built Date Mandatory	BLDT
The date the construction of the equipment is complete	•
Data is Confidential. Used for Transportation Codes. Affects Rating. Va	lue does
not carry forward for Single Clone / Multi-Clone.	
Range of Values for BLDT	
Minimum Maximum	
1/1/1900 12/31/9999	
Validation Rule for BLDT	

- -Built Date must be within the last 99 years
- -Built Date must not be in the future for equipment in Active Status
- -Prior and target equipment's Built Date (BLDT) must match for restenciling
- -Built Date cannot be updated within 30 days of the End of Service Date (B078)

#### NOTES:

- Data is public for railroad marked equipment.
- For connected unit cars report the oldest car in the set.

#### **Rebuilt / ILS Date**

The date the re-cons	truction of the equipment is complete	
Data is Confidential.	Value does not carry forward for Single Clone /	Multi-
Clone.		

#### Range of Values for RBDT

#### Minimum Maximum

1/1/1900 12/31/9999

#### Validation Rule for RBDT

- -Rebuilt/Increased Life Service Date must be after the Built Date (BLDT) -Rebuilt Date must not be more than 70 years after the Built Date (BLDT) -Rebuilt Date is required for Extended Service Code (A096) 1, 2, or 3 for Increased Life Service
- -Rebuilt Date is required for Extended Service Code (A096) R for Rebuilt, or V for 65 years of service
- -If Rebuilt Date is reported then the Extended Service Code (A096) must be reported as R for Rebuilt, V, 1, 2, or 3 for Increased Life Service

#### NOTES:

- Railroad cars -- applicable only to cars meeting status as provided in both STB Accounting Rules, and the AAR Mechanical Interchange Rule 88, Office Manual.
- Private cars -- applicable to all cars meeting AAR Mechanical Interchange Rule 88, Section C, Office Manual and Sections A and B of the Field Manual.
- For connected unit cars report the oldest car in the set. Do not report Rebuilt Date unless car has been approved by the AAR.

#### **Rebuilt Flag**

#### Identifies the equipment is nearing its end of life cycle

Data is Confidential. System Generated Field. This element is not eligible for Input.

Permissible Values for RBFL

N No Y Yes

Owner Mandatory	UMOW
Primary reporting mark of the railroad or private company ow	ning the car 🔎
Value does not carry forward for Single Clone / Multi-Clone / Multi-Restencil.	Single Restencil /
NOTES	

#### NOTES:

· Report the primary reporting mark of the railroad or private company owning the car. When car's lease or lien is held by a bank, trust holder, capital lease company, etc. not having an assigned mark, report the primary reporting mark affiliated with the stenciled reporting mark.

Equipment Group Mandatory	0002
Identifies the various major car types	•
Used for Transportation Codes. Affects Rating.	

	Lessee	LESE
ור	The reporting mark of the company leasing the equipment	
	Value does not carry forward for Single Clone / Multi-Clone /	Single Restencil /
	Multi-Restencil	

#### Validation Rule for LESE

- -Umler Owner (UMOW) and Lessee are not allowed to be equal
- -Lessee cannot be a reporting child mark



USCT

#### **Data Specification Manual**

#### NOTES:

- If reported, the reporting mark cannot be equal to the owner or be a family reporting mark.
- In order to assign privately marked cars to a pool, a railroad reporting mark must be reported.

#### **Maintenance Party**

#### MNPT

B201

- The parent reporting mark of the company responsible for the maintenance and repairs of the equipment
- Does not Carry Forward.

#### **Mark Owner Category**

#### The company that owns the stenciled mark on the car

System Generated Field. This element is not eligible for Input. Value does not carry forward for Single Restencil / Multi-Restencil / Equipment Group Change / Add Back.

#### Permissible Values for B201

- US Private В
- **Canadian Private** С
- Foreign Private F
- н Canadian Class II
- Canadian Class I Т
- Mexican Class I J
- Κ Canadian Class III
- **Mexican Private** М
- Ν **US Private Steamship**
- 0 Canadian Private Steamship
- Ρ Mexican Private Steamship
- Q Foreign Private Steamship
- R US Class II Railroad
- υ US Class I Railroad
- US Class III Railroad v
- Mexican Class II Railroad W
- Y Mexican Class III Railroad

#### NOTES:

• This value is stored in the Umler Database for informational purposes and is retrieved from the Roadmark Registry.

Prior Equipment ID	PRID
The previous reporting mark and number of the equipment	
Value does not carry forward for Single Clone / Multi-Clone.	
Validation Rule for PRID	
<ul> <li>-Prior and target equipment's Built Date (BLDT) must match</li> </ul>	
-The Prior Equipment ID (0001) must belong to the same or compa	
Equipment Group (0002) as the current car initial and number	
NOTES:	
Prior ID enables equipment records to share the same historical line	eage.
Equipment Identification Number (EIN) is a generated id that enable	es these
equipment records to share inspections and transaction history.	
Last Update Date	B122
Date of the last Umler element change	
System Generated Field. This element is not eligible for Input.	
Equipment Add Date	B082
Date the reporting mark and number was added to the Umler system	
System Generated Field. This element is not eligible for Input.	
Status Change Reason	USCR
Identifies the reason for the current operational state	
System Generated Field. This element is not eligible for Input. Does n	ot Carry

System Generated Field. This element is not eligible for Input. Does not Carry Forward.

Ρ	ermi	ssible	Val	ues	for	USCR

- Initial Load T
- М Movement
- 0 Status Changed Manually Restencil

## R

- NOTES:
- If movement is detected on equipment, status is changed to Active.
- If an equipment record is changed to Active, any prior equipment record is placed in Inactive status.

#### **Status Change Date**

Identifies the effective date of the current operational state
--

System Generated Field. This element is not eligible for Input. Does not Carry Forward.

Exter	ded Service Mandatory	A096
A cod	e indicating the eligibility of an increase to the life cycle	•
Used	for Transportation Codes. Value does not carry forward for S	ingle Clone /
	Multi-Clone.	
Perm	issible Values for A096	
1	1st ILS Inspection, additional 5 years of Service	
2	2nd ILS Inspection, additional 5 years of service (10 years to	otal)
3	3rd ILS Inspection, additional 5 years of service (15 years to	ital)
С	Built New between January 1, 1964 - June 30, 1974, Certifie	ed for 50
	Years of Service, Built New Before July 1, 1974 & Received	AAR Waiver
Е	Built new from July 1,1974, Qualified for 50 Years Service	
Ν	Built Before January 1, 1964, Qualified for 40 Years Service	
R	Rule 88, Rebuilt cars	
U	Built between January 1, 1964 - June 30, 1974, Qualified fo	r 40 Years &
	eligible for certification for 50 Years Service	
V	Car is certified (FRA Waiver & AAR) for 65 years of service f	rom date
	built new from January 1, 1964	
Valid	ation Rule for A096	
-1	f Rebuilt Date (RBDT) is reported, then the Extended Service (	Code (A096)
	must be reported as R for Rebuilt, V, 1, 2, or 3 for Increase	d Life
	Service	
-E	extended Service Code of C cannot be reported if the car was	built before
	January 1, 1964 or on/after July 1, 1974	
-E	extended Service Code of E cannot be reported if the car was l	ouilt before
	July 1, 1974	
-E	extended Service Code of N cannot be reported if the car was	built
	on/after January 1, 1964	
-E	extended Service Code of U cannot be reported if the car was	built before
	January 1, 1964 or on/after July 1, 1974	
NOTE		
	lue is used to calculate End of Service Date (B078).	
	built Date (RBDT) is required for Extended Service Code (A096	5) R for
Re	built, or V for 65 years service.	
	built Date (RBDT) is required for Extended Service Code (A096	5) 1, 2, 3, and
V f	or Increased Life Service.	
Endo	f Service Date	B078
	ates the date of the end of equipment life	5070
		aliaible fau
	is Confidential. System Generated Field. This element is not o	eligible for
	Input.	
NOTE		
Data	becomes non-confidential two years prior to End of Service D	ate.
Do N	ot Load After	B590
Equir	ment should not be loaded after date shown in the element	
Lyun		

#### Validation Rules for B590

-Do Not Load After (B590) cannot be updated thirty days prior to the date shown in the element.



June 2024

#### Data Specification Manual

- -Do Not Load After (B590) cannot be updated within thirty days of the End of Service Date (B078).
- -Do Not Load After (B590) date cannot be on or after the End of Service (B078) date.

#### NOTES:

=Mandatory

▲=Used in ETC Generation

= Affects Rating

- The element will be initially populated by End of Service (B078) minus 30 days.
- Data becomes non-confidential thirty days prior to the Do Not Load After (B590) date.

	EINN	Umler Conflict - CH	
Equipment Identification	LINN	Election to Zero Ra M Railroad Market Ra	
Unique equipment identifier regardless of stenciled mark		Q Zero-Rated Railroad	
System Generated Field. This element is not eligible for Input. NOTES:		NOTES:	
<ul> <li>Specify the Prior ID (PRID) on equipment records to ensure the histo lineage is preserved. Equipment with the same EIN share history an inspections.</li> </ul>		<ul> <li>If unit is zero-rated, correindicator code.</li> </ul>	90
		Private Zero Rate	
Info Conflict Status	B355	Indicates a private car is sul	зj
Indicates that an Informational Conflict exists on the Equipment record		rates	
System Generated Field. This element is not eligible for Input. Value of carry forward for Single Clone / Multi-Clone.	does not	Affects Rating. Permissible Values for B15 Y Yes	0
Conflict Status	B050	NOTES:	
Identifies the escalation level of equipment in active conflict		<ul> <li>Reporting "Y" generates</li> </ul>	R
System Generated Field. Affects Rating. This element is not eligible for	or Input.	TTV II	
Value does not carry forward for Add Back.		TTX Hourly Rate	
Permissible Values for B050 1 Subject to Zero-Rating		Time Charge-The TTX hourl Data is Confidential. This e	
2 Subject to Restricted in Interchange		Range of Values for B212	e
3 Subject to Deletion		Minimum Maximum	
NOTES:		0 9	
<ul> <li>Subject to Zero-Rating, goes into effect 30 days after Conflict Status</li> </ul>		Validation Rule for B212	
<ul> <li>Subject to Restricted in Interchange, goes into effect 90 days after ( Status occurs</li> </ul>	Conflict	-TTX Hourly rate can only b	e
<ul> <li>Subject to Deletion, goes into effect 365 days after Conflict Status c</li> </ul>	occurs	TTX Mileage Rate	
,		5	1
			-12
Date of Original Conflict	B063	Mileage Charge-The TTX mi	
Date of Original Conflict The date the equipment was originally placed in the current conflict	B063	Data is Confidential. This e	
	B063		
The date the equipment was originally placed in the current conflict System Generated Field. This element is not eligible for Input.		Data is Confidential. This end       Range of Values for B213       Minimum     Maximum       0     1	
The date the equipment was originally placed in the current conflict	B063 B135	Data is Confidential. This end         Range of Values for B213         Minimum       Maximum         0       1         Validation Rule for B213	le
The date the equipment was originally placed in the current conflict System Generated Field. This element is not eligible for Input. Next Conflict Status Identifies the next escalation level of an equipment in active conflict	B135	Data is Confidential. This end       Range of Values for B213       Minimum     Maximum       0     1	le
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The date the equipment was originally placed in the current conflict System Generated Field. This element is not eligible for Input. Next Conflict Status Identifies the next escalation level of an equipment in active conflict System Generated Field. This element is not eligible for Input. Value of carry forward for Add Back. Permissible Values for B135 1 Subject to Zero-Rating 2 Subject to Restricted in Interchange 3 Subject to Deletion NOTES: • Subject to Restricted in Interchange, goes into effect 90 days after Conflict Status • Subject to Deletion, goes into effect 365 days after Conflict Status of Status occurs • Subject to Deletion, goes into effect 365 days after Conflict Status occurs • Subject to Deletion, goes into effect 365 days after Conflict Status occurs • Subject to Deletion, goes into effect 365 days after Conflict Status occurs • Subject to Deletion, goes into effect 365 days after Conflict Status occurs • Subject to Deletion, goes into effect 365 days after Conflict Status occurs • Subject to Deletion, goes into effect 365 days after Conflict Status occurs • Subject Indicator Identifies equipment in error in Umler Notice Management System Generated Field. This element is not eligible for Input. Conflict Status Next Date	B135 does not s occurs Conflict occurs B137	Data is Confidential. This el         Range of Values for B213         Minimum       Maximum         0       1         Validation Rule for B213         -TTX Mileage rate can only         First Movement Date         The first movement date ur         This element is not eligible         Equipment Add Company         The reporting mark of the c         System Generated Field. Th         Registration Reason         The code indicating the rea         Does not Carry Forward.         Permissible Values for B17         A       Add-Back         P       Pending Restencil         Restencil Program Ind	le be fc coni:: sc 4
<ul> <li>The date the equipment was originally placed in the current conflict</li> <li>System Generated Field. This element is not eligible for Input.</li> <li>Next Conflict Status</li> <li>Identifies the next escalation level of an equipment in active conflict</li> <li>System Generated Field. This element is not eligible for Input. Value of carry forward for Add Back.</li> <li>Permissible Values for B135 <ol> <li>Subject to Zero-Rating</li> <li>Subject to Deletion</li> </ol> </li> <li>NOTES: <ol> <li>Subject to Zero-Rating, goes into effect 30 days after Conflict Status</li> <li>Subject to Restricted in Interchange, goes into effect 90 days after Conflict Status occurs</li> <li>Subject to Deletion, goes into effect 365 days after Conflict Status occurs</li> </ol> </li> <li>Motice Indicator</li> <li>Identifies equipment in error in Umler Notice Management</li> <li>System Generated Field. This element is not eligible for Input.</li> </ul>	B135 does not s occurs Conflict occurs B137 B062	Data is Confidential. This elemange of Values for B213         Minimum       Maximum         0       1         Validation Rule for B213         -TTX Mileage rate can only         First Movement Date         The first movement date ur         This element is not eligible         Equipment Add Company         The reporting mark of the c         System Generated Field. Th         Registration Reason         The code indicating the rea         Does not Carry Forward.         Permissible Values for B17         A       Add-Back         P       Pending Restencil	le be fc co ni: sc 4

Rate Indicator	A070
Indicates the rate type applicable to the unit	
System Generated Field. Used for Transportation Codes. Affects I	Rating. This
element is not eligible for Input. Does not Carry Forward.	
Permissible Values for A070 0 Zero-Rated Due to Conflict Errors	
0 Zero-Rated Due to Conflict Errors 2 Private Mileage Rate	
4 Private Car Owner Designated Rate	
6 Zero-Rated - Scrap (S_,SX), AAR Overage (XA), FRA Overag	e (YA),
Umler Conflict - CHR 1/Tarriff 6007 (XZ). Zero-Rated Priva	
Election to Zero Rate [See Private Zero Rate (B150)].	
M Railroad Market Rate	
Q Zero-Rated Railroad Market Rate Due to Conflict Errors	
<ul> <li>NOTES:</li> <li>If unit is zero-rated, correction of conflicts will reinstate the apprendicts of the set of the</li></ul>	oronriato rat
indicator code.	
Private Zero Rate	B150
Indicates a private car is subject to contractual agreement, nullifyi	ng mileage
rates	
Affects Rating.	
Permissible Values for B150	
Y Yes	
NOTES:	
<ul> <li>Reporting "Y" generates Rate Indicator (A070) value 6 and a zer</li> </ul>	o rate.
TTX Hourly Rate	B212
Time Charge-The TTX hourly rate for the equipment	
Data is Confidential. This element is not eligible for Query.	
Range of Values for B212	
Minimum Maximum	
0 9	
Validation Rule for B212	
-TTX Hourly rate can only be set on TTX owned Equipment.	
TTV Mileage Date	B213
TTX Mileage Rate	D213
Mileage Charge-The TTX mileage rate for the equipment Data is Confidential. This element is not eligible for Query.	
Range of Values for B213	
Minimum Maximum	
0 1	
Validation Rule for B213	
-TTX Mileage rate can only be set on TTX owned Equipment.	
First Movement Date	USAT
The first movement date under the stenciled mark of the equipme	ent
This element is not eligible for Input. Does not Carry Forward.	
Environment Add Commons	
Equipment Add Company	B083
The reporting mark of the company that added the equipment	
System Generated Field. This element is not eligible for Input.	
Registration Reason	B174
Registration Reason	D1/4
The code indicating the reason this equipment is added	
Does not Carry Forward. Permissible Values for B174	
A Add-Back N New	
P Pending Restencil R Restencil	
P Pending Restencil R Restencil	
P Pending Restencil R Restencil Restencil Program Ind	B177

=Conditionally Mandatory

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## Umler®

#### Data Specification Manual

Delete	e Reason Code	B064	
A code that designates the reason the equipment has been deleted			
Value does not carry forward for Add Back.			
Permi	ssible Values for B064		
Α	Restenciled		
D	Destroyed or wrecked		
L	Lease terminated, removed from fleet		
Р	Retired unserviceable beyond economic repair		
R	Rebuilt		
S	Sold Serviceable		
W	Over age retired for dismantling		
Y	Error, reporting did not exist		
Z	Other		
Non-C	Compliant Wheelsets	B544	
Equipment record is incomplete and has a missing wheelset component ID association. Refer to AAR Field Manual Rule 44 for industry requirements			
System Generated Field. This element is not eligible for Input. Value does not carry forward for Single Clone / Multi-Clone.			
Validation Rule for B544			
<ul> <li>A Wheelset Component ID is required for each applicable location on equipment built on or after January 1, 2016</li> </ul>			
-A V	-A Wheelset Component ID is required for each applicable location on equipment rebuilt on or after January 1, 2016 and Gross Rail Load (A266)		
	is greater than 268,000 lbs		
NOTE			

#### NOTES:

- A "Y" will be system generated if the equipment is active and the number of Wheelset CID's required is not equal to the Axle Count (A024) on the equipment
- Validation rule applies to equipment that has been in Active status for 60 days

**Pseudo Equipment Group** 

B547

Equipment needs to be identified as a miscellaneous record while maintaining all elements linked to the original equipment group

#### System Generated Field.

Permissible Values for B547

MISC Miscellaneous

#### Weight

Gross Rail Load/Weight Mar	datory	A266
The maximum permissible weight on rail of the equipment and the load,		
reported in pounds		•
Affects Rating.		
Range of Values for A266		
Minimum Maximum	_	

#### 157000 2835000

Validation Rule for A266

-Gross Rail Load must be equal to the Load Limit (LDLT) plus the Tare Weight (A259)

#### NOTES:

Use Table 1 below to determine Gross Rail Load, if Qualification for Increased Gross Rail Load (B344) does not exist.

TABLE 1 -		
Journal Size	Load per Axle	Gross Rail Load for 4-axle Equipment
B - 4 1/2" x 8"	25,750 lbs.	103,000 lbs.
C - 5" x 9"	35,500 lbs.	142,000 lbs.
D - 5 1/2" x 10"	44,250 lbs.	177,000 lbs.
E - 6" x 11" (w/28" 1W wheels)	48,750 lbs.	195,000 lbs.
E - 6" x 11" (w/all	55,000 lbs.	220,000 lbs.

other wheels)		
F - 6 1/2" x 12"	65,750 lbs.	263,000 lbs.
G - 7" x 12"	78,750 lbs.	315,000 lbs.
K - 6 1/2" x 9"	71,500 lbs.	263,000 lbs.
M - 7" x 9"	78,750 lbs.	315,000 lbs.

Use Table 2 below to determine Gross Rail Load for 4-axle equipment if Qualification for Increased Gross Rail Load (B344) exists.

#### TABLE 2 -

othor whools)

Qualification for Increased Gross	Journal Size	Gross Rail Load
Rail Load (B344)		
1	K - 6 1/2" x 9"	286,000 lbs.
1	G - 7" x 12"	286,000 lbs.
1	M - 7" x 9"	286,000 lbs.
2	F - 6 1/2" x 12"	286,000 lbs.
2	K - 6 1/2" x 9"	286,000 lbs.
3	F - 6 1/2" x 12"	268,000 lbs.
3	K - 6 1/2" x 9"	268,000 lbs.

- For multi-unit equipment, report the total gross rail load for the entire set.
- Refer to Field Manual Rule 70 if additional information is required.

A Gross Rail Load less than the listed or calculated values may be entered; however:

- Star Code (A247) must be R or S, and
- Load Limit (LDLT) must also be reduced, ensuring Tare Weight (A259) plus Load Limit (LDLT) equals the reported Gross Rail Load.

For equipment having two or more different journal sizes, see following examples:

Example for Drawbar Connected:

- A 3-unit drawbar connected car has 12 axles.
- The end units (Locations A and B) each have 4 axles with E 6" x 11" journals.
- The intermediate unit (Locations C) has 4 axles with F 6 1/2" x 12" journals

Using TABLE 1, the Gross Rail Load would be:

8 ea. E-6" x 11" journal axles X 55,000 lbs. per axle = 440,000 lbs. + 4 ea. F-6 1/2" x 12" journal axles X 65,750 lbs. per axle = 263,000 lbs. Gross Rail Load = 703,000 lbs.

Example for Articulated Connected:

- A 5-unit articulated intermodal car has 6 trucks (12 axles).
- The end trucks (Locations A and B) each have 2 axles with E 6" x 11" journals.
- The intermediate trucks (Locations C, D, E, and F) each have 2 axles with G 7" x 12" journals

Using TABLE 1, the Gross Rail Load would be:

4 ea. E-6" x 11" journal axles X 55,000 lbs. per axle = 220,000 lbs. + 8 ea. G-7" x 12" journal axles X 78,750 lbs. per axle = 630,000 lbs. Gross Rail Load = 850,000 lbs.

Tare Weight <mark>N</mark>	1andatory		A259
The equipment weight on rail when empty, sometimes referred to as Light Weight, reported in pounds			
Affects Rating.			
Range of Values for A259			
Minimum	Maximum	_	
70000	1224000	-	

Validation Rule for A259

## Umler®

A289

A247

**B344** 

#### Data Specification Manual

- -Tare Weight (A259) of VFLT with a blank Connected Unit Count (A020) must contain values between 70000 lbs. and 136000 lbs.
- -Tare Weight (A259) of VFLT where Connected Unit Count (A020) is 2 must contain values between 130000 lbs. and 272000 lbs.
- -Tare Weight (A259) of VFLT where Connected Unit Count (A020) is 3 must contain values between 210000 lbs. and 408000 lbs.
- -Tare Weight (A259) of VFLT where Connected Unit Count (A020) is 4 must contain values between 280000 lbs. and 544000 lbs.
- -Tare Weight (A259) of VFLT where Connected Unit Count (A020) is 5 must contain values between 350000 lbs. and 680000 lbs.
- -Tare Weight (A259) of VFLT where Connected Unit Count (A020) is 6 must contain values between 420000 lbs. and 816000 lbs.
- -Tare Weight (A259) of VFLT where Connected Unit Count (A020) is 7 must contain values between 490000 lbs. and 952000 lbs.
- -Tare Weight (A259) of VFLT where Connected Unit Count (A020) is 8 must contain values between 560000 lbs. and 1088000 lbs.
- -Tare Weight (A259) of VFLT where Connected Unit Count (A020) is 9 must contain values between 630000 lbs. and 1224000 lbs.
- Tare Weight (A259) value must be reported to the nearest 100 pounds if Weighing Date (A288).

#### NOTES:

- Do not report an average Tare Weight for car series, except for Pre-Registered cars
- When cars are made active, the actual Tare Weight must be recorded
- For current single-unit VFLTs, lowest tare weight is 70,000 lbs. Largest tare weight is 136,000lbs. Maximum permissible value shown above is 136,000 lbs. X 9 = 1,224,000 lbs.

#### Load Limit Mandatory LDLT The maximum permissible weight of the commodity that can be loaded into the equipment, reported in pounds Affects Rating. Range of Values for LDLT Minimum Maximum 50000 650000 Validation Rules for LDLT -Load Limit (LDLT) of VFLT with a blank Connected Unit Count (A020) must contain values between 50000 lbs. and 150000 lbs. - Load Limit (LDLT) of VFLT where Connected Unit Count (A020) is 2 must contain values between 80000 lbs. and 300000 lbs. - Load Limit (LDLT) of VFLT where Connected Unit Count (A020) is 3 must contain values between 150000 lbs. and 450000 lbs. - Load Limit (LDLT) of VFLT where Connected Unit Count (A020) is 4 must contain values between 200000 lbs. and 600000 lbs. - Load Limit (LDLT) of VFLT where Connected Unit Count (A020) is 5 must contain values between 250000 lbs. and 750000 lbs. - Load Limit (LDLT) of VFLT where Connected Unit Count (A020) is 6 must contain values between 300000 lbs. and 900000 lbs. - Load Limit (LDLT) of VFLT where Connected Unit Count (A020) is 7 must contain values between 350000 lbs. and 1050000 lbs. - Load Limit (LDLT) of VFLT where Connected Unit Count (A020) is 8 must contain values between 400000 lbs. and 1200000 lbs.

- Load Limit (LDLT) of VFLT where Connected Unit Count (A020) is 9 must contain values between 450000 lbs. and 1350000 lbs.

#### NOTES:

- For connected unit cars report the sum of the load limits for all units in the set.
- For current single-unit VFLTs, lowest load limit is 50,500 lbs. (rounded down to 50,000). Largest load limit is 150,000 lbs. Maximum permissible value shown above is 150,000 lbs. X 9 = 1,350,000 lbs.

Weighing Status Mandatory
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#### Indicates the weight information is an estimate or an actual measurement

Value does not carry forward for Single Clone / Multi-Clone.

- Permissible Values for A289
- A Actual
- E Estimated
- V Verified correct Tare Weight
- X Tare Weight subject to verification (System Generated)

#### Validation Rule for A289

 -Equipment cannot be within a series of 10 with identical Tare Weights (A259), refer to Appendix P for further information on resolving tare weight conflicts

- -When Status Code changes to Active or Inactive Weighing Status must be
  - reported as Actual (A) or Verified (V) within 60 days of Status Code change

Weighing Date	e	A288	
The date the e	quipment was actually weighed		
Value does no	t carry forward for Single Clone / Multi-Clone.		
Range of Valu	es for A288		
Minimum	Maximum		
1/1/1900	12/31/9999		
Validation Rule for A288			
-If Weighir	ng Date is reported the Tare Weight (A259) must be re	ported	
-When Weighing Date is reported then Weighing Status (A289) must be A			
(Actua	al) or V (Verified)		

- -If Weighing Status (A289) is A (Actual) or V (Verified correct Tare Weight) then Weighing Date must be reported
- -Weighing Date must be on or before the current date
- -Weighing Date cannot be before Built / Rebuilt date

#### Star Code

Indicates a reduction of the Load Limit (LDLT) of the equipment per AAR Rule 70

#### Affects Rating.

- Permissible Values for A247
- R Body Capacity less than Truck Capacity
- S Reduced Load Limit

#### NOTES:

- Equipment having Qualification for Increased Rail Load of 1 or 2, and a Gross Rail Load (A266) less than 286,000 lbs., must have Star Code (A247) of S.
- Equipment having Qualification for Increased Gross Rail Load (B344) of 3, and a Gross Rail Load (A266) less than 268,000 lbs., must have Star code of S.
- Star Code must be reported if Gross Rail Load (A266) is less than the maximum gross rail load allowed for the reported combination of Axle Count (A024) and Journal Size (A147).

#### Qual for Inc GRL

Code designating AAR approval for operating 4-axle equipment at a gross rail load greater than 263,000 lbs per AAR Rule 88

#### Permissible Values for B344

- 1 Rule 88 IGRL Code 1 (> 263,000 lbs. and <= 286,000 lbs. GRL per AAR Specification S-286)
- 2 Rule 88 IGRL Code 2 (> 263,000 lbs. and <= 286,000 lbs. GRL)
- 3 Rule 88 IGRL Code 3 (> 263,000 lbs. and <= 268,000 lbs. GRL)

#### Validation Rules for B344

-Equipment having Qualification for Increased Gross Rail Load of 1 or 2 must have a Gross Rail Load (A266) that does not exceed 286,000 lbs.

- -Equipment having Qualification for Increased Gross Rail Load of 3 must have a Gross Rail Load (A266) that does not exceed 268,000 lbs.
- -Equipment having Qualification for Increased Gross Rail Load of 1 must have a Journal Size (A147) of K, G, or M
- -Equipment having Qualification for Increased Rail Load of 2 or 3 must have a Journal Size (A147) of F or K



#### Data Specification Manual

A046

OSLG

- -Equipment having Qualification for Increased Gross Rail Load of 1, 2, or 3 must have a Wheel Diameter (A294) of 36 or 38
- -Equipment having Qualification for Increased Gross Rail Load (B344) of 3 and a Gross Rail Load (A266) less than 268,000 lbs., must have Star Code of S

#### Dimension

#### Plate Code Mandatory

Indicates the extreme height and width clearance of the equipment

#### Affects Rating.

#### Permissible Values for A046

- Plate Code J K Plate Code K
- G Clearance Code G

#### NOTES:

1

 For ARTICULATED/MULTI-UNIT SET report the most restrictive clearance plate of UNIT in the set.

#### **Outside Length Mandatory**

#### The outside length over pulling faces of couplers in normal position

Affects Rating. Displayed in feet and inches on the Web. Stored in inches. Range of Values for OSLG

#### Minimum Maximum

86 ft 2 inches 854 ft 3 inches

#### Validation Rule for OSLG

-Outside Length (OSLG) on freight cars must exceed the Inside Length (A135) by 2 feet or more

-Outside Length (OSLG) on freight cars (except refrigerators) must not exceed Inside Length (A135) by more than 16 feet

- Outside Length (OSLG) of VFLT with a blank Connected Unit Count (A020) must contain values between 86 feet 2 inches and 94 feet 11 inches
  Outside Length (OSLG) of VFLT where Connected Unit Count (A020) is 2 must contain values between 172 feet 4 inches and 189 feet 4 inches
  Outside Length (OSLG) of VFLT where Connected Unit Count (A020) is 3 must contain values between 258 feet 6 inches and 284 feet 9 inches
  Outside Length (OSLG) of VFLT where Connected Unit Count (A020) is 3
- must contain values between 344 feet 8 inches and 379 feet 8 inches - Outside Length (OSLG) of VFLT where Connected Unit Count (A020) is 5 must contain values between 430 feet 10 inches and 474 feet 7 inches - Outside Length (OSLG) of VFLT where Connected Unit Count (A020) is 6
- must contain values between 517 feet 0 inches and 569 feet 6 inches - Outside Length (OSLG) of VFLT where Connected Unit Count (A020) is 7
- must contain values between 603 feet 2 inches and 664 feet 5 inches
- Outside Length (OSLG) of VFLT where Connected Unit Count (A020) is 8
- must contain values between 689 feet 4 inches and 759 ft 4 inches
- Outside Length (OSLG) of VFLT where Connected Unit Count (A020) is 9 must contain values between 775 feet 6 inches and 854 feet 3 inches

#### NOTES:

- For connected unit cars report the maximum coupled length of the set.
- Round fraction to the higher inch, e.g., 05 1/4" = 06"

# Outside Extreme Width Mandatory A186 The outside extreme width of the equipment • Affects Rating. Displayed in feet and inches on the Web. Stored in inches. Range of Values for A186 Minimum Maximum 9 ft 6 inches 10 ft 8 inches NOTES: • • For connected unit cars report the dimension of the largest unit in the set.

• Round fraction to the higher inch, e.g., 05 1/4" = 06"

Outside Extreme Height Mandatory	A185
Height from top of rail to extreme projecting height	
Used in ETC Generation. Affects Rating. Displayed in feet and inches	on the
Web. Stored in inches.	
Range of Values for A185	

#### Minimum Maximum

	in a kind a kind
2 ft 0 inches	22 ft 6 inches

#### NOTES:

- For connected unit cars report the dimension of the largest unit in the set.
- Round fraction to the higher inch, e.g., 05 1/4" = 06"

• Round fraction to the higher finch, e.g., 05 1/4 = 06				
Outside Height E	Outside Height Extr Width Mandatory A187			
The highest point at which the extreme width of the equipment occurs				
Displayed in feet	and inches on the Web. Stored in inches.			
Range of Values	for A187			
Minimum	Maximum			
1 ft 0 inches	20 ft 0 inches			
Validation Rule	for A187			
-Outside Extreme Width (A186) for Plate Code J must not exceed 10 feet 8				
inches if Outside Height Extreme Width is 16 feet 4 inches or less				
-Outside Extreme Width (A186) for Plate Code K must not exceed 10 feet 8				
inches if Outside Height Extreme Width is 18 feet 5 inches or less				
NOTES:				
• For connected unit cars report the dimension of the largest unit in the set.				
<ul> <li>Round fraction to the higher inch, e.g., 05 1/4" = 06"</li> </ul>				
Inside Length		A135		
The inside length of the equipment from end to end inside walls, linings, and permanent bulkheads				

Displayed in feet and inches on the Web. Stored in inches.

Range of Values for A135

Minimum	Maximum
69 ft 0 inches	145 ft 0 inches

#### Validation Rule for A135

- -Inside Length must be at least 42 inches less than Outside Length (OSLG)
   -If Connected Unit Count (A020) is not reported, Inside Length of Vehicular Flat must be less than or equal to 99 feet 3 inches
- -If Connected Unit Count (A020) is reported, and Intermediate Conn Style (B115) is "A – Articulated", the Inside Length of Vehicular Flat must be greater than or equal to 139 feet 0 inches

#### NOTES:

- Round fraction to the lower inch, e.g., 05 1/4" = 05"
- For connected unit cars report the shortest dimension of a unit in the set.

Inside Width		A138			
The inside width of the equipment from side walls and linings					
Displayed in feet and inches on the Web. Stored in inches.					
Range of Values for A138					
Minimum	Maximum				
4 ft 0 inches	12 ft 6 inches				
Validation Rule for A138					
-Inside Width/	-Inside Width/Inside Platform Width must not exceed Outside Extreme Width				
NOTES:					
• For connected unit cars report the shortest dimension of a unit in the set.					
Inside Height		A133			
The inside height of the equipment from the floor to the top of the side, or to the lowest point of the interior ceiling					
Value does not	carry forward for Equipment Group Change	e.			
Range of Value	es for A133				
Minimum	Maximum				
12	169				



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#### Data Specification Manual

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#### NOTES:

	Data Specific	ation Manual		
NOTES:		2	18	
• For connected unit cars report the	e shortest dimension of a unit in the set.		•	
		Axle Count M	andatory	A024
Truck Center Length	A276	The total num	ber of axles on the equipment	•
The length between the centers of the	ne two truck systems	Affects Rating		
Affects Rating. Displayed in feet and	inches on the Web. Stored in inches.	Range of Valu	es for A024	
Range of Values for A276		Minimum	Maximum	
Minimum Maximum	_	4	36	
15 ft 0 inches 76 ft 11 inches		Validation Ru		
Validation Rule for A276		-Axle Cour	nt must be greater than or equal to 4	
-Truck Center Length is required	for cars with an Outside Length of greater	-Axle Cour	it for an articulated car must be greater than	or equal to
than 62 feet 6 inches		((Con	nected Unit Count (A020) x 2) + 2)	
-Truck Center Length must be a n	minimum of 15 feet for cars with an		nt for a draw bar connected car must be great	ter than or equal to
Outside Length greater than	62 feet 6 inches	(Conn	ected Unit Count (A020) x 4)	
NOTES:		-Total Axle	Count must match sum of truck axle counts	
<ul> <li>For connected unit cars report the</li> </ul>	e dimension of the largest unit in the set.			
		Wheel Bearing	g Type Mandatory	B191
Platform Hght Above Rail Mandator	-	Indicates the v	vheel bearing code for the equipment	•
Describes the platform height above		Affects Rating		
	n feet and inches on the Web. Stored in		alues for B191	
inches.		P Plain	R Roller	
Range of Values for A192		Validation Ru		
Minimum Maximum			Plain Bearings will have a Transportation Coo	
1 ft 3 inches 6 ft 0 inches			portation Condition Code (TCCD) of either YA	_
Validation Rule for A192			nt cannot have Plain Bearings if Built Date (BL	DT) is on or after
-Platform Height cannot be greater	r than Outside Height	Janua	ry 1, 1993	
NOTES:				2004
	evel flat cars, measurement is from top of Feet in Pos. 45-46, inches in Pos. 47-48.	Bearing Shield		B021
•	e.g., 05 1/4" = 06. This field must agree	Indicates the b	pearing is shielded from the hot box detector	
relationally for VEquipment		Permissible V	alues for B021	
		Y Yes		
P	MINIMUM—1ft 1in MAXIMUM—4ft			
	9in	-	pe Mandatory	B026
Q	MINIMUM—10in MAXIMUM—4ft	Indicates the t	ype of brake shoe on the equipment	•
S	MINIMUM-10in MAXIMUM-4ft	Permissible V	alues for B026	
All Fexcept F_3_ and F_6_	MINIMUM—2ft MAXIMUM—5ft 11in		Conditioning	
All F_3_, F_6_ and F_9_	MINIMUM—2ft MAXIMUM—8ft 11in		riction Composite	
Q8	MINIMUM—2ft 6in MAXIMUM—5ft	L Low Fi	iction Composite/Cast Iron	
P1, P2, P5, P6	MINIMUM—2ft MAXIMUM—3ft 3in		-	
P3, P4, P7, P8	MINIMUM—3ft 4in MAXIMUM—5ft	CC Side Bearin		A146
P9	11in MINIMUM—3ft 2in MAXIMUM—3ft	equipment	ravel range of the constant contact side bear	ings installed on the
<sup>- 3</sup>	2in	Permissible V	alues for A146	
Q 1	MINIMUM—2ft MAXIMUM—2ft 8in		Travel Constant Contact	
		0	Travel Constant Contact	
See diagram below for place of meas	surement on depressed cars (Equipment	Validation Ru		
Type Code F_3_, F_9) and well cars (I			having Qualification for Increased Gross Rail	Load (B344) of 1
	1. F		ave Constant Contact Side Bearing Type of LC	
			0 //	
	Door	Empty/Load D	evice Eqpd	B075
Anti-Pilferage Locking	B016	Indicates a sys	tem that determines if the equipment is emp	oty or loaded, and
		-	the braking forces accordingly	, .
	d with an anti-pilferage locking device	Permissible V		
Value does not carry forward for Equ	ipment Group Change.	Y Yes		
Permissible Values for B016				
Y Yes		Center of Gra	vity Empty	A045
	····		indicates the height from Top of Rail to the C	enter of Gravity
Spec	cification	Range of Valu		
Truck Count	B256	Minimum	Maximum	
The total number of trucks on the eq		22	98	
System Generated Field. This element	•	Validation Ru		
Range of Values for B256			t exceed Plate Code (A046) C must report Cer	nter of Gravity Empty
Minimum Maximum			for cars with Equipment Type Code (LIMET) o	

except for cars with Equipment Type Code (UMET) of J\_\_\_

=Conditionally Mandatory

June 2024

P\_\_\_ MINIMUM-1ft 1in MAXIMUM-4 9in MINIMUM-10in MAXIMUM-4ft Q MINIMUM-10in MAXIMUM-4ft S All F \_except F\_3\_ and F\_6 MINIMUM-2ft MAXIMUM-5ft 1 MINIMUM-2ft MAXIMUM-8ft 1 All F\_3\_, F\_6\_ and F\_9\_ MINIMUM-2ft 6in MAXIMUM-5 Q8 P1\_\_, P2\_\_, P5\_\_, P6\_ MINIMUM-2ft MAXIMUM-3ft 3 P3\_\_, P4\_\_, P7\_\_, P8\_\_ MINIMUM-3ft 4in MAXIMUM-5 11in P9\_\_ MINIMUM-3ft 2in MAXIMUM-3 2in MINIMUM-2ft MAXIMUM-2ft 8 Q\_1 See diagram below for place of measurement on depressed cars (Equipme Type Code F\_3\_, F\_9) and well cars (Equipment Type Code F\_6\_). Door Anti-Pilferage Locking Indicates that the doors are equipped with an anti-pilferage locking device Value does not carry forward for Equipment Group Change. Permissible Values for B016 Υ Yes Specification **Truck Count** The total number of trucks on the equipment System Generated Field. This element is not eligible for Input. Range of Values for B256 Minimum Maximum Mandatory =Used in ETC Generation = Affects Rating

## Umler®

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#### Data Specification Manual

Data Specific	NYAB New York Air Brake
Remote Monitoring Device B176	WABT WABTEC
Indicates the equipment is equipped with a location monitoring device	Validation Rule for B328
Permissible Values for B176	<ul> <li>If ECP Brake Type (B327) is Stand Alone or Overlay then a value must be entered for ECP Brake Builder</li> </ul>
Y Yes	-If ECP Brake Type (B327) is Not Equipped then ECP Brake Builder is not
N No	reportable
AEI High Temperature Tag B006	Slack Adjuster Group B538
Indicates the equipment is equipped with a high temperature AEI tag	The slack adjuster group on the equipment per AAR Field Manual Rule #8
Permissible Values for B006 Y High Temperature Tag	Value does not carry forward for Single Clone / Multi-Clone. Permissible Values for B538
i ingli temperature rag	A Group A B Group B C Group C D Group D
Connected Unit Count A020	E Group E F Group F G Group G H Group H
Indicates the number of units within an articulated or multi-unit equipment	J Group J L Group L M Group M N Group N
▲	O Group O P Group P Q Group Q R Group R 1 Internal 2 Unequipped
Used in ETC Generation. Affects Rating.	Validation Rule for B538
Range of Values for A020 Minimum Maximum	- Slack Adjuster Group is mandatory for all equipment built or rebuilt on or
2 45	after January 1, 2016
Validation Rule for A020	<ul> <li>If Slack Adjuster Group is reported as "1" then Brake Cylinder Mount Type (B540) must be reported as "T"</li> </ul>
-Connected Unit Count must equal the number of Unit Segments	- If Slack Adjuster Group is "1" or "2", then Slack Adjuster CID (B359) must no
-Unit Segment Component elements must not be reported if the Connected	be reported.
Unit Count is not reported -Unit Segment Component elements must be reported if Connected Unit	NOTES:
Count is reported	<ul> <li>Permissible value of "1 – Internal" identifies special truck mounted internal slack adjuster within brake cylinder.</li> </ul>
Intermediate Conn Style B115	Brake Cylinder Mount Type B540
Indicates the method by which two or more pieces of equipment are connected Permissible Values for B115	Identifies the location of the brake cylinder
	Permissible Values for B540
A Articulated Connector	
<ul><li>A Articulated Connector</li><li>D Drawbar Connector</li></ul>	B Body Mounted T Truck Mounted
D Drawbar Connector Validation Rule for B115	B Body Mounted
D Drawbar Connector Validation Rule for B115 -Intermediate Connector Style is required for multi-unit equipment	B Body Mounted T Truck Mounted Validation Rule for B540 - Brake Cylinder Mount Type is mandatory for all equipment built or
D Drawbar Connector Validation Rule for B115	B Body Mounted T Truck Mounted Validation Rule for B540
<ul> <li>D Drawbar Connector</li> <li>Validation Rule for B115         <ul> <li>Intermediate Connector Style is required for multi-unit equipment</li> <li>Intermediate Connector Style must not be reported for single unit</li> <li>equipment</li> </ul> </li> </ul>	B Body Mounted T Truck Mounted Validation Rule for B540 - Brake Cylinder Mount Type is mandatory for all equipment built or rebuilt on or after January 1, 2016 Equipment Builder A035
D Drawbar Connector Validation Rule for B115 -Intermediate Connector Style is required for multi-unit equipment -Intermediate Connector Style must not be reported for single unit equipment Operating Brakes Mandatory A182	B Body Mounted T Truck Mounted Validation Rule for B540 - Brake Cylinder Mount Type is mandatory for all equipment built or rebuilt on or after January 1, 2016 Equipment Builder A035 Identifies the original manufacturer of the equipment •
D Drawbar Connector Validation Rule for B115 -Intermediate Connector Style is required for multi-unit equipment -Intermediate Connector Style must not be reported for single unit equipment Operating Brakes Mandatory A182 The number of air brake control valves on the equipment (excludes hand	B Body Mounted T Truck Mounted Validation Rule for B540 - Brake Cylinder Mount Type is mandatory for all equipment built or rebuilt on or after January 1, 2016 Equipment Builder A035 Identifies the original manufacturer of the equipment Permissible Values for A035
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D       Drawbar Connector         Validation Rule for B115       -Intermediate Connector Style is required for multi-unit equipment         -Intermediate Connector Style must not be reported for single unit equipment       -Intermediate Connector Style must not be reported for single unit equipment         Operating Brakes Mandatory       A182         The number of air brake control valves on the equipment (excludes hand brakes). One control valve consists of a service portion, emergency portion, and pipe bracket. Example: DB-60 control valve       ●         Permissible Values for A182       1       2       3       4       5	B Body Mounted T Truck Mounted Validation Rule for B540 - Brake Cylinder Mount Type is mandatory for all equipment built or rebuilt on or after January 1, 2016 Equipment Builder A035 Identifies the original manufacturer of the equipment Permissible Values for A035 ACF American Car & Foundry ACFX ACF Industries ARI ARI Industries BETH Bethlehem Car Works
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D       Drawbar Connector         Validation Rule for B115         -Intermediate Connector Style is required for multi-unit equipment         -Intermediate Connector Style must not be reported for single unit equipment         Operating Brakes Mandatory         A182         The number of air brake control valves on the equipment (excludes hand brakes). One control valve consists of a service portion, emergency portion, and pipe bracket. Example: DB-60 control valve         Permissible Values for A182         1       2       3       4       5         6       7       8       9       9         Validation Rule for A182	B Body Mounted T Truck Mounted Validation Rule for B540 - Brake Cylinder Mount Type is mandatory for all equipment built or rebuilt on or after January 1, 2016 Equipment Builder A035 Identifies the original manufacturer of the equipment Permissible Values for A035 ACF American Car & Foundry ACFX ACF Industries ARI ARI Industries BETH Bethlehem Car Works
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D       Drawbar Connector         Validation Rule for B115         -Intermediate Connector Style is required for multi-unit equipment         -Intermediate Connector Style must not be reported for single unit equipment         -Intermediate Connector Style must not be reported for single unit equipment         -Intermediate Connector Style must not be reported for single unit equipment         -Intermediate Connector Style must not be reported for single unit equipment         Operating Brakes Mandatory         A182         The number of air brake control valves on the equipment (excludes hand brakes). One control valve consists of a service portion, emergency portion, and pipe bracket. Example: DB-60 control valve         Permissible Values for A182         1       2       3       4       5         6       7       8       9       9         Validation Rule for A182         -Operating Brakes can only be reported for articulated equipment	<ul> <li>B Body Mounted</li> <li>T Truck Mounted</li> <li>Validation Rule for B540 <ul> <li>Brake Cylinder Mount Type is mandatory for all equipment built or rebuilt on or after January 1, 2016</li> </ul> </li> <li>Equipment Builder A035 <ul> <li>Identifies the original manufacturer of the equipment</li> </ul> </li> <li>Permissible Values for A035 <ul> <li>ACF American Car &amp; Foundry</li> <li>ACFX ACF Industries</li> <li>ARI ARI Industries</li> <li>BETH Bethlehem Car Works</li> <li>CONC Concarrill</li> <li>DIFC Difco</li> <li>EDSP ESTRATEGIAS DUL S. DE R.L.</li> <li>FMC FMC Corporation</li> <li>GMB Greenbrier</li> </ul> </li> </ul>
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D Drawbar Connector Validation Rule for B115 -Intermediate Connector Style is required for multi-unit equipment -Intermediate Connector Style must not be reported for single unit equipment Operating Brakes Mandatory A182 The number of air brake control valves on the equipment (excludes hand brakes). One control valve consists of a service portion, emergency portion, and pipe bracket. Example: DB-60 control valve Permissible Values for A182 1 2 3 4 5 6 7 8 9 Validation Rule for A182 -Operating Brakes can only be reported for articulated equipment -Operating Brakes are required for articulated equipment -Operating Brakes are required for articulated equipment -Operating Brakes (A182) must be 1 for non-articulated equipment with an Axle Count (A024) equal to 4 ECP Brake Type B327 Indicates the type of electronic controlled pneumatic brake used on the equipment Permissible Values for B327	B       Body Mounted         T       Truck Mounted         Validation Rule for B540       - Brake Cylinder Mount Type is mandatory for all equipment built or rebuilt on or after January 1, 2016         Equipment Builder       A035         Identifies the original manufacturer of the equipment       ●         Permissible Values for A035       ●         ACF       American Car & Foundry         ACFX       ACF Industries         BETH       Bethlehem Car Works         CONC       Concarrill         DIFC       Difco         EDSP       ESTRATEGIAS DUL S. DE R.L.         FMC       FMC Corporation         GMB       Greenbrier         GUND       Gunderson - Trenton Works         GUND       Gunderson Inc         HST       Hawker Siddeley         HYUN       Hyundai         JAC       Johnstown America Corporation         KASG       Kasgro Railcar         MULT       Multiple         NACA       National Alabama Corporation
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●=Mandatory ▲=Used in ETC Generation = Affects Rating - **192** = Conditionally Mandatory June 2024



B539

**B400** 

B401

#### Data Specification Manual

**B030** 

B031

B170

B096

**B524** 

- -Equipment with a Built Date (BLDT) on or after July 1, 2010 cannot have an Equipment Builder Code of OWNER RAILROAD.
- -Equipment Builder can have a value of MULT only if the equipment has multiple units.

#### Builder Lot Code

- A unique identifier for a group of equipment built by one manufacturer under the same contract
- Data is Confidential. Value does not carry forward for Single Clone / Multi-Clone.

#### Validation Rule for B030

-Equipment built or rebuilt on or after June 28, 2012 must have a value for Builder Lot Code

Built Country		

#### The country where the equipment was constructed

#### Data is Confidential.

- Permissible Values for B031
- CA Canada MX Mexico US United States

#### Rebuilt Country

The country where the equipment was re-constructed	

Mexico

#### Permissible Values for B170

- CA Canada MX
- US United States

#### **FRA Reflectorization**

Indicates the equipment owner assumes responsibility for applying

#### reflectorization tape

Permissible Values for B096 P Reflectorization Plan

P Reflectorization PlanW Reflectorization Waiver

#### Validation Rule for B096

-Reflectorization is mandatory for all equipment after November 28, 2015.

Air Hose Arrangement	
The type of trainline air hose arrangement	

#### Permissible Values for B524

- A S-424 Angle Cock Location
- B S-425 Angle Cock Location on Cars Equipped with AAR Type F Coupler
- C S-426 Angle Cock Location on Cars with Floating Sills
- D S-427 Angle Cock and Air Brake Hose Location on Cars with Excessive Overhang Preventing Compliance with AAR Standards
- E S-428 Angle Cock Location on Cars Equipped with AAR Type F Coupler and Cushioned Underframe
- F S-4003 (Former Standard)
- G S-4003x (Former Standard Retrofitted to Meet All Dimensions Except Height)
- H S-4003-05 (Current Standard Train Line Arrangement for Cars with F-Shank Couplers)
- I S-4021 Angle Cock and Brake Hose Location on Cars with EOCC (E and F)
- J S-4021 Coupler Mounted Bracket End Arrangement
- K S-4028 Train Line Arrangement with Displaceable Union on Cars with EOCC and Couplers Not Exceeding 45 in. in Length
- L S-4029 Train Line Arrangement with Displaceable Union on Cars with EOCC and Couplers Exceeding 45 in. in Length

M S-4030 Trolley Arrangement on Cars with EOCC and E-Shank Couplers Validation Rule for B524

-Air Hose Arrangement must be reported for this equipment if it is Built or Rebuilt on or after April 22, 2014.

#### NOTES:

• If any of the following conditions apply, Air Hose Arrangement (B524) must be reported for cars Built or Rebuilt on or after April 22, 2014:

- ° Draft Gear Type (B073) at any location is C or E.
- ° Connected Unit Count (A020) is reported.
- Outside Length (OSLG) is greater than or equal to 70 feet (840 inches).
- The overhang is greater than 5 feet 6 inches (66 inches). Overhang is calculated as follows:
- 0.5 \* (Outside Length, in inches, minus Truck Center Length, in inches, minus 31 inches)
- ° For all other equipment, reporting Air Hose Arrangement is optional.

#### 4-Pressure ABT Receiver Eqpd

Identifies if the equipment is equipped with a 4-pressure air brake test receiver

Value does not carry forward for Single Clone / Multi-Clone.

#### Permissible Values for B539

- Equipped
- N Not Equipped

#### NOTES:

**Floor Material** 

Е

• An "E" will be system generated if a 4-Pressure ABT is reported on the equipment.

### Feature

#### A104

Describes the type of construction material used for the equipment	loor

#### Permissible Values for A104

- 01 Aluminum
- 19 Standard Steel
- 25 Standard Steel, Reinforced

#### **Tie-Down Strap Type**

Indicates the type of tie-down strap used with the chocks

Value does not carry forward for Equipment Group Change.

#### Permissible Values for B400

H Harness S Single

#### Supplemental Restraint

Supplemental Restraint

Value does not carry forward for Equipment Group Change.

- Permissible Values for B401
- A Holden B ZefTek AVR

# Chain Equipped B402 Indicates the vehicular flat is equipped with chains to tie down the vehicles. This is in addition to Chock Type Example 1

Value does not carry forward for Equipment Group Change.

Permissible Values for B402

Yes

– 193 –

	Cost	
<b>Original Cost</b>		A184
The original m	anufacturer selling price	٠
Data is Confidential. Value does not carry forward for Single Clone / Multi-		
Clone.		
Range of Values for A184		
Minimum	Maximum	
0	9999999	
Validation Rule for A184-Original Cost must be equal to the Ledger Value if		
there are no Additions & Betterments.		
-Original Cost must be equal to the Ledger Value if Additions & Betterments		
Indicator is not reported.		
-Railroad ma	arked freight cars except MISC, LOCO, TRLR, CON	IT, CHSS, STWH,

-Railroad marked freight cars except MISC, LOCO, TRLR, CONT, CHSS, STWH, EOTD, and PSGR are required to have an Original Cost

## Umler

A317

#### **Data Specification Manual**

-Private marked freight cars except MISC, LOCO, TRLR, CONT, CHSS, STWH, EOTD, and PSGR are required to have an Original Cost if Built Date (BLDT) is on or after January 1, 2015

#### NOTES:

- Original Cost is never altered. It is the cost of the equipment to the original owner.
- For railroad-marked cars, report in US dollars the original ledger value of original owner For cars rebuilt, report the cost prescribed in MR Interchange Rule 88 and Circular Letter OT-24
- The original cost is used in the settlement of AAR Interchange Rule 107 Office Manual.
- For connected unit cars report the total original cost for all units in the set.
- Numeric, applicable to all railroad-marked cars Also, applicable to privately marked covered hopper (LO) cars.
- NOTE: Raise all cents to the next dollar, e.g. \$5,501.02 = 0005502

NOTE: Raise	e all cents to the next dollar, e.g. \$5,501.02 = 0005502	Minimum	Maximum
Ledger Value	A150	1	999999
The sum of ori Data is Confid Clone.	iginal cost and additions & betterments ential. Value does not carry forward for Single Clone / Multi-	Validation Rul -When enterin A&B Type (A reported	
there are no -Ledger Value bettern Value si Total A&B System genera dollars Data is Confide Input. V Range of Valu Minimum 0 NOTES: • For railroad	Maximum         9999999         le for A150-Original Cost must be equal to the Ledger Value if         o Additions & Betterments.         ue must equal the Original Cost (A184) plus the additions &         nents, if Total A&B (A003) has been reported. Otherwise Ledger         hould equal Original Cost (A184).         A003         ated sum of all reported amounts in A&B Amount (A317), in US         ential. System Generated Field. This element is not eligible for         alue does not carry forward for Single Clone / Multi-Clone.         es for A003         Maximum         9999999	value -Addition a (BLDT -Additions <b>A&amp;B Type</b> The type of inc Data is Confide Clone.	e individual a ential. Value es for A319 Maximum 12/31/9999 le for A319 tering an indivin all 4 fields. and Bettermer ). & Bettermer dividual addit ential. Value
<ul> <li>applied to the car. This value is for record keeping purposes only and will not be used to report Ledger Value.</li> <li>For private Cars report the additions and betterments as qualified under AAR interchange Rule 107 for determination of settlement value.</li> <li>Additions are costs of all new components applied subsequent to the date the car was built or rebuilt and carried in the capital investment account.</li> <li>Betterments are costs of all improvements of components of existing equipment through the substitution of superior parts for inferior parts subsequent to the date the car was built or rebuilt.</li> <li>For connected unit cars report the total Truck Location A for all units in the set</li> </ul>		GNRL Ge INIT Ini RACK Mu <b>Validation Rul</b> -For each e INIT. -When ent	her permane eneral - Capita tial load of hi te ulti-deck rack
Ind for Pos/Ne	eg Total A&B A128		
A code indicat equipment	ing the positive or negative adjustment to the original cost of the	SS Identification	on
Data is Confid Input. V			t carry forwa
	ing the positive or negative adjustment to the individual addition	Superstructure	e Built Date
and bettern		The date the c	
Data is Confid	ential. Value does not carry forward for Single Clone / Multi-	Value does no	t carry forwar

Data is Confidential. Value does not carry forward for Single Clone / Multi-Clone.

Permissible Values for A316

Negative Ρ Positive Ν

Validation Rule for A316

- -When entering an individual Addition & Betterment, you must enter a value in all 4 fields.
- -The A&B Indicator is required when Additions & Betterments are reported. -The A&B Indicator must not be reported if Additions & Betterments are not reported.

#### A&B Amount

The amount of the individual addition and betterment added to or subtracted from the original cost of the equipment

Data is Confidential. Value does not carry forward for Single Clone / Multi-Clone.

#### Range of Values for A317

Minimum	Maximum
1	999999

#### on Rule for A317

ntering an individual addition & betterment; A&B Date Done (A319), ype (A318), A&B Pos/Neg Ind (A316), and A&B Amount (A317) must be ed

	A&B Date Done A319
	The date of the individual addition and betterment
	Data is Confidential. Value does not carry forward for Single Clone / Multi-
	Clone.
	Range of Values for A319
	Minimum Maximum
	1/1/1900   12/31/9999
11	Validation Rule for A319
1	<ul> <li>When entering an individual Addition &amp; Betterment, you must enter a value in all 4 fields.</li> </ul>
H	-Addition and Betterment Date Done cannot be earlier than Built Date
1	(BLDT).
	-Additions & Betterments Date Done cannot be later than today's date.
	Additions & Betterments bate bone cannot be later than today's date.
	A&B Type A318
	The type of individual addition and betterment as defined by Rule 107
	Data is Confidential. Value does not carry forward for Single Clone / Multi-
	Clone.
	Permissible Values for A318
	FLLD Other permanently installed loading equipment used on flat cars
	GNRL General - Capitalized Additions and Betterments
	INIT Initial load of historical A&B amount as of Umler 4.6 implementation date
	RACK Multi-deck racks used on flat cars for automobiles
	Validation Rule for A318
	-For each equipment, only one Individual A&B Type can have a value of
	INIT.
	-When entering an individual Addition & Betterment, you must enter a
	value in all 4 fields.
1	
1	Superstructure
l	SS Identification B156
	The Superstructure (rack) identification stenciled number
	Value does not carry forward for Equipment Group Change.
	Validation Rule for B156
	-SS Identification (B156) is mandatory for all superstructures not integrated
٦l	with the flat car built on or after September 14, 2023
11	

**Range of Values for SBDT** 

Minimum Maximum

SBDT



#### Data Specification Manual

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5

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1

SRDT

1/1/1970	12/31/9999
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#### Validation Rule for SBDT

- Superstructure Built Date cannot be set if Superstructure is integrated with car
- Superstructure Built Date must be set if SS integrated with car (B342) is blank

#### SS Rebuilt Date

The date the reconstruction of the Superstructure is complete

Value does not carry forward for Equipment Group Change.

#### **Range of Values for SRDT**

- Minimum Maximum
- 1/1/1900 12/31/9999
- Validation Rule for SRDT
  - -Superstructure Built Date on VFlat must be prior to Superstructure Rebuilt Date
  - Superstructure Rebuilt Date cannot be set if Superstructure is integrated with car

Superstructure Owner	B159

Rack Owner; Changed Name from Rack to Superstructure-New

Value does not carry forward for Equipment Group Change.

#### Validation Rule for B159

-Vehicular Flat cars without Integrated Superstructures must report a Superstructure Owner

#### NOTES:

• Report the primary reporting mark of the railroad or private company owning the superstructure.

#### Superstructure Lessee

Rack Lessee; Changed Name from Rack to Superstructure-New

Value does not carry forward for Equipment Group Change.

#### Validation Rule for B158

-VFlat Superstructure Lessee should not be set if Superstructure is integrated with car

#### NOTES:

• Report the primary reporting mark of the railroad or private company leasing the superstructure.

SS Integrated With Car	B342
Superstructure Integrated with Car	
Value does not carry forward for Equipment Group Change.	
Permissible Values for B342	

- Y Yes

#### B598

**B158** 

SS Original Cost Status B55 The status of the SS Original Cost from the Original Cost Self Service system

Confidential. Value does not carry forward for Single Clone / Multi-Clone.

- Permissible Values for B598 E Estimated
- V Verified

#### Validation Rule for B598

 SS Orig Cost Status (B598) can only be updated by the Original Cost Self Service (OCSS) application if Verified (V)

#### NOTES:

- The element will be initially populated with 'V-Verified'.
- When the Original Cost Self Service (OCSS) application has verified the SS Original Cost and/or the SS Addition & Betterment, the SS Original Cost Status will be updated to 'V-Verified'.
- When superstructure has a new SS Rebuilt Date reported, the SS Original Cost Status (B598) will be set to 'E Estimated'.

 New superstructures added to Umler will have the SS Orig Cost Status (B598) set to 'E'.

set to 'E'.		2051 514145 (2550)
SS Original Co	st	A252
RR Superstruc	ture Cost (\$)	
Data is Confid	ential. Value does not carry forward for Equipm	nent Group
Change.		
Range of Valu	es for A252	
Minimum	Maximum	
4000	175000	
Validation Ru		
	tructure Integrated with Car (B342) is not report	
	structure Original Cost (A252) must have a valu	
	icture Original Cost on VFlat requires a Superstr	ucture Owner
	than privately owned	
	erstructure Original Cost should not be set if Su	perstructure is
0	rated with car.	
-	al Cost (A252) can only be updated by the Origi	
	ce (OCSS) application when SS Orig Cost Status (	B598) is Verified
(∨)		
SS Indicator A	&B	A296
	r For Positive/Negative A&B	71250
	ential. Value does not carry forward for Equipm	nent Group
Change.		
	alues for A296	
N Negat		
Validation Ru		
	ucture Indicator for Positive/Negative A and B or	n VFlat must be
	ted if Superstructure Additions & Betterments is	
-Superstru	icture Indicator for Positive/Negative A and B or	n VFlat must not
be re	ported if Superstructure Additions & Bettermen	ts is not reported
-VFlat Sup	erstructure Indicator for Positive/Negative A an	id B must not be
repor	ted if Superstructure Integrated with car is repo	orted as Y
	erstructure Indicator A and B should not be set	
is inte	egrated with car.	
- SS A&B I	ndicator (A296) can only be updated by the Orig	ginal Cost Self
Sonia	o (OCSS) application when SS Orig Cost Status (	PEOR) is Marified

SS A&B Indicator (A296) can only be updated by the Original Cost Self Service (OCSS) application when SS Orig Cost Status (B598) is Verified (V)

SS Addition &	Betterment	A004	
Rack Addition & Betterment			
Data is Confide	Data is Confidential. Value does not carry forward for Equipment Group		
Change.			
Range of Value	es for A004		
Minimum	Maximum		
0	35000		
Validation Rul	e for A004		
-VFlat Supe	erstructure Additions & Betterments must not be r	eported if the	
Supers	structure Integrated with car is reported as Y		
-VFlat Superstructure Additions & Betterments should not be set if			
Superstructure is integrated with car.			
- SS Addition & Betterment (A004) can only be updated by the Original			
Cost Self Service (OCSS) application when SS Orig Cost Status (B598) is			
Verified (V)			
SS A&B Date D	one	B599	
The date of the superstructure addition and betterment			
Confidential; D	o not carry forward on single/multiple clone.		
Range of Values for B599			
Minimum	Maximum		

1/1/1900	12/31/9999
Validation Rul	e for B599

-SS A&B Date Done (B599) can only be updated by the Original Cost Self Service (OCSS) application if Verified (V)



A019

A210

#### **Data Specification Manual**

B406

#### Superstructure Deck Level Mandatory

Superstructure Deck Levels	Superstructure Deck Level Mandatory	
	Superstructure Deck Levels	

Used in ETC Generation. Value does not carry forward for Equipment Group Change.

#### Permissible Values for B406

- Bi-Level, Convertible, Collapsible BCC
- BCR Bi-Level, Convertible, Removable
- BHI Bi-Level, High A Deck
- Bi-Level, Standard BI
- TCC Tri-Level, Convertible, Collapsible
- TCR Tri-Level, Convertible, Removable
- TRI Tri-Level, Standard

#### UNI Uni-Level

- Validation Rule for B406
  - -When Superstructure Deck Levels (B406) is UNI, Superstructure Top Deck Setting Enclosed (A215) must be reported.
  - -When Superstructure Deck Levels (B406) is BI, BCC, BCR, or BHI Superstructure Deck A/B Setting (A210) must be reported. Additionally, either Superstructure Top Deck Setting Enclosed (A215) or Top Deck Height No Roof (A263) must be reported.
  - -When Superstructure Deck Levels (B406) is TRI, TCC, or TCR, Superstructure Deck A/B Setting (A210) and Superstructure Deck B/C Setting (A211) must be reported. Additionally, either Superstructure Top Deck Setting Enclosed (A215) or Top Deck Height No Roof (A263) must be reported.
  - -When Superstructure Deck Levels (B406) is TRI, TCC, or TCR, Superstructure Deck A/B Setting (A210) and Superstructure Deck B/C Setting (A211) must be reported. Additionally, either Superstructure Top Deck Setting Enclosed (A215) or Top Deck Height No Roof (A263) must be reported.

Autorack Category	ARCG
Autorack Category is based from the Autorack Score	

System Generated Field. This element is not eligible for Input. Value does not

carry forward for Equipment Group Change.

#### NOTES:

- For an explanation of how the Autorack Category value is derived, please reference Manual of Standards and Recommended Practices Specification M-970 Appendix A
- When the SS Built Date (SBDT) or the SS Rebuilt Date (SRDT) is changed, and an Autorack Inspection has been reported; the value for Autorack Category (ARCG) will be reset to 1.
- When the SS Integrated with Car (B342) equals Y, and a change in the Built Date (BLDT) should not reset the Autorack Category – only a change in the Rebuilt Date (RBDT) of the VFLT is changed, and an Autorack Inspection has been reported, the value of Autorack Category (ARCG) will be reset to 1.
- If SS Integrated with Car (B342) is blank, and a newer SS Rebuilt Date (SRDT) or Autorack Certification Inspection (ARC) date is entered, a new Autorack Inspection (ARI) is generated, and the Autorack Category is reset to "1"
- If SS Integrated with Car (B342) is "Y", and a newer Rebuilt Date (RBDT) or Autorack Certification Inspection (ARC) date is entered, a new Autorack Inspection (ARI) is generated, and the Autorack Category is reset to "1".

Super	structure Builder	A212
Rack	Manufacturer	
Value	does not carry forward for Equipment Group Change.	
Perm	issible Values for A212	
Α	AMERICAN CAR & FOUNDRY	

- В JOHNSTOWN AMERICA
- С THRALL TRINITY FREIGHT CAR, INC.
- F GREENVILLE STEEL CAR
- G GREENBRIER
- н PACIFIC CAR & FOUNDRY
- PARAGON Т
- К PORTEC
- PULLMAN STANDARD Т

- М THRALL
- Ν TRINITY INDUSTRIES
- Ρ WHITEHEAD & KALES R
- RAILROAD MFG.
- NATIONAL STEEL CAR LIMITED S

#### **SS Rate Indicator**

Appurtenance Change Indicator, element utilized for Car Hire purposes

#### Value does not carry forward for Equipment Group Change.

- Permissible Values for A019
- Zero Rated 0
- Е **Estimated Hourly Charge** н

#### Actual Hourly Charge Validation Rule for A019

- Superstructure Rate Indicator must not be reported if Superstructure Integrated with Car (B342) is Y
- Superstructure Rate Indicator must be reported if Superstructure Integrated with Car (B342) is blank

|--|

Rack Deck Setting (A/B Deck), lower deck closest to rail

Value does not carry forward for Equipment Group Change.

#### Range of Values for A210

SS

Minimum	Maximum

54 130

#### Validation Rule for A210

- -Superstructure Deck A/B Setting on VFlat for ETC V6, V7, V8 and V9 must be greater than or equal to 75 inches
- -VFlat Superstructure Deck A/B Setting for ETC V1, V2, V3, and V4 must be higher than 54 inches
- -Superstructure Deck A/B Setting on VFlat for ETC V1, V3 & V4 must be less than or equal to 74 inches
- -Superstructure Deck A/B Setting on VFlat for ETC V2 must be less than or equal to 80 inches
- -Superstructure Deck A/B Setting on VFlat for ETC V6 and V9 must be less than or equal to 92 inches, and V9 is not reported with Superstructure Deck Level (B406) as BHI
- -Superstructure Deck A/B Setting on VFlat for ETC V9 must greater than or equal to 100 inches and be less than or equal to 130 inches when Superstructure Deck Level (B406) is reported as BHI
- -Superstructure Deck A/B Setting on VFlat for ETC V7 must be less than or equal to 118 inches.
- -Superstructure Deck A/B Setting (A210) cannot be reported when Superstructure Deck Levels (B406) is UNI. Superstructure Deck A/B Setting must be reported when Superstructure Deck Levels is any other value.
- -Superstructure Deck A/B Setting (A210) plus Superstructure Top Deck Setting (A215) cannot exceed Outside Extreme Height (A185) minus Platform Height Above Rail (A192) for a Bi-Level Superstructure Deck
- -Superstructure Deck A/B Setting (A210) plus Top Deck Height No Roof (A263) cannot exceed Outside Extreme Height (A185) minus Platform Height Above Rail (A192) for a Bi-Level Superstructure Deck

-Superstructure Deck A/B Setting (A210) plus Superstructure Deck B/C Setting (A211) plus Superstructure Top Deck Setting (A215) cannot exceed Outside Extreme Height (A185) minus Platform Height Above Rail (A192) for a Tri-Level Superstructure Deck

SS Deck B/C Sett	ing		A211
Rack Deck Setting	g (B/C Deck), this	only applies to the n	niddle deck of a Tri-Level
Value does not ca	Value does not carry forward for Equipment Group Change.		
Range of Values	Range of Values for A211		
Minimum	Maximum		
54 inches	115 inches		
Validation Rule f	Validation Rule for A211		
-Superstructure Deck B/C Setting on VFlats having ETC V0, V6, V8 or V9 is			
not permitted			



#### **Data Specification Manual**

- -Superstructure Deck B/C Setting on VFlat for ETC V1, V3 and V4 must be less than 74 inches
- -VFlat Superstructure Deck B/C Setting for ETC V1, V2, V3, V4, and V7 cannot be more than 54 inches.
- -Superstructure Deck B/C Setting (A211) must be reported when Superstructure Deck Levels (B406) is TRI, TCC, or TCR. Superstructure Deck B/C Setting cannot be reported when Superstructure Deck Levels is any other value.
- -Superstructure Deck B/C Setting (A211) must be reported when Superstructure Deck Levels (B406) is TRI, TCC, or TCR. Superstructure Deck B/C Setting cannot be reported when Superstructure Deck Levels is any other value.

SS Top Deck Setting	A215
Rack Top Deck Setting Enclosed	
Used in ETC Generation Value does not carry forward for Equipment	Group

Change.

#### Range of Values for A215

- Minimum Maximum
- 54 inches 180 inches

#### Validation Rule for A215

- -When Superstructure Deck Levels (B406) is any value other than UNI. either Superstructure Top Deck Setting Enclosed (A215) or Top Deck Height No Roof (A263) must be reported, but not both.
- -Superstructure Top Deck Setting (Enclosed) on VFlat must be greater than or equal to 65 inches for V6, V8, and V9, when Superstructure Deck Level (B406) as BHI
- -VFlat Superstructure Top Deck Setting (Enclosed) must be greater than 54 inches for V1, V2, V3 and V4
- -Superstructure Top Deck Setting (Enclosed) on VFlat must be greater than or equal to 60 inches for V7.
- -Superstructure Top Deck Setting (A215) cannot exceed Outside Extreme Height (A185) minus Platform Height Above Rail (A192) for a Uni-Level Superstructure Deck

Top Deck Height	No Roof	A263
Top Deck Height	No Roof	
Affects Rating. V	/alue does not carry forward for Equipment Group	Change.
Range of Values	for A263	
Minimum	Maximum	
108 inches	174 inches	
Validation Rule	for A263	
-VFlat with T	op Deck Height No Roof can only be reported on V	flats with
ETC code	es of V3 or V8	
-VFlat with T	op Deck Height No Roof for ETC V3 must be grea	ater than or
equal 12	feet 6 inches	
-VFlat Top De	eck Height No Roof for ETC V3 cannot be greater	than 14
feet 06 i	nches	
-VFlat with T	op Deck Height No Roof for ETC V8 must be less	than or
equal 11	. feet 3 inches	
-VFlat Top De	eck Height No Roof for ETC V8 cannot be less that	n 9 feet 00
inches		
-Top Deck He	eight No Roof (A263) cannot be reported when Sup	erstructure
Deck Lev	vels (B406) is UNI.	
Perforated Sidev	walls	B146
Indicates the sup	perstructure is equipped with perforated sidewalls	
Value does not c	arry forward for Equipment Group Change.	
Permissible Valu	ies for B146	
Y Yes		

SS Door Edge Protection

Door Edge Protection

Value does not carry forward for Equipment Group Change.

#### Permissible Values for A074

- D0 No door edge protection
- D1 Butyl Based tape
- D2 **Polyester Strap**
- D3 Silicon Beading
- D4 Tubing or Hose (e.g. Pensy, etc.)
- D5 Vinyl extrusion or polymer (e.g. Zev., Tech., etc.)
- D6 Closed cell foam (e.g. creative foam, etc.)
- D7 Thrall extruded
- D8 Thrall molded
- D9 Protection of unknown type

SS Enclosure Type Mandatory	B153
Describes the superstructure enclosure type	
Used in ETC Generation. Value does not carry forward for Equipm Change.	ent Group
Permissible Values for B153 F Full Height P Partial Height Validation Rule for B153	
<ul> <li>Validation Rule for B153 <ul> <li>Superstructure Enclosure Type on vehicular flats must be reported if</li> <li>Superstructure End Door Design (B154) is reported</li> <li>Superstructure Enclosure Type on vehicular flats must not be reported if</li> <li>Superstructure End Door Design (B154) is not reported</li> <li>P (Partial Height) Superstructure Enclosure Type on vehicular flats is only</li> <li>applicable to Superstructure End Door Design (B154) reported as</li> <li>either OTHR (Other)</li> </ul> </li> </ul>	
S End Door Design Mandatory	B154

## Indicates the superstructure end door design type

Used in ETC Generation. Value does not carry forward for Equipment Group Change.

#### Permissible Values for B154

	ie values for bis	-	
PICK		OTHR	Other
RADL	Radial	RAP	RAVE, Portec
SEAL	Seal Safe	RATR	RAVE, Trinity
TFLD	TRI-FOLD	TARC	TRI-ARC
		UNKN	Unknown

#### SS End Door M941-90 Qual B155 Please reference Manual of Standards and Recommended Practices Specification M941 Value does not carry forward for Equipment Group Change.

Permissible Values for B155

Yes

A074

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SS Ch	ock Type Deck A Mandatory	B151
Supe	rstructure Chock Type	•
Value	e does not carry forward for Equipment Group Change.	
Perm	issible Values for B151	
А	Zeftek (SCT) Co-Polymer Chocks (3rd Rail)	
В	Trinity (Thrall) Polymer Wedge Chocks (3rd Rail)	
С	Trinity (Thrall) Steel Wedge Chocks (3rd Rail)	
D	Chocks, All others	
Е	Holden Grate-Lock Chocks (Grating)	
F	Zeftek Low-Profile Polymer Chocks (3rd Rail)	
G	Zeftek Low-Profile Steel Chocks (3rd Rail)	
н	Trinity Low-Profile Polymer Chocks (3rd Rail)	
I	Zeftek Low-Profile Stay-Put Chocks (Grating)	
J	Holland Low-Profile VRS Chocks (Grating)	
К	Holden Low-Profile Grip-Lock Chocks 96 (Grating)	
L	Holland Low-Profile Tri-Low Steel Chocks (3rd Rail)	
М	Holden Low-Profile Grip-Lock Chocks 48 (Grating)	

- IV iolden Low-Profile Grip-Lock Chocks 48 (Grating) Ρ
- Zeftek Low-Profile Steel Hybrid Chocks (3rd Rail)
- Q TrinityRail Low - Profile TTM (3rd Rail)

# Umler®

P001

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#### Data Specification Manual

- R Holland Low-Profile Lock N Load Chocks 48 (Grating)
- S Zeftek LoPro Polymer Model 2 (3rd Rail)

**B160** SS Chock Type Deck B Mandatory Superstructure Chock Type Deck B Value does not carry forward for Equipment Group Change. Permissible Values for B160 Zeftek (SCT) Co-Polymer Chocks (3rd Rail) Α В Trinity (Thrall) Polymer Wedge Chocks (3rd Rail) С Trinity (Thrall) Steel Wedge Chocks (3rd Rail) D Chocks, All others Е Holden Grate-Lock Chocks (Grating) F Zeftek Low-Profile Polymer Chocks (3rd Rail) Zeftek Low-Profile Steel Chocks (3rd Rail) G Trinity Low-Profile Polymer Chocks (3rd Rail) н Т Zeftek Low-Profile Stay-Put Chocks (Grating) Holland Low-Profile VRS Chocks (Grating) L К Holden Low-Profile Grip-Lock Chocks (Grating) L Holland Low-Profile Tri-Low Steel Chocks (3rd Rail) Holden Low-Profile Grip-Lock Chocks 48 (Grating) М Not Applicable Ν Zeftek Low-Profile Steel Hybrid Chocks (3rd Rail) Ρ TrinityRail Low - Profile TTM (3rd Rail) Q R Holland Low-Profile Lock N Load Chocks 48 (Grating) Zeftek LoPro Polymer Model 2 (3rd Rail) S Validation Rule for B160 -SS Chock Type of N cannot be reported on SS Chock Type Deck A (B151) or SS Chock Type Deck B (B160) if the Superstructure Deck Level (B406) is listed as BCC, BI, or BCR -SS Chock Type of N cannot be reported on SS Chock Type Deck A (B151), SS Chock Type Deck B (B160) or SS Chock Type Deck C (B161) when the Superstructure Deck Level (B406) is listed as TCC, TRI. or TCR -SS Chock Type Deck B must be reported as N when the Superstructure Deck Level (B406) is listed as UNI SS Chock Type Deck C Mandatory B161 Superstructure Chock Type Deck C Value does not carry forward for Equipment Group Change. Permissible Values for B160 Zeftek (SCT) Co-Polymer Chocks (3rd Rail) Α В Trinity (Thrall) Polymer Wedge Chocks (3rd Rail) C Trinity (Thrall) Steel Wedge Chocks (3rd Rail) D Chocks, All others Е Holden Grate-Lock Chocks (Grating) Zeftek Low-Profile Polymer Chocks (3rd Rail) F G Zeftek Low-Profile Steel Chocks (3rd Rail) Trinity Low-Profile Polymer Chocks (3rd Rail) н Т Zeftek Low-Profile Stay-Put Chocks (Grating) Holland Low-Profile VRS Chocks (Grating) Т К Holden Low-Profile Grip-Lock Chocks (Grating) L Holland Low-Profile Tri-Low Steel Chocks (3rd Rail) Holden Low-Profile Grip-Lock Chocks 48 (Grating) М Ν Not Applicable Ρ Zeftek Low-Profile Steel Hybrid Chocks (3rd Rail) Q TrinityRail Low - Profile TTM (3rd Rail) R Holland Low-Profile Lock N Load Chocks 48 (Grating) S Zeftek LoPro Polymer Model 2 (3rd Rail) Validation Rule for B161 -SS Chock Type of N cannot be reported on SS Chock Type Deck A (B151), SS Chock Type Deck B (B160) or SS Chock Type Deck C (B161) when the Superstructure Deck Level (B406) is listed as TCC,

-SS Chock Type Deck C must be reported as N when the Superstructure Deck Level (B406) is listed as UNI, BCC, BI, or BRC

#### Car Management

#### Pool Number

Unique number used to indicate the grouping of equipment for a particular purpose

Used for Transportation Codes. This element is not eligible for Input. Value does not carry forward for Equipment Group Change / Add Back.

#### Pool Control

#### Pool Control

System Generated Field. Used for Transportation Codes. This element is not eligible for Input, Output or Query.

#### NOTES:

• For further explanation reference Appendices C and E.

User Routing Instructions	TCUR
The routing instruction reported by the user	
Used for Transportation Codes.	

#### Permissible Values for TCUR

- 2 Trailer Service Rule 2
- G Contaminated commodity service
- M Mark canceled
- 0 Owner requested return
- U Unassigned equipment

#### NOTES:

• For further explanation reference Appendix E.

#### **Umler Transportation Code**

The type of assigned service, empty routing or restriction of the equipment

System Generated Field. Used for Transportation Codes. This element is not eligible for Input.

#### NOTES:

• For further explanation reference Appendix E.

#### Transportation Cond Code

TCCD

TCME

TCMR

TCOD

#### System Generated Field. Used for Transportation Codes. This element is not eligible for Input.

NOTES:

• For further explanation reference Appendix E.

#### Mechanical Restriction

The AAR or FRA interchange restriction code

User reported or system generated type of mechanical restriction	Ī
Used for Transportation Codes.	

#### Permissible Values for TCME

S Scrap

- X AAR Interchange Restriction
- Y FRA Interchange Prohibited

NOTES:

• For further explanation reference Appendix D.1

#### Mech Restriction Reason

The explanation of the Mechanical Restriction (TCME)						
Used for Transportation Codes.						
	Permis	ssible Values for TCMR				
	Α	Restricted Due to Age (Over 40-AAR, Over 50-FRA)				
	В	Restricted Due to Air Brakes				
	~					

- C Restricted Due to Axles
- D Restricted Due to Couplers and Couplers Parts
- F Restricted Due to Couplers Yokes
- G Restricted Due to Draft Gears

TRI. or TCR



#### Data Specification Manual

Data Specifi	ication Manual
J Restricted Due to Journal Bearing and Journal Lubrication	Train Position Sensitive B211
N Restricted Due to Trucks	Indicates there is a physical reason, limiting its position on a train
P Restricted Due to Truck Side Frames	Permissible Values for B211
T Restricted Due to Trucks Bolsters	Y Yes
U Restricted by AAR or Owner	
W Restricted Due to Wheels	End of Train Only B277
X Restricted Due to Scrap or Early Warning	
Z Restricted Due to Umler Conflict (Not Valid for User Input) NOTES:	Indicates the equipment must be placed at the end of the train (including per AAR RP-2001)
<ul> <li>For further explanation reference Appendix D.2.</li> </ul>	Permissible Values for B277
<ul> <li>The assignment of the Transportation Codes S , SX, XA, XZ and YA generate</li> </ul>	Y Yes
the Rate Indicator Code 6 to the CHARM file to zero (0) rate the car hire and	
mileage rate.	Check Trailing Tonnage B044
Sys Gen Routing Inst TCGR	Permissible Values for B044
The routing instruction generated by the system	Y Yes
System Generated Field. Used for Transportation Codes. This element is not	
eligible for Input.	Curve Negotiate Exception B178
NOTES:	
<ul> <li>For further explanation reference Appendix E.5.</li> </ul>	Describes the requirement for negotiating a curve
	Permissible Values for B178
	A Restrictive Curve Negotiability, Section 2.1.4 of M-1001
oading Authority Fleet Status B597	B Does not meet all Chapter XI Curving Requirements
dentifies when a car is listed on a fleet in the Loading Authority application	Londed Net Parking Patie
System Generated Field. This element is not eligible for Input. Value does not	Loaded Net Braking Ratio B551
carry forward for Single Clone / Multi-Clone.	Indicates calculated minimum loaded net braking ratio per AAR Specifications in
Permissible Values for B597	place on built or rebuilt date (in percent).
Y Yes	System Generated Field. This element is not eligible for input.
S Suspended	Permissible Values for B551
NOTES:	- 11.0 - 8.5
<ul> <li>LA application will remove the 'Y – Yes'.</li> <li>When equipment is on a LA fleet that is suspended the LA application will update the flag to 'S – Suspended'. When the equipment is on a LA fleet that is no longer suspended the LA application will update the flag to 'Y – Yes'.</li> </ul>	<ul> <li>Loaded Net Braking Ratio is determined as follows:         <ul> <li>If Built Date (BLDT) or Rebuilt Date (RBDT) is less than 1/1/1972, then Loaded Net Braking Ratio will be set to blank.</li> <li>If Built Date (BLDT) or Rebuilt Date (RBDT) is greater than or equal to 1/1/2004, or if Equipment Type Code (UMET) begins with "Q" or "S", then Loaded Net Braking Ratio is 11.0%.</li> <li>Cracell ether equipment - added Net Braking Ratio is 2.5%</li> </ul> </li> </ul>
Train Service	<ul> <li>For all other equipment, Loaded Net Braking Ratio is 8.5%.</li> </ul>
Restricted Speed Empty B180	Owner-Provided Loaded Net Braking Ratio B552
Describes the maximum restricted speed the equipment can travel when empty	Indicates an alternate minimum loaded net braking ratio provided by owner (in
beschbes the maximum restricted speed the equipment can traver when empty	percent).
Range of Values for B180	Range of Values for B552
Minimum Maximum	Minimum Maximum
5 95	8.5 14.0
	NOTES:
Restricted Speed Loaded B181	Owner may enter a documented alternative minimum loaded net braking
	ratio in this field that is greater than the system calculated Loaded Net
Describes the maximum restricted speed the equipment can travel when loaded	Braking Ratio (B551).
Dance of Veluce for P101	• When reported, the Owner-Provided Loaded Net Braking Ratio will be used
Range of Values for B181	in PTC stopping distance calculations.
Minimum Maximum 5 95	A change in value for the following elements will cause the Owner-Provided
ככן כ	Loaded Net Braking Ratio to reset to blank:
Shave Caute Dest	Rebuilt Date (RBDT)
Shove Car to Rest B189	• Gross Rail Load/Weight (A266)
Identifies the car must be moved to rest by locomotive	<ul> <li>Equipment Type Code (UMET)</li> </ul>
Permissible Values for B189	<ul> <li>Empty/Load Device Eqpd (B075)</li> </ul>
Y Yes	Empty Proking Potio
	Empty Braking Ratio B553
Shove Adj. Car to Rest B188	Indicates calculated empty braking ratio per AAR Specifications in place on built
dentifies the adjacent car must be shoved to rest by locomotive	or rebuilt date (in percent).
Permissible Values for B188	System Generated Field. This element is not eligible for input.
Y Yes	Range of Values for B553
Y Yes	Range of Values for B553 Minimum Maximum



#### **Data Specification Manual**

15.0	38.0
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NOTES:

- Empty Braking Ratio is determined as follows:
  - If Built Date (BLDT) or Rebuilt Date (RBDT) is less than 1/1/1972, then Empty Braking Ratio will be set to blank.

Owner-Provid	ed Empty Brak	ing Ratio B554	
Indicates an ov	Indicates an owner supplied alternate empty braking ratio (in percent).		
Range of Valu	es for B554		
Minimum	Maximum		
15.0	38.0		
NOTES:			
ratio in this Braking Rat	field that is gre io (B551).	ented alternative minimum loaded net braking ater than the system calculated Loaded Net	
- 11/1		• Development of the end of New Development of the end of the e	

- When reported, the Owner-Provided Loaded Net Braking Ratio will be used in PTC stopping distance calculations.
- A change in value for the following elements will cause the Owner-Provided Loaded Net Braking Ratio to reset to blank:
  - Rebuilt Date (RBDT)
  - Gross Rail Load/Weight (A266)
  - Equipment Type Code (UMET)
  - Empty/Load Device Eqpd (B075)

## Truck Component

Truck Components					
Axle Spacing Distance Mandatory B020					
The distance between axle centers on the same truck					
Affects Rating.					
Permissible Values for B020	ſ				
53 53 Inches					
54 54 Inches	v				
55 55 Inches					
60 60 Inches					
61 61 Inches					
62 62 Inches					
63 63 Inches					
64 64 Inches					
65 65 Inches					
66 66 Inches	s				
68 68 Inches					
70 70 Inches	- Ii				
71 71 Inches	A				
72 72 Inches	P				
73 73 Inches					
74 74 Inches					
76 76 Inches					
78 78 Inches	В				
99 Axle Space Unknown					
Truck Axle Count B252					
The number of axles per truck					
Range of Values for B252	-				
Minimum Maximum	S				
2 4	C				
Validation Rule for B252					
<ul> <li>Sum of Truck Axle Counts must equal Axle Count (A024)</li> </ul>					
	\				
Journal Size Mandatory A147					
The size of the journal bearing					
Affects Rating.					
Permissible Values for A147					
A 3-3/4 X 7 B 4-1/4 X 8 C 5 X 9					
D 5-1/2 X 10 E 6X11 F 6-1/2 X 12					
G 7 X 12 K 6-1/2X 9 M 7 X 9					
Validation Rule for A147	I				

-4-axle equipment with Journal Size B and Star Code (A247) is not populated,	
must have Gross Rail Load (A266) of 103,000 lbs.	

- -4-axle equipment with Journal Size C and Star Code (A247) is not populated, must have Gross Rail Load (A266) of 142,000 lbs.
- -4-axle equipment with Journal Size D and Star Code (A247) is not populated, must have Gross Rail Load (A266) of 177,000 lbs.
- -4-axle equipment with Journal Size E and Star Code (A247) is not populated, must have Gross Rail Load (A266) of 220,000 lbs.
- -4-axle equipment with Journal Size F or K, Star Code (A247) is not populated, and Qualification for Increased Gross Rail Load (B344) is not populated, must have Gross Rail Load (A266) of 263,000 lbs.
- -4-axle equipment with Journal Size F or K, Star Code (A247) is not populated, and Qualification for Increased Gross Rail Load (B344) of 1 or 2, must have Gross Rail Load (A266) of 286,000 lbs.

-4-axle equipment with Journal Size G or M, Star Code (A247) is not populated, and Qualification for Increased Gross Rail Load (B344) is not populated, must have Gross Rail Load (A266) of 315,000 lbs.

-4-axle equipment with Journal Size G, K, or M, Star Code (A247) is not populated, and Qualification for Increased Gross Rail Load (B344) of 1, must have Gross Rail Load (A266) of 286,000 lbs.

#### NOTES:

- A, B and C Journal Classes are prohibited in Interchange per Rule 90.B.4
- A, B, and C Journal Sizes are restricted from interchange and will receive the Mechanical Restriction XJ
- 4-axle equipment with 28 inch diameter, 1-wear wheels, is limited to a Gross Rail Load (A266) of 195,000 lbs.

	B020	Wheel Diameter Mandatory	A294
truck	•	The diameter of the wheels	•
		Permissible Values for A294	
		28 28 Inches 33 33 Inches	
		36 36 Inches 38 38 Inches	
		Validation Rule for A294	
		-Equipment with a Qualification for Increased Gross Rail Load	. ,
		and Journal Size (A147) of G or M must have a Wheel Dia	
		-Equipment with a Qualification for Increased Gross Rail Load	. ,
		and Journal Size (A147) of K, must have a wheel diamete -If Connected Unit Count (A020) is not reported, different Wh	
		Diameters cannot be reported	leel
		Diameters cannot be reported	
		Stability Device Equipped	B199
		Indicates a stability device is present on the truck	
		Affects Rating.	
		Permissible Values for B199	
		Y Yes	
		Bolster Component ID	B351
		Bolster Component ID from Component Registry	
		Data is Confidential. This element is not eligible for Input. Value	does not carry
		forward for Single Clone / Multi-Clone.	
	B252		
	B252		
	B252	Sideframe Component ID	B352
	B252	Sideframe Component ID Side Frame Component ID from Component Registry	B352
	B252		
	B252	Side Frame Component ID from Component Registry	
Count (A024)	B252	Side Frame Component ID from Component Registry Data is Confidential. This element is not eligible for Input. Value	
Count (A024)	B252	Side Frame Component ID from Component Registry Data is Confidential. This element is not eligible for Input. Value	
Count (A024)	B252	Side Frame Component ID from Component Registry Data is Confidential. This element is not eligible for Input. Value forward for Single Clone / Multi-Clone.	does not carry
Count (A024)		Side Frame Component ID from Component Registry         Data is Confidential. This element is not eligible for Input. Value forward for Single Clone / Multi-Clone.         Wheelset Component ID         Component ID from Component Registry	does not carry B350
Count (A024)	A147	Side Frame Component ID from Component Registry Data is Confidential. This element is not eligible for Input. Value forward for Single Clone / Multi-Clone. Wheelset Component ID	does not carry B350
Count (A024)	A147	Side Frame Component ID from Component Registry         Data is Confidential. This element is not eligible for Input. Value forward for Single Clone / Multi-Clone.         Wheelset Component ID         Component ID from Component Registry         Data is Confidential. This element is not eligible for Input. Value	does not carry B350
5 X 9	A147	Side Frame Component ID from Component Registry         Data is Confidential. This element is not eligible for Input. Value forward for Single Clone / Multi-Clone.         Wheelset Component ID         Component ID from Component Registry         Data is Confidential. This element is not eligible for Input. Value	does not carry B350
	A147	Side Frame Component ID from Component Registry         Data is Confidential. This element is not eligible for Input. Value forward for Single Clone / Multi-Clone.         Wheelset Component ID         Component ID from Component Registry         Data is Confidential. This element is not eligible for Input. Value	does not carry B350

# Umler®

Data Specification Manual

		Data Specifica	ation Manu
	Draft System Components		F70CE F70CHT
Coupler Code		A057	F70CHTE
Defines the eq	uipment coupler type		F70DE
Permissible Va			F70HT
BE60AHT	Type E (Rule 16) - BE60AHT		F71CHT F72HT
BE60BHT	Type E Obsolete (Rule 16) - BE60BHT		F73AC
BE63AHT	Type E Obsolete (Rule 16) - BE63AHT		F73AE
BE63HT BE67HT	Type E (Rule 16) - BE63HT Type E (Rule 16) - BE67HT		F73AHT
E42BEX	Type E/F (Rule 17) - E42BEX		F73AHTE
E50ARE	Type E/F (Rule 17) - E50ARE		F73BE
E50BEX	Type E/F (Rule 17) - E50BEX		F73HTE
E60CC	Type E (Rule 16) - E60CC		F79BHT
E60CE	Type E (Rule 16) - E60CE		F79BHTE F79CC
E60CEX	Type E (Rule 16) - E60CEX		F79CE
E60CHT E60CHTE	Type E (Rule 16) - E60CHT Type E (Rule 16) - E60CHTE		F79CHT
E60CHTQ	Type E (Rule 16) - E60CHTQ		F79CHTE
E60DC	Type E (Rule 16) - E60DC		F79DE
E60DE	Type E (Rule 16) - E60DE		FF218AE
E60EE	Type E (Rule 16) - E60EE		FR201E
E61	Type E Obsolete (Rule 16) - E61		FR205AE
E67AHT	Type E (Rule 16) - E67AHT		FR205BE FR205E
E67BC	Type E (Rule 16) - E67BC		FR205E
E67BE E67BHT	Type E (Rule 16) - E67BE Type E (Rule 16) - E67BHT		FR206EA
E67BHTE	Type E (Rule 16) - E67BHTE		FR207AE
E67CC	Type E (Rule 16) - E67CC		FR207E
E67CE	Type E (Rule 16) - E67CE		FR208AE
E68AHT	Type E/F Obsolete (Rule 17) - E68AHT		FR208E
E68AHTE	Type E/F Obsolete (Rule 17) - E68AHTE		FR209E FR301E
E68BC	Type E/F (Rule 17) - E68BC		FR304E
E68BE	Type E/F (Rule 17) - E68BE		FR304WE
E68BHT E68BHTE	Type E/F (Rule 17) - E68BHT Type E/F (Rule 17) - E68BHTE		FROTARY
E68BHTQ	Type E/F (Rule 17) - E68BHTQ		FSPEC
E68CE	Type E/F (Rule 17) - E68CE		FUNK
E68DE	Type E/F Obsolete (Rule 17) - E68DE		S700AE
E69AE	Type E/F (Rule 17) - E69AE		SBE60CC
E69AHTE	Type E/F (Rule 17) - E69AHTE		SBE60CE SBE60DC
E69BE	Type E/F (Rule 17) - E69BE		SBE60DE
E69CE E69CEX	Type E/F (Rule 17) - E69CE Type E/F (Rule 17) - E69CEX		SE60DEX
E69HTE	Type E/F (Rule 17) - E69HTE		SBE60DR
E69LCE	Type E/F (Rule 17) - E69LCE		SBE60EE
EB7AHT	Type E (Rule 16) - EB7AHT		SBE60EE>
EF204CE	Type E/F (Rule 17) - EF204CE		SBE67BC
EF306CE	Type E/F (Rule 17) - EF306CE		SBE67BE
EF511AE	Type E/F (Rule 17) - EF511AE		SBE67CC SBE67CE
EF511BE	Type E/F (Rule 17) - EF511BE		SBE67CRI
EF511CE EF511DE	Type E/F (Rule 17) - EF511CE Type E/F (Rule 17) - EF511DE		SBE67DE
EF511LCE	Type E/F (Rule 17) - EF511LCE		SBE68BC
EF511WE	Type E/F (Rule 17) - EF511WE		SBE68BE
EF512CE	Type E/F (Rule 17) - EF512CE		SBE68CE
EF512WE	Type E/F (Rule 17) - EF512WE		SBE68CRI
EF528WE	Type E/F (Rule 17) - EF528WE		SBE68DE SBE68WE
EFROTARY	Type E/F Rotary - EFROTARY		SBE68WE
EFSPEC	Type E/F Special - EFSPEC		SBE69BE
EFUNK ESPEC	Type E/F Unknown - EFUNK Type E Special - ESPEC		SBE69BR
EUNK	Type E Unknown - EUNK		SBE69CE
EK323CE	Type E (Rule 16) - EK323CE (Long Travel)		SE60CC
F70BHT	Type F Obsolete (Rule 18) - F70BHT		SE60CE
F70BHTE	Type F Obsolete (Rule 18) - F70BHTE		SE60CHT SE60CHTE
F70CC	Type F (Rule 18) - F70CC		SEGOCHTE SEGODC

C	ation Manual	
1	F70CE	Type F (Rule 18) - F70CE
	F70CHT	Type F (Rule 18) - F70CHT
	F70CHTE	Type F (Rule 18) - F70CHTE
	F70DE	Type F (Rule 18) - F70DE
	F70HT	Type F Obsolete (Rule 18) - F70HT
	F71CHT	Type F (Rule 18) - F71CHT
	F72HT	Type F (Rule 18) - F72HT
	F73AC	Type F (Rule 18) - F73AC
	F73AE	Type F (Rule 18) - F73AE
	F73AHT	Type F (Rule 18) - F73AHT
	F73AHTE	Type F (Rule 18) - F73AHTE
	F73BE	Type F (Rule 18) - F73BE
	F73HTE	Type F Obsolete (Rule 18) - F73HTE
	F79BHT	Type F Obsolete (Rule 18) - F79BHT
	F79BHTE	Type F Obsolete (Rule 18) - F79BHTE
	F79CC	Type F (Rule 18) - F79CC
	F79CE	Type F (Rule 18) - F79CE
	F79CHT	Type F (Rule 18) - F79CHT
	F79CHTE	Type F (Rule 18) - F79CHTE
	F79DE	Type F (Rule 18) - F79DE
	FF218AE	Type F (Rule 18) - FF218AE
	FR201E	Type F (Rule 18) Rotary - FR201E
	FR205AE	Type F (Rule 18) Rotary - FR205AE
	FR205BE	Type F (Rule 18) Rotary - FR205BE
	FR205E	Type F (Rule 18) Rotary - FR205E
	FR206E FR206EA	Type F (Rule 18) Rotary - FR206E Type F (Rule 18) Rotary - FR206EA
	FR207AE	Type F (Rule 18) Rotary - FR207AE
	FR207E	Type F (Rule 18) Rotary - FR207E
	FR208AE	Type F (Rule 18) Rotary - FR208AE (without wear insert)
	FR208E	Type F (Rule 18) Rotary - FR208E (with wear insert)
	FR209E	Type F (Rule 18) Rotary - FR209E
	FR301E	Type F (Rule 18) Rotary - FR301E
	FR304E	Type F (Rule 18) Rotary - FR304E (with wear plate)
	FR304WE	Type F (Rule 18) Rotary - FR304WE (without wear plate)
	FROTARY	Type E/F Rotary - FROTARY
	FSPEC	Type F Special - FSPEC
	FUNK	Type F Unknown - FUNK
	S700AE	Type E (Rule 16) - S700AE
	SBE60CC SBE60CE	Type E (Rule 16) - SBE60CC Type E (Rule 16) - SBE60CE
	SBE60DC	Type E (Rule 16) - SBE60DC
	SBE60DE	Type E (Rule 16) - SBE60DE
	SEGODEX	Type E (Rule 16) - SE60DEX
	SBE60DREX	Type E (Rule 16) - SBE60DREX
	SBE60EE	Type E (Rule 16) - SBE60EE
	SBE60EEX	Type E (Rule 16) - SBE60EEX
	SBE67BC	Type E (Rule 16) - SBE67BC
	SBE67BE	Type E (Rule 16) - SBE67BE
	SBE67CC	Type E (Rule 16) - SBE67CC
	SBE67CE	Type E (Rule 16) - SBE67CE
	SBE67CREX	Type E (Rule 16) - SBE67CREX
	SBE67DE	Type E (Rule 16) - SBE67DE
	SBE68BC SBE68BE	Type E/F (Rule 17) - SBE68BC Type E/F (Rule 17) - SBE68BE
	SBE68CE	Type E/F (Rule 17) - SBE68CE
	SBE68CREX	Type E/F (Rule 17) - SBE68CREX
	SBE68DE	Type E/F (Rule 17) - SBE68DE
	SBE68WEX	Type E/F (Rule 17) - SBE68WEX
	SBE69AE	Type E/F (Rule 17) - SBE69AE
	SBE69BE	Type E/F (Rule 17) - SBE69BE
	SBE69BREX	Type E/F (Rule 17) - SBE69BREX
	SBE69CE	Type E/F (Rule 17) - SBE69CE
	SE60CC	Type E (Rule 16) - SE60CC
	SE60CE	Type E (Rule 16) - SE60CE
	SE60CHT	Type E (Rule 16) - SE60CHT Type E (Rule 16) - SE60CHTE
	SE60CHTE	Type E (Rule 16) - SE60CHTE Type E (Rule 16) - SE60DC
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**Data Specification Manual** 

		Data	Specificat	ion Manual		
SE60DE	Type E (Rule 16) - SE60	DDE	١٢	Inches of Trave		B061
SEGOEE Type E (Rule 16) - SEGOEE						
SE67BC Type E (Rule 16) - SE67BC		The number of	inches a draft system will travel			
SE67BE	Type E (Rule 16) - SE67			Affects Rating.		
SE67BHT	Type E (Rule 16) - SE67			Range of Value	es for B061	
SE67BHTE	Type E (Rule 16) - SE67			Minimum	Maximum	
				1	30	
SE67CC	Type E (Rule 16) - SE67			Validation Rul	e for B061	
SE67CE	Type E (Rule 16) - SE67				stem Type (B073) is not Center Of Car or En	d Of Car Inches of
SE68BC	Type E/F (Rule 17) - SE			-	(B061) cannot be reported	
SE68BE	Type E/F (Rule 17) - SE				stem Type (B073) of Center Of Car or End Of	f Car is reported
SE68BHT	Type E/F (Rule 17) - SE	68BHT		-		
SE68BHTE	Type E/F (Rule 17) - SE	68BHTE			nches of Travel (B061) must also be reported	
SE68CE	Type E/F (Rule 17) - SE	68CE			Travel cannot be greater than 20 for equipm	ient with a Built
SE69AE	Type E/F (Rule 17) - SE	69AE		Date (I	BLDT) on or after January 1, 1974	
SE69BE	Type E/F (Rule 17) - SE	69BE				
SE69CE	Type E/F (Rule 17) - SE	69CE		Draft System T	Type Mandatory	B073
SF70CC	Type F (Rule 18) - SF70	)CC		Describes the o	draft gear/underframe cushion type	
SF70CE	Type F (Rule 18) - SF70	DCE			and geal/ and ername cashion type	
SF70CHT	Type F (Rule 18) - SF70			Affects Rating.		
SF70CHTE	Type F (Rule 18) - SF70			Permissible Va		
SF70DE	Type F (Rule 18) - SF70				ning at Center of Car (COC)	
SF79CC	Type F (Rule 18) - SF79				ning at End of Car (EOC)	
SF79CE	Type F (Rule 18) - SF79				rd Draft Gear	
SF79CHT	Type F (Rule 18) - SF79			X Devices	s with less than 6 inches buff travel approve	d under AAR Standard
SF79CHTE				S-060		
SF79DE	Type F (Rule 18) - SF79			Y Devices	s with 6 to 10 inches of buff travel approved	under AAR Standard
	Type F (Rule 18) - SF79	JDE		S-060		
Validation Rule				Validation Rul	e for B073	
		then Coupler Code must be a rota	ry	- If Draft Sy	vstem Type (B073) is Standard Draft Gear (S)	), Inches of Travel
coupler				(B061)	cannot be reported	
		then Coupler Style must be R (Rot		- If Draft Sy	vstem Type (B073) is reported as C, E, X, or Y	( then Inches of
-Coupler Co	de of Type E Obsolete (R	ule 16) can only be reported if the	e car		(B061) must also be reported	
was bui	It or rebuilt before July 3	31, 2015		- If Draft System Type (B073) of X, or Y is reported then Draft Gear		
-Coupler Code of Type E/F Obsolete (Rule 17) can only be reported if the		:he		/Cushion Unit Pocket (B562) cannot be repo		
car was built or rebuilt before July 31, 2015				rstem Type (B073) X is reported, the Inches		
-Coupler Code of Type F Obsolete (Rule 18) can only be reported if the car		e car		must be greater than or equal to 1 and less t		
was bui	It or rebuilt before July 3	31, 2015			rstem Type (B073) Y is reported, the Inches	
-Coupler Co	de of FROTARY or EFROT	ARY cannot be reported for cars I	Built			
	ilt on or after August 12				must be greater than or equal to 6 and less t	
NOTES			stem Type (B073) is S then Draft Gear Group			
<ul> <li>Obsolete: All Type D couplers are obsolete and should report code DOBS;</li> </ul>			35:		t (B562) may only be A, B, C, D, E, F, G, H, J, I	K, L, IVI, N, P, Q, R, S,
cars with this coupler code will be restricted in interchange as discussed				•	AR Rule 21)	10 11 11 11
below.			ŭ		stem Type (B073) is E then Draft Gear Group	
<ul> <li>Unknown: If the coupler code is unknown or if the code stamped on the</li> </ul>			•	Pocket	t (B562) may only be EOC-1,EOC-1D, EOC-1B	3, EOC-2, EOC-2D,
		INK, EFUNK, or LOCOUNK should b			В, ЕОС-3, ЕОС-3В,ЕОС-4, ЕОС-4В, ЕОС-5, ЕО	
	gible, the code bolik FO	INK, EFUNK, OF LOCOUNK SHOULD I	be		C-6D, EOC-6B, EOC-7, EOC-7B, EOC-8, EOC-8	
reported.				EOC-9B, EOC-9D, EOC-9E, EOC-10, EOC-10D, EOC-10B, EOC-10F, EOC-		
		PEC have been created to decline		11, EOC-11D, EOC-11B,EOC-12, EOC-12D, EOC-12B, EOC-13, EOC-13B,		
		factured specifically for the equip	ment	EOC-1	4, EOC-14B, EOC-15, EOC-15D, EOC-15B, EO	C-16, EOC-16D,
	re not listed in the attach			EOC-1	6B, EOC-17, EOC-17D, EOC-17B, EOC-18, EO	C-18D, EOC-18B,
<ul> <li>The codes FR</li> </ul>	OTARY and EFROTARY ca	annot be reported for equipment	Built	EOC-1	9, EOC-19B, EOC-20, EOC-20B, EOC-21, EOC-	-21B, EOC-22, EOC-
or Rebuilt sin	ce August 12, 2014.			22B, E	OC-23, EOC-23B, EOC-24, EOC-24B, EOC-25E	E, EOC-26B, EOC-
				26F, o	r EOC-27D, or EOC-27E (AAR Rule 59)	
Coupler Style N	1andatory	B	058			
Describes the h	asic coupler design of the	e equipment	•	Draft Gear Gro	oup/Cushion Unit Pocket	B562
		e equipment	_		17	
Affects Rating.	use for DOER				up/Cushion Unit Pocket value as listed in AA	AR FIEId Ivianuai
Permissible Val		le Chelf			Rule 21 and 59	
B Bottom		le Shelf		Carry forward	for Single Clone / Multi-Clone / Restencil / A	Add-Back / Equipment
P Plain	R Rotar	Ŷ		Group Ch		
Validation Rule					lues for B562EOC-1,EOC-1D, EOC-1B, EOC-2	
-		ulic) then Coupler Style (B058) car	not		3B,EOC-4, EOC-4B, EOC-5, EOC-5D, EOC-5B, OC-7B, EOC-8, EOC-8B, EOC-8F, EOC-9, EOC-	
•	s M (Solid Drawbar) or L				-10D, EOC-3, EOC-3B, EOC-3F, EOC-9, EOC- -10D, EOC-10B, EOC-10F, EOC-11, EOC-11D,	
		er Of Car or End Of Car, Inches of	Fravel		OC-12B, EOC-13, EOC-13B, EOC-14, EOC-14B,	
(B061) canno				EOC-15B, EO	C-16, EOC-16D, EOC-16B, EOC-17, EOC-17D	, EOC-17B, EOC-18,
-		of Car or End Of Car is reported the	en		OC-18B, EOC-19, EOC-19B, EOC-20, EOC-20B,	
Inches of Trav	el (B061) must also be re	eported			C-22B, EOC-23, EOC-23B, EOC-24, EOC-24B, E	
-If Draft System	Type (B073) is E then Co	oupler Style (B058) cannot be repo	orted		C-27D, EOC-27E, COC-1, COC-2, COC-3, COC 8 (AAR Rule 59).	4, CUC-5, CUC-6,
as L or R					ט ער ארארא ארארא ט.	

A, B, C, D, E, F, G, H, J, K, L, M, N, P, Q, R, S, Z (AAR Rule 21).

## Umler®

#### Data Specification Manual

#### Validation Rule(s) for B562

- -Draft Gear Group/Cushion Unit Pocket (B562) is mandatory for equipment built on or after June 13, 2019, unless Draft System Type (B073) is reported as X or Y
- -If Draft Gear Group/Cushion Unit Pocket (B562) is not equal to A, B, C, D, E, F, G, H, J, K, L, M, N, P, Q, R, S, or Z, then Cushion Unit Type (B563) must be populated
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-6, EOC-7, EOC-7B, EOC-8, EOC-8B, EOC-9, EOC-9B, EOC-9D, EOC-10, EOC-10B, EOC-10D, EOC-14, EOC-14B, EOC-18D, EOC-23, EOC-23B, EOC-24, EOC-25E, EOC-26B, or EOC-27D then the Cushion Unit Type (B563) must be 1
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-9E, EOC-26F, or EOC-27E, then the Cushion Unit Type (B563) must be 2
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-11, EOC-12, EOC-13, EOC-13B, EOC-15, EOC-15B, EOC-15D, EOC-17, EOC-17B, EOC-17D, EOC-18, EOC-18B, EOC-19, EOC-19B, EOC-20, EOC-20B, EOC-21, EOC-21B, EOC-22, EOC-22B, EOC-24B, COC-3, COC-5, or COC-7 then the Cushion Unit Type (B563) must be 1 or 2
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-8F or EOC-10F then the Cushion Unit Type (B563) must be 2 or 3
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-5, EOC-5B, EOC-5D, EOC-6B, EOC-6D, EOC-11B, EOC-11D, EOC-12B, EOC-12D, or COC-4 then the Cushion Unit Type (B563) must be 1, 2, or 3
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-16, EOC-16B, EOC-16D, or COC-1 then the Cushion Unit Type (B563) must be 1, 2, or 4 -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-2B, EOC-2D,
- EOC-3, EOC-3B, EOC-4, EOC-4B, or COC-2 then the Cushion Unit Type (B563) must be 1, 2, 3, or 4 -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-1, EOC-1B,
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-1, EOC-1B, EOC-1D, or EOC-2 then the Cushion Unit Type (B563) must be 1, 2, 3, 4, or S
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-8 then the Cushion Unit Type (B563) must be 1, 2, 3, 4, or 5
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-1D, EOC-2, EOC-2D, EOC-2B, EOC-3, EOC-3B, EOC-5, EOC-5D, EOC-5B, EOC-6D, EOC-7, EOC-7B, EOC-9, EOC-9B, EOC-9D, EOC-9E, EOC-10D, EOC-11, EOC-11B, EOC-11D, EOC-12D, EOC-14, EOC-14B, EOC-15, EOC-15D, EOC-15B, EOC-16D, EOC-17D, EOC-23, EOC-23B, EOC-27D, or EOC-27E then the Inches of Travel (B061) must be 10
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-16, EOC-16B, EOC-19, EOC-19B, EOC-22, EOC-22B, or EOC-25E then the inches of travel must be 12
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-20 or EOC-20B then the Inches of Travel (B061) must be 14
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-1B, EOC-4, EOC-4B, EOC-6, EOC-6B, EOC-8, EOC-8B, EOC-8B, EOC-10, EOC-10B, EOC-10F, EOC-12, EOC-12B, EOC-13, EOC-13B, EOC-17, EOC-17B, EOC-18, EOC-18D, EOC-18B, EOC-21, EOC-21B, EOC-24, or EOC-24B then the Inches of Travel (B061) must be 15
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-2, COC-3, COC-4, COC-5, COC-6, or COC-8 then the Inches of Travel (B061) must be 20
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-1, and Cushion Unit Type (B563) is 1 or 2, then the Inches of Travel (B061) must be 20
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-1, and Cushion Unit Type (B563) is 4, then the Inches of Travel (B061) must be 18
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-7, and Cushion Unit Type (B563) is 2, then the Inches of Travel (B061) must be 20
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-7, and Cushion Unit Type (B563) is 1, then the Inches of Travel (B061) must be 30
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-1 then the Inches of Travel (B061) must be 10, 12, or 15
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-26, then the Inches of Travel (B061) must be 18

#### Note:

Reference AAR Field Manual Interchange Rule(s) 21 and 59.

Cushion Unit Type B	563
Cushion Unit Type value as listed in AAR Field Manual Interchange Rule 21	Land
59	
Carry forward for Single Clone / Multi-Clone / Restencil / Add-Back / Equi	nment

Carry forward for Single Clone / Multi-Clone / Restencil / Add-Back / Equipment Group Change.

#### Permissible Values for B563

- 1 Type 1
- 2 Type 2

- 3 Type 3
- 4 Type 4
- 5 Type 5

#### S – Type S

#### Validation Rule(s) for B563

- Cushion Unit Type (B563) is mandatory for equipment built on or after June 13, 2019.
- -If Draft Gear Group/Cushion Unit Pocket (B562) is not equal to A, B, C, D, E, F, G, H, J, K, L, M, N, P, Q, R, S, or Z, then Cushion Unit Type (B563) must be populated.
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-6, EOC-7, EOC-7B, EOC-8, EOC-8B, EOC-9, EOC-9B, EOC-9D, EOC-10, EOC-10B, EOC-10D, EOC-14, EOC-14B, EOC-18D, EOC-23, EOC-23B, EOC-24, EOC-25E, or EOC-26B then the Cushion Unit Type (B563) must be 1.
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-9E, EOC-26F, or EOC-27E, then the Cushion Unit Type (B563) must be 2
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-11, EOC-12, EOC-13, EOC-13B, EOC-15, EOC-15B, EOC-15D, EOC-17, EOC-17B, EOC-17D, EOC-18, EOC-18B, EOC-19, EOC-19B, EOC-20, EOC-20B, EOC-21, EOC-21B, EOC-22, EOC-22B, EOC-24B, COC-3, COC-5, or COC-7 then the Cushion Unit Type (B563) must be 1 or 2.
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-8F or EOC-10F then the Cushion Unit Type (B563) must be 2 or 3.
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-5, EOC-5B, EOC-5D, EOC-6, EOC-6B, EOC-6D EOC-11B, EOC-11D, EOC-12B, EOC-12D, or COC-4 then the Cushion Unit Type (B563) must be 1, 2, or 3.
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-16, EOC-16B, EOC-16D, or COC-1 then the Cushion Unit Type (B563) must be 1, 2, or 4.
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-2B, EOC-2D, EOC-3, EOC-3B, EOC-4, EOC-4B, or COC-2 then the Cushion Unit Type (B563) must be 1, 2, 3, or 4.
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-1, EOC-1B, EOC-1D, or EOC-2 then the Cushion Unit Type (B563) must be 1, 2, 3, 4, or S.
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-8 then the Cushion Unit Type (B563) must be 1, 2, 3, 4, or 5.
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-1, and Cushion Unit Type (B563) is 1 or 2, then the Inches of Travel (B061) must be 20.
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-1, and Cushion Unit Type (B563) is 4, then the Inches of Travel (B061) must be 18.
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-7, and Cushion Unit Type (B563) is 2, then the Inches of Travel (B061) must be 20.
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-7, and Cushion Unit Type (B563) is 1, then the Inches of Travel (B061) must be 30.

#### Note:

Reference AAR Field Manual Interchange Rule(s) 21 and 59.

#### **Coupler Component ID**

#### Coupler Component ID from Component Registry

Data is Confidential. This element is not eligible for Input. Value does not carry forward for Single Clone / Multi-Clone.

Cushioning Unit Component ID	B361

#### Component ID from Component Registry Data is Confidential. This element is not eligible for Input. Value does not carry forward for Single Clone / Multi-Clone.

#### Unit Segment Components

**Unit Equipment Group** 

Describes the equipment type of the platform

B353

June 2024

Affects Rating.



**B568** 

#### **Data Specification Manual**

A299

Permissible	Values for A307	
POVC	Box Car	EI

BOXC	Box Car	FLAT	Flat Car
GOND	Gondola	HOPP	Hopper
IFLT	Intermodal Flat	TANK	Tank Car
VFLT	Vehicular Flat		

#### Validation Rule for A307

- -Unit Equipment Group cannot be reported if the Connected Unit Count (A020) is not reported
- -Unit Equipment Group can only be reported if Connected Unit Count (A020) is reported

#### **Unit Tare Weight**

The unit segment weight on rail when empty, sometimes referred to as Light Weight, reported in pounds

#### Range of Values for A299

Minimum Maximum

- 136000 65000
- Validation Rule for A299
  - -Unit Tare Weight must not be reported if the Connected Unit Count (A020) is not reported
  - -Unit Tare Weight must be reported if Connected Unit Count (A020) is reported
  - -Unit Segment Tare Weights must add up to the Total Tare Weight (A259)
  - -Unit Tare Weight (A299) value must be reported to the nearest 100 pounds

Unit Load Limit A300				
The maximum permissible weight of the commodity that can be loaded into the unit segment, reported in pounds				
Range of Values for A300				
Minimum	Maximum			
36000	150000			

#### Validation Rule for A300

- -Unit Load Limit can not be reported if the Connected Unit Count (A020) is not reported
- -Unit Load Limit must be reported if Connected Unit Count (A020) is reported
- -Unit Segment Load Limits must add up to the Load Limit (LDLT)

#### **Unit Inside Length**

The inside length of each unit segment

Displayed in feet and inches on the Web. Stored in inches.

#### Range of Values for A301 Minimum

Maximum 69 ft 0 inches 99 ft 3 inches

#### Validation Rule for A301

- -Unit Inside Length can only be reported if Connected Unit Count (A020) is reported
- -Unit Inside Length must be reported if Connected Unit Count (A020) is reported

Brake System Components	5	forw
Emergency Brake Valve CID	B354	
Component ID from Component Registry		
Data is Confidential. This element is not eligible for Input. Value forward for Single Clone / Multi-Clone.	e does not carry	Umler Effe
Emergency Valve COTS Date	B567	The date t occur
Brake valve emergency portion recondition date		This eleme
System generated element. This element is not eligible for Input carry forward for Single Clone / Multi-Clone.	t. Value does not	Validatior -Effective

carry forward for Single Clone / Multi-Clone.

#### NOTES:

Emergency Valve COTS Date is system-generated from a Emergency Brake Valve Inspection.

#### **Emergency Valve OEM Warranty Date**

#### Brake valve emergency portion Original Equipment Manufacturer warranty date

System generated element. This element is not eligible for Input. Value does not carry forward for Single Clone / Multi-Clone.

#### NOTES:

Emergency Valve OEM Date is system-generated from a Emergency Brake Valve Inspection.

Emergency Valve Part Number	B569
Brake valve emergency portion part number	
System generated element. This element is not eligible for Input.	Value does not
carry forward for Single Clone / Multi-Clone.	

#### NOTES

Emergency Valve Part Number is system-generated from a Emergency Brake Valve Inspection.

#### Service Brake Valve CID B357 Component ID from Component Registry Data is Confidential. This element is not eligible for Input. Value does not carry forward for Single Clone / Multi-Clone. Service Valve COTS Date **B564** Brake valve service portion recondition date System generated element. This element is not eligible for Input. Value does not carry forward for Single Clone / Multi-Clone. NOTES: Service Valve COTS Date is system-generated from a Service Brake Valve Inspection. Service Valve OEM Warranty Date B565 Brake valve service portion Original Equipment Manufacturer warranty date

System generated element. This element is not eligible for Input. Value does not carry forward for Single Clone / Multi-Clone.

#### NOTES:

A301

Service Valve OEM Date is system-generated from a Service Brake Valve Inspection.

Service Valve Part Number	B566
Brake valve service portion part number	
System generated element. This element is not eligible for Input. Value	does not
carry forward for Single Clone / Multi-Clone.	
NOTES:	

Service Valve Part Number is system-generated from a Service Brake Valve Inspection.

#### **Slack Adjuster CID B359 Component ID from Component Registry** Data is Confidential. This element is not eligible for Input. Value does not carry ard for Single Clone / Multi-Clone.

#### Miscellaneous

#### ective Date

he rating activity (pre-registration, modification, etc.) is expected to

ent is not eligible for Query. Does not Carry Forward. n Rule for EFDT

Effective Date cannot be set to more than 13 months in the future.

FFDT



INSI

**Data Specification Manual** 

**Interior Side Posts** 

#### NOTES:

• Effective Date will default to the 1st of the following month that equipment is registered

• Enecuve Date will default to the 1st of the following month that equipment is registered	Interior Side Posts
	Data is Confidential. Does not Carry Forward.
Inspection	Inspection Performer PERF
ABT Due Date (Repair Track) DU13	•
The due date of the air brake test per AAR Field Manual Rule 3	The SCAC that completed the inspection; used for all inspection types reported on equipment
System Generated Field. This element is not eligible for Input. Value does not carry forward for Add Back.	Value does not carry forward for Single Clone / Multi-Clone / Add Back.
	Inspection Reporter REPT
ABT 5-8 Year Due Date DU58	The SCAC that reported the inspection; used for all inspection types reported on
The 5-8 year due date for the air brake test (ABT) after the ABT Due Date (Repair Track)	equipment Value does not carry forward for Single Clone / Multi-Clone / Add Back.
System Generated Field. This element is not eligible for Input. Value does not carry forward for Add Back.	
SS Inspection Due Date DUAI	Location/SPLC SPLC
Autorack Inspection Due Date	The SPLC of the inspecting location; used for all inspection types reported on
System Generated Field. This element is not eligible for Input. Value does not carry forward for Equipment Group Change / Add Back.	equipment Value does not carry forward for Single Clone / Multi-Clone / Add Back.
Inspection Date Done DTDN	Top Deck Surface TPDS
The date the inspection was completed; used for all inspection types reported	Top Deck Surface
on equipment	Data is Confidential. This element is not eligible for Input, Output or Query.
Value does not carry forward for Single Clone / Multi-Clone / Add Back.	Does not Carry Forward.
Validation Rule for DTDN	Underside of Dash
-The inspection date must not be 60 days before the Build Date	Underside of Deck UNOD
Exterior Door EXDR	Underside Of Deck Data is Confidential. This element is not eligible for Input, Output or Query.
Exterior Door	Does not Carry Forward.
Data is Confidential. This element is not eligible for Input, Output or Query. Does not Carry Forward.	
Exterior Roof Sheets EXRS	Insp Service Valve COTS Date B570
Exterior Roof Sheets	Brake valve service portion recondition date
Data is Confidential. This element is not eligible for Input, Output or Query. Does not Carry Forward.	<ul> <li>Value does not carry forward for Single Clone / Multi-Clone / Add Back.</li> <li>NOTES:</li> <li>Reports of 9999 will be allowed in case the date is illegible and the valve</li> </ul>
Exterior Shear Panel EXSP	cannot be replaced immediately.
Exterior Shear Panel	Valid date format: MMYY
Data is Confidential. This element is not eligible for Input, Output or Query.	Insp Service Valve OEM Warranty Date B571
Does not Carry Forward.	Brake valve service portion Original Equipment Manufacturer warranty date
	Value does not carry forward for Single Clone / Multi-Clone / Add Back.
Exterior Side Screens EXSS	NOTES:
Exterior Side Screens	<ul> <li>Reports of 999999 will be allowed in case the date is illegible and the valve separat be replaced immediately.</li> </ul>
Data is Confidential. This element is not eligible for Input, Output or Query. Does not Carry Forward.	<ul><li>cannot be replaced immediately.</li><li>Valid date format: MMYYYY</li></ul>
Inspection Due Date INDD	Insp Service Valve Part Number B572
The due date of the next inspection; used for all inspection types reported on	Brake valve service portion part number
equipment	Value does not carry forward for Single Clone / Multi-Clone / Add Back.
System Generated Field. This element is not eligible for Input. Value does not	Loss Encoder an Malue COTC Data
carry forward for Add Back.	Insp Emergency Valve COTS Date B573  Broke valve emergency parties recondition date
Interior Door INDR	Brake valve emergency portion recondition date Value does not carry forward for Single Clone / Multi-Clone / Add Back.
	NOTES:
Interior Door Data is Confidential. Does not Carry Forward.	<ul> <li>Reports of 9999 will be allowed in case the date is illegible and the valve</li> </ul>
bata is conflictual. Does not carry forward.	<ul><li>cannot be replaced immediately.</li><li>Valid date format: MMYY</li></ul>
Inspector ID INID	

#### Data is Confidential. Does not Carry Fo

Inspector ID Inspector ID

Does not Carry Forward.



#### Vehicular Flat

#### Data Specification Manual

B574

Insp Emergency Valve OEM Warranty Date	
--	--

Brake valve emergency portion Original Equipment Manufacturer warranty date System generated element. This element is not eligible for Input. Value does not

carry forward for Single Clone / Multi-Clone.

#### NOTES:

• Reports of 999999 will be allowed in case the date is illegible and the valve cannot be replaced immediately.

Valid date format: MMYYYY

#### Insp Emergency Valve Part Number B575

Brake valve emergency portion part number

System generated element. This element is not eligible for Input. Value does not carry forward for Single Clone / Multi-Clone.

Insp Service Valve Location Mandatory	B576
Brake valve service portion location	•
. Value does not carry forward for Single Clone / Multi-Clone.	

Insp Emergency Valve Location Mandatory	B577
Brake valve emergency portion location reported on an emergency br	ake valve
inspection	•

Value does not carry forward for Single Clone / Multi-Clone.

## Umler®

#### Data Specification Manual

## Locomotives

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Locomotive L3 CCB1 Backup Actuating Valve GE Inspection Due Date (DU	
Locomotive L3 CCB1 Backup Double Check Valve Inspection Due Date	231
(DU71)	231
Locomotive L3 CCB1 Emergency Detection Pilot Dynamic Brake Interlock	
Inspection Due Date (DU72)	231
Locomotive L3 CCB1 Backup Actuating Valve EMD Inspection Due Date (DU73)	231
(20, 3)	-91



#### Data Specification Manual

	General	
Status Co	de Mandatory	USCD
Identifies	the current operational state	•
Permissib A AC	Carry Forward. Ie Values for USCD CTIVE I INACTIVE RE-REGISTERED	
<ul> <li>For Res Registe</li> <li>All Add</li> <li>A Pre-r the init</li> <li>If the S from a</li> </ul>	stencil and Clone process the initial Status of a car should b red. -Back processes should initially set the Status to Pre-Regist egistered car will automatically have its Status changed to ial change when TRAIN detects three (3) movements on th tatus changes to Active due to movement and the car was Restencil, the Prior Equipment ID (PRID) or source car will changed to Inactive automatically by Umler	ered Active for e car created
Equipmer	nt ID	0001
	ment stenciled number	
Marks ABCD9 • Up to 5 • When a	nent ID includes the mark and number stenciled on the equ can be up to 4 characters and number up to 6 digits (i.e., 99999). 500 cars can be added or updated in a transaction. adding an equipment record, ensure that Prior Equipment rted, unless the equipment is new.	
Mechanic	al Designation Mandatory	UMMD
	t description without physical dimensions	•
Used for T Permissib	nt description without physical dimensions Transportation Codes. Ile Values for UMMD Accomotive	•
Used for T Permissib D Lo	Transportation Codes. Ile Values for UMMD acomotive	• B341
Used for T Permissib D Lo Equipmer Additiona the Me	Transportation Codes. Ie Values for UMMD	tion with e (ETC) for
Used for 1 Permissib D Lo Equipmen Additiona the Me Interme groups Value doe	Transportation Codes. <b>Ie Values for UMMD</b> accomotive <b>It Descriptor</b> <i>Mandatory</i> I information about the type of equipment used in conjunce inchanical Designation to generate the Equipment Type Cod odal Flat, Locomotive, Chassis, Container, and Trailer equip is not carry forward for Equipment Group Change.	tion with e (ETC) for
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Used for 1 Permissib D Lo Equipmer Additiona the Me Interme groups Value doe Permissib DA DE DFGT DNCF	Transportation Codes. Ile Values for UMMD accomotive Information about the type of equipment used in conjunce information about	tion with e (ETC) for
Used for 1 Permissib D Lo Equipmer Additiona the Me Interm groups Value doe Permissib DA DE DFGT DNCF DNCF DNCP DPAS	Transportation Codes. Ile Values for UMMD becomotive At Descriptor Mandatory I information about the type of equipment used in conjunce inchanical Designation to generate the Equipment Type Cod odal Flat, Locomotive, Chassis, Container, and Trailer equip is not carry forward for Equipment Group Change. Ile Values for B341 Auxiliary Unit All Electric Freight Diesel-Electric Non-Cab Freight Non-Cab Passenger Passenger Diesel-Electric	tion with e (ETC) for
Used for 1 Permissib D Lo Equipmer Additiona the Me Interma groups Value doe Permissib DA DE DFGT DNCF DNCF DNCF DNCF DNCF DNCF DNCF DNCF	Transportation Codes. Ile Values for UMMD becomotive At Descriptor Mandatory I information about the type of equipment used in conjunce inchanical Designation to generate the Equipment Type Cod odal Flat, Locomotive, Chassis, Container, and Trailer equip is not carry forward for Equipment Group Change. Ile Values for B341 Auxiliary Unit All Electric Freight Diesel-Electric Non-Cab Freight Non-Cab Passenger Passenger Diesel-Electric Steam (New)	tion with e (ETC) for
Used for 1 Permissib D Lo Equipmer Additiona the Me Interme groups Value doe Permissib DA DE DFGT DNCF DNCF DNCF DNCF DNCF DNCF DSTM DSW	Transportation Codes. Ile Values for UMMD becomotive At Descriptor Mandatory I information about the type of equipment used in conjunce inchanical Designation to generate the Equipment Type Cod odal Flat, Locomotive, Chassis, Container, and Trailer equip is not carry forward for Equipment Group Change. Ile Values for B341 Auxiliary Unit All Electric Freight Diesel-Electric Non-Cab Freight Non-Cab Passenger Passenger Diesel-Electric Steam (New) Switching	UMET
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Used for 1 Permissib D Lo Additiona the Me Interma groups Value doe Permissib DA DE DFGT DNCF DNCF DNCF DNCF DNCF DNCF DNCF DNCF	Transportation Codes. Je Values for UMMD accomotive At Descriptor Mandatory I information about the type of equipment used in conjunce acchanical Designation to generate the Equipment Type Cod odal Flat, Locomotive, Chassis, Container, and Trailer equip as not carry forward for Equipment Group Change. Je Values for B341 Auxiliary Unit All Electric Freight Diesel-Electric Non-Cab Freight Non-Cab Passenger Passenger Diesel-Electric Steam (New) Switching At Type Code humeric code that describes the physical attributes of equi enerated Field. This element is not eligible for Input.	UMET pment

The date the construction of the equipment is complete 

Data is Confidential. Used for Transportation Codes. Affects Rating. Value does not carry forward for Single Clone / Multi-Clone.

#### Range of Values for BLDT

Minimum	Maximum
1/1/1900	12/31/9999
Validation Rul	e for BLDT
Duilt Date	must not ho in t

-Built Date must not be in the future for equipment in Active Status -Prior and target equipment's Built Date (BLDT) must match

#### NOTES

Rebuilt / ILS D	Date	RE
	re-construction of the equipment is complete	
	lential. Value does not carry forward for Single	Clone / Mult
Clone.		
Range of Valu	les for RBDT	
Minimum	Maximum	
1/1/1900	12/31/9999	
Validation Ru	le for RBDT	
-Rebuilt/Ir	ncreased Life Service Date must be after the Bu	uilt Date (BLDT
-Rebuilt D	ate is required for Extended Service Code (A09	96) 1, 2, or 3 fo
	ased Life Service	
	ate is required for Extended Service Code (A09	96) R for Rebui
	for 65 years of service	. (1000)
	Date is reported then the Extended Service Co	
•	ported as R for Rebuilt, V, 1, 2, or 3 for Increas	ed Life Service
NOTES:	rs applicable only to cars mosting status as i	arovidad in ha
	rs applicable only to cars meeting status as nting Rules, and the AAR Mechanical Interchan	
Manual.		Be male 66, 61
	s applicable to all cars meeting AAR Mechan	
,	ection C, Office Manual and Sections A and B of	
	ted unit cars report the oldest car in the set. D te unless car has been approved by the AAR.	
Nebulit Dat	e uniess car has been approved by the AAN.	
Rebuilt Flag		R
Identifies the	equipment is nearing its end of life cycle	
Data is Confid	ential. System Generated Field. This element	is not eligible
Input.	alues for RBFL	
Permissible V	Y Yes	
Permissible V N No	aton	LIM
Permissible V N No Owner Manda		UM
Permissible V N No Owner Manda Primary repor	ting mark of the railroad or private company c	owning the car
Permissible V N No Owner Manda Primary repor Value does no	ting mark of the railroad or private company c ot carry forward for Single Clone / Multi-Clone	owning the car
Permissible V N No Owner Manda Primary report Value does no / Multi-	ting mark of the railroad or private company c	owning the car
Permissible V N No Owner Manda Primary repor Value does no / Multi- NOTES:	ting mark of the railroad or private company c ot carry forward for Single Clone / Multi-Clone Restencil.	winng the car
Permissible V. N No Owner Manda Primary repor Value does no / Multi- NOTES: • Report the	ting mark of the railroad or private company c ot carry forward for Single Clone / Multi-Clone Restencil. primary reporting mark of the railroad or priva	owning the car / Single Reste ate company
Permissible V. N No Owner Manda Primary repor Value does no / Multi- NOTES: • Report the owning the	ting mark of the railroad or private company of ot carry forward for Single Clone / Multi-Clone Restencil. primary reporting mark of the railroad or priva e car. When car's lease or lien is held by a bank	wining the car / Single Reste ate company , trust holder,
Permissible V. N No Owner Manda Primary repor Value does no / Multi- NOTES: • Report the owning the capital leas	ting mark of the railroad or private company of tot carry forward for Single Clone / Multi-Clone Restencil. primary reporting mark of the railroad or priva e car. When car's lease or lien is held by a bank se company, etc. not having an assigned mark,	wining the car / Single Reste ate company , trust holder, report the prin
Permissible V. N No Owner Manda Primary repor Value does no / Multi- NOTES: • Report the owning the capital leas	ting mark of the railroad or private company of ot carry forward for Single Clone / Multi-Clone Restencil. primary reporting mark of the railroad or priva e car. When car's lease or lien is held by a bank	wining the car / Single Reste ate company , trust holder, report the prir
Permissible V N No Owner Manda Primary repor Value does no / Multi- NOTES: • Report the owning the capital leas reporting m	ting mark of the railroad or private company of tot carry forward for Single Clone / Multi-Clone Restencil. primary reporting mark of the railroad or priva e car. When car's lease or lien is held by a bank se company, etc. not having an assigned mark,	wining the car / Single Reste ate company , trust holder, report the prir

Lessee	LESE
The reporting mark of the company leasing the equipment	

Value does not carry forward for Single Clone / Multi-Clone / Single Restencil / Multi-Restencil.

#### Validation Rule for LESE

-Umler Owner (UMOW) and Lessee are not allowed to be equal NOTES:

• In order to assign privately marked cars to a pool, a railroad reporting mark must be reported.



USCT

FINN

B050

B063

B135

B137

B062

A070

June 2024

#### **Data Specification Manual**

MNPT

B201

PRID

B082

USCR

#### **Maintenance Party**

The parent reporting mark of the company responsible for the maintenance and repairs of the equipment

Does not Carry Forward.

#### Mark Owner Category

#### The company that owns the stenciled mark on the car

System Generated Field. This element is not eligible for Input. Value does not carry forward for Single Restencil / Multi-Restencil / Equipment Group Change / Add Back

#### Permissible Values for B201

- US Private В
- **Canadian** Private C
- **Foreign Private** F
- н Canadian Class II
- Т Canadian Class I
- Mexican Class I J
- Canadian Class III К
- М Mexican Private
- Ν US Private Steamship
- 0 **Canadian Private Steamship**
- Ρ Mexican Private Steamship
- 0 Foreign Private Steamship
- R **US Class II Railroad**
- U US Class I Railroad
- V US Class III Railroad
- Mexican Class II Railroad w
- Υ Mexican Class III Railroad

#### NOTES:

 This value is stored in the Umler Database for informational purposes and is retrieved from the Roadmark Registry.

#### The previous reporting mark and number of the equipment

Value does not carry forward for Single Clone / Multi-Clone.

#### Validation Rule for PRID

- -Prior and target equipment's Built Date (BLDT) must match -The Prior Equipment ID (0001) must belong to the same or comparable Equipment Group (0002) as the current car initial and number
- NOTES:
- Prior ID enables equipment records to share the same historical lineage. Equipment Identification Number (EIN) is a generated id that enables these equipment records to share inspections and transaction history.

Last Update Date	B122
Date of the last Umler element change	

System Generated Field. This element is not eligible for Input.

#### **Equipment Add Date**

Date the reporting mark and number was added to the Umler system System Generated Field. This element is not eligible for Input.

#### **Status Change Reason**

#### Identifies the reason for the current operational state

System Generated Field. This element is not eligible for Input. Does not Carry Forward.

#### Permissible Values for USCR

- Initial Load Т
- М Movement
- 0 Status Changed Manually
- R Restencil

Indicates the rate type applicable to the unit
--

 If movement is detected on equipment, status is changed to Active. If an equipment record is changed to Active, any prior equipment record is placed in Inactive status.

#### **Status Change Date**

NOTES:

Identifies the effective date of the current operational state

System Generated Field. This element is not eligible for Input. Does not Carry Forward.

#### **Equipment Identification**

Unique equipment identifier regardless of stenciled mark

System Generated Field. This element is not eligible for Input.

#### NOTES

• Specify the Prior ID (PRID) on equipment records to ensure the historical lineage is preserved. Equipment with the same EIN share history and inspections.

#### **Conflict Status**

|--|

System Generated Field. This element is not eligible for Input. Value does not carry forward for Add Back.

#### Permissible Values for B050

- Subject to Zero-Rating 1
- 2 Subject to Restricted in Interchange
- 3 Subject to Deletion

#### NOTES:

- Subject to Zero-Rating, goes into effect 30 days after Conflict Status occurs
- Subject to Restricted in Interchange, goes into effect 90 days after Conflict ٠ Status occurs
- Subject to Deletion, goes into effect 365 days after Conflict Status occurs

#### **Date of Original Conflict**

The date the equipment was originally placed in the current conflict

System Generated Field. This element is not eligible for Input.

#### Next Conflict Status

Identifies the next escalation level of an equipment in active conflict System Generated Field. This element is not eligible for Input. Value does not

- carry forward for Add Back.
- Permissible Values for B135
- Subject to Zero-Rating 1
- 2 Subject to Restricted in Interchange
- З Subject to Deletion

#### NOTES:

- Subject to Zero-Rating, goes into effect 30 days after Conflict Status occurs
- Subject to Restricted in Interchange, goes into effect 90 days after Conflict Status occurs
- Subject to Deletion, goes into effect 365 days after Conflict Status occurs

#### Notice Indicator

## Identifies equipment in error in Umler Notice Management

System Generated Field. This element is not eligible for Input.

#### **Conflict Status Next Date**

#### The date the conflict status will be escalated

Blue Card #=Conditionally Mandatory

System Generated Field. This element is not eligible for Input. Value does not carry forward for Add Back.

#### **Rate Indicator**

Indicates the rate type applicable to the unit	
System Generated Field. Used for Transportation Codes. Affects Rating. This	



#### Data Specification Manual

element is not eligible for Input. Does not Carry Forward. Permissible Values for A070

- 0 Zero-Rated Due to Conflict Errors
- 6 Zero-Rated Scrap (S\_,SX), AAR Overage (XA), FRA Overage (YA), Umler Conflict - CHR 1/Tarriff 6007 (XZ). Zero-Rated Private Owner Election to Zero Rate [See Private Zero Rate (B150)].

#### NOTES:

• If unit is zero-rated, correction of conflicts will reinstate the appropriate rate indicator code.

First Movement Date	USAT
The first movement date under the stenciled mark of the equipment	

This element is not eligible for Input. Does not Carry Forward.

Equipment Add Company	B083
The reporting mark of the company that added the equipment	
System Generated Field. This element is not eligible for Input.	

B174 Registration Reason The code indicating the reason this equipment is added Does not Carry Forward. Permissible Values for B174 Add-Back Ν New A Ρ Pending Restencil R Restencil **Restencil Program Ind** B177 Identifies the equipment is under a restencil program Permissible Values for B177 Υ Yes **Delete Reason Code B064** 

A code that designates the reason the equipment has been deleted

#### Value does not carry forward for Add Back.

- Permissible Values for B064
- A Restenciled
- D Destroyed or wrecked
- L Lease terminated, removed from fleet
- P Retired unserviceable beyond economic repair
- R Rebuilt
- S Sold Serviceable
- W Over age retired for dismantling
- Y Error, reporting did not exist

Clearance Code G

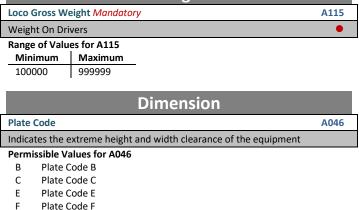
Plate Code L

Z Other

G

L

#### Weight



- M Plate Code M
- N Plate Code N

- For a description of Plate Codes, please see Appendix J at the back of this manual.
- Report B: If clearance does not exceed Plate B
- o Report C: If clearance is greater than Plate B. but does not exceed Plate C
- Report E: If clearance is greater than Plates B and C, but does not exceed Plate E.
- Report F: If clearance is greater than Plates B, C and E, but does not exceed Plate F
- Report M: If clearance does not exceed Plate M.
- Report G: If clearance exceeds Plates B, C, E, F, L, M, and N.
- There is no AAR Plate G. Clearance Code G is included in Umler to represent equipment that does not fit any existing AAR clearance plates.
- Plate L is not reportable for locomotives built on or after January 1, 2018.
- For ARTICULATED/MULTI-UNIT SET report the most restrictive clearance plate of UNIT in the set.

Outside Length	Mandatory	OSLG
The outside leng	th over pulling faces of couplers in normal position	•
Displayed in feet	and inches on the Web. Stored in inches.	
Range of Values	for OSLG	
Minimum	Maximum	
37 ft 0 inches	140 ft 0 inches	
NOTES:		
_		
	d unit cars report the maximum coupled length of the n to the higher inch, e.g., 05 1/4" = 06"	e set.
Round fractio		e set. A186
Round fractio     Outside Extreme	n to the higher inch, e.g., 05 1/4" = 06"	
Round fractio     Outside Extreme     The outside extr	n to the higher inch, e.g., 05 1/4" = 06" e Width <i>Mandatory</i>	
Round fractio     Outside Extreme     The outside extr	n to the higher inch, e.g., 05 1/4" = 06" e Width Mandatory eme width of the equipment t and inches on the Web. Stored in inches.	
Round fractio     Outside Extreme The outside extr Displayed in feet	n to the higher inch, e.g., 05 1/4" = 06" e Width Mandatory eme width of the equipment t and inches on the Web. Stored in inches.	
Round fractio     Outside Extreme The outside extr Displayed in feet Range of Values	n to the higher inch, e.g., 05 1/4" = 06" e Width Mandatory eme width of the equipment t and inches on the Web. Stored in inches. for A186	

- Outside Extreme Width must not exceed 10 feet 8 inches for Plate Codes B, C, E, F, or N

#### NOTES:

- For connected unit cars report the dimension of the largest unit in the set.
- Round fraction to the higher inch, e.g., 05 1/4" = 06"

Outside Extreme Height	A185
Height from top of rail to extreme projecting height	

Displayed in feet and inches on the Web. Stored in inches.

#### Range of Values for A185

Minimum	Maximum

6 ft 0 inches	18 ft 0 inches
---------------	----------------

#### Validation Rules for A185

-Outside Extreme Height for Plate Code N must be less than or equal to 17 feet 1 inch

#### NOTES:

- For connected unit cars report the dimension of the largest unit in the set.
- Round fraction to the higher inch, e.g., 05 1/4" = 06"

## Truck Center Length The length between the centers of the two truck systems

Displayed in feet and inches on the Web. Stored in inches.

#### Range of Values for A276

MinimumMaximum15 ft 0 inches76 ft 11 inches

NOTES:

• For connected unit cars report the dimension of the largest unit in the set.

A276



Locomotives

A014

A078

**Data Specification Manual** 

	v Height			B101
now Plow (Heig	ht)			
		on the Wel	b. Stored in inches.	
ange of Values Minimum	for B101 Maximum			
0 ft 5 inches	8 ft 3 inche	ic is		
o it o meneo	o it o inclic	.5		
ear-End Snow F	Plow Height			B169
now Plow (Heig	ht)			
		on the Wel	b. Stored in inches.	
ange of Values Minimum	for B169 Maximum			
-	8 ft 3 inche	s		
		-		
	S	Specifi	ication	
ruck Count				B256
he total numbe	r of trucks or	n the equip	oment	
ystem Generate	ed Field. This	s element i	s not eligible for Inpu	ıt.
ange of Values				
	Maximum 4	-		
2 2	4			
xle Count Mar	ndatory			A024
he total numbe	,	the equip	nent	•
ange of Values	for A024			
Minimum I	Maximum	-		
	16			
alidation Rule f		o sum of tr	uck axle counts	
		i suili oi ti	UCK dxie COUTIES	
/heel Bearing T	уре			B191
<b>/heel Bearing T</b>		ode for th	e equipment	B191
	eel bearing c	ode for th	e equipment	B191
ndicates the who ermissible Valu	eel bearing c	ode for th	e equipment	B191
ndicates the who ermissible Valu P Plain	eel bearing c ies for B191 R Roller	ode for th	e equipment	
ndicates the who ermissible Valu P Plain emote Monitor	eel bearing c es for B191 R Roller ring Device			B176
ndicates the who ermissible Valu P Plain emote Monitor	eel bearing c les for B191 R Roller ring Device Jipment is ec		e equipment th a location monitor	B176
ndicates the who ermissible Valu P Plain emote Monitor ndicates the equ	eel bearing c les for B191 R Roller ring Device Jipment is ec			B176
dicates the who ermissible Valu P Plain emote Monitor dicates the equ ermissible Valu	eel bearing c les for B191 R Roller ring Device Jipment is ec			B176
ermissible Valu P Plain emote Monitor dicates the equ ermissible Valu Y Yes N No	eel bearing c les for B191 R Roller ring Device Jipment is ec			B176 ring device
dicates the who ermissible Valu P Plain emote Monitor dicates the equ ermissible Valu Y Yes N No sset Tracking	eel bearing c res for B191 R Roller ring Device uipment is ec res for B176	juipped wi		B176
dicates the who ermissible Valu P Plain emote Monitor idicates the equ ermissible Valu Y Yes N No sset Tracking emote Monitor	eel bearing c les for B191 R Roller ring Device uipment is ec les for B176 ing Device Bi	juipped wi		B176 ring device
dicates the who ermissible Valu P Plain emote Monitor dicates the equ ermissible Valu Y Yes N No sset Tracking	eel bearing c les for B191 R Roller ring Device uipment is ec les for B176 ing Device Bi	juipped wi		B176 ring device
ermissible Valu P Plain emote Monitor ndicates the equ ermissible Valu Y Yes N No sset Tracking emote Monitor ermissible Valu	eel bearing c les for B191 R Roller ring Device lipment is ec les for B176 ing Device Bi les for B324	juipped wi uilder	th a location monitor	B176 ring device
ermissible Valu P Plain emote Monitor dicates the equ ermissible Valu Y Yes N No sset Tracking emote Monitor ermissible Valu EMD INON Inon NEQ Not	eel bearing c res for B191 R Roller ring Device aipment is ec res for B176 ring Device Bi res for B324 ix Equipped	uilder GE INVS OTH	th a location monitor General Electric Invensys Other	B176 ring device
emissible Valu P Plain emote Monitor dicates the equ ermissible Valu Y Yes N No sset Tracking emote Monitor ermissible Valu EMD INON Inon NEQ Not UNK Unkr	eel bearing c res for B191 R Roller ring Device uipment is ec res for B176 ring Device Bi res for B324 rix Equipped nown	uipped wi uilder GE INVS	th a location monitor General Electric Invensys	B176 ring device
emissible Valu P Plain emote Monitor dicates the equ ermissible Valu Y Yes N No sset Tracking emote Monitor ermissible Valu EMD INON Inon NEQ Not UNK Unkr	eel bearing c res for B191 R Roller ring Device aipment is ec res for B176 ring Device Bi res for B324 ix Equipped	uilder GE INVS OTH	th a location monitor General Electric Invensys Other	B176 ring device
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ermissible Valu P Plain emote Monitor idicates the equ ermissible Valu Y Yes N No sset Tracking emote Monitor ermissible Valu EMD INON Inon NEQ Not UNK Unkr WTRX Wi-T CP Brake Builde he manufacture equipment	eel bearing c res for B191 R Roller ring Device uipment is ec ring Device Bi res for B176 ring Device Bi res for B324 ix Equipped romix er er of the elec	uilder GE INVS OTH WABT	th a location monitor General Electric Invensys Other Wabtec	B176 ring device B324 B328
ermissible Valu P Plain emote Monitor idicates the equ ermissible Valu Y Yes N No sset Tracking emote Monitor ermissible Valu EMD INON Inon NEQ Not UNK Unkr WTRX Wi-T CP Brake Builde he manufacture equipment ermissible Valu	eel bearing c lees for B191 R Roller ring Device lipment is ec les for B176 ing Device Bi les for B324 ix Equipped ronix er er of the elecc les for B328	uilder GE INVS OTH WABT	th a location monitor General Electric Invensys Other Wabtec	B176 ring device B324 B328
dicates the whi ermissible Valu P Plain emote Monitor dicates the equ ermissible Valu Y Yes N No sset Tracking emote Monitor ermissible Valu EMD INON Inon NEQ Not UNK Unkr WTRX Wi-T CP Brake Builde he manufacture equipment ermissible Valu NONE Not	eel bearing c res for B191 R Roller ring Device uipment is ec ring Device B176 ring Device B176 ring Device B176 ring Device B176 ronix er er of the elec res for B328 Equipped	uilder GE INVS OTH WABT tronic con	th a location monitor General Electric Invensys Other Wabtec	B176 ring device B324 B328
dicates the whi ermissible Valu P Plain emote Monitor dicates the equ ermissible Valu Y Yes N No sset Tracking emote Monitor ermissible Valu EMD INON Inon NEQ Not UNK Unkr WTRX Wi-T CP Brake Builde he manufacture equipment ermissible Valu NONE Not NYAB New	eel bearing c res for B191 R Roller ring Device uipment is ec ring Device B1 ring Device B1 ring Device B1 res for B324 rown ronix er er of the elecc res for B328 Equipped r York Air Bra	uilder GE INVS OTH WABT tronic con	th a location monitor General Electric Invensys Other Wabtec	B176 ring device B324 B328
dicates the whi ermissible Valu P Plain emote Monitor dicates the equ ermissible Valu Y Yes N No sset Tracking emote Monitor ermissible Valu EMD INON Inon NEQ Not UNK Unkr WTRX Wi-T CP Brake Builde he manufacture equipment ermissible Valu NONE Not NYAB New	eel bearing c res for B191 R Roller ring Device uipment is ec res for B176 ring Device Bi res for B324 ix Equipped ronix er of the elec ronix Air Braa n-line pass-th	uilder GE INVS OTH WABT tronic con	th a location monitor General Electric Invensys Other Wabtec	B176 ring device B324 B328
dicates the whe ermissible Valu P Plain emote Monitor dicates the equ ermissible Valu Y Yes N No sset Tracking emote Monitor ermissible Valu EMD INON Inon NEQ Not UNK Unkr WTRX Wi-T CP Brake Builde he manufacture equipment ermissible Valu NONE Not NYAB New PASS Trair	eel bearing c res for B191 R Roller ring Device upment is ec res for B176 res for B176 res for B324 ix Equipped ronix er c res for B328 Equipped r York Air Bra an-line pass-th BTEC	uilder GE INVS OTH WABT tronic con	th a location monitor General Electric Invensys Other Wabtec	B176 ring device B324 B328

-Equipment must have a value entered for ECP Brake Builder (B328) if built or rebuilt after June 28, 2012.

#### DB Modem Equipped Mandatory B348 ocomotive is capable of reporting the operational status of its dynamic brake system via the MU train line to other locomotives in the consist. /alue does not carry forward for Equipment Group Change. Permissible Values for B348 No Y Yes Ν

Air Brake Model Number		ABMD
Air Brake Model		
Permissible Values for ABM	D	
14EL	14ET	24L
24RL	26C	26D
26FNL	26L	26LIC
26LN	26LPS	26LUM
26N	26NL	30CDW
3102	6BL	6BLM
6DS	6ET	6L
6SL	8ET	ABMOD
CCB1	CCB2	CCB26
EPIC2	FSTBK	K14

#### Air Brake Multi Hookup

#### Air Brake Multi Unit Hookup

- Permissible Values for A014
- Not Equipped Ν
- Non AAR Standard Equipped х
- Υ AAR Standard Equipped

#### **Dynamic Brake Type**

#### **Dynamic Brakes**

#### Permissible Values for A078

- Dynamic Brake , AC Locomotive А
- D Dynamic Brake Equipped -Range Unknown
- Е Extended Range Tapered
- F Extended Range Flat
- L Standard Range -Field Loop
- Ν Not Equipped
- S Standard Flat т
- Standard Tapered
- Х Dynamic Brake Equipped-Disconnected
- Ζ Dynamic Brake AC Locomotive (Full Braking to Zero(0)

Dynamic Brake Interlock Mandatory	A077
Dynamic Brake Interlock (DBI)	•
<ul> <li>Permissible Values for A077</li> <li>N Not Equipped Y Equipped</li> <li>Validation Rule for A077</li> <li>-Locomotive Dynamic Brake Interlock is required for Locomotives with Built/Rebuilt (Birth) Date on or after July 1, 1997</li> </ul>	а
Max Braking Force	A163
Maximum Dynamic Braking (KLBF)	٠

#### Range of Values for A163 Minimum Maximum 1100 0

#### /alidation Rule for A163

- -Locomotive Maximum Dynamic Braking Force is required for Locomotives with a Built/Rebuilt (Birth) Date on or after July 1, 1997
- -Locomotive Maximum Dynamic Braking Force must be reported as 0 for DC Traction Motor Types, when the Pneumatic Control Knockdown Undesired Application Time Delay is reported as NN

●=Mandatory ▲=Used in ETC Generation = Affects Rating – <b>212</b> – <b>●</b> = Blue Card <b>*</b> =Conditionally Mandatory	landatory	
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#### Data Specification Manual

- -Locomotive Maximum Dynamic Braking Force is 0, when Pneumatic Control Knockdown Undesired Application Time Delay is NN
- -Locomotive Maximum Dynamic Braking Force with DC Traction Motors is not applicable to Traction Motor Type of AC
- -Locomotive Maximum Dynamic Braking Force with AC Traction Motors requires the Traction Motor Type is AC

#### NOTES:

• Max Braking Force is in Kilo Pounds.

	ing Force (AC)	B407
	Dynamic Braking Force AC Traction Motor	
•	Values for B407	
Minimu		
0	1100	
DB Holdin	g Equipped	B593
Dynamic E	Brake Holding equipped	
Permissib	le Values for B593	
Y Ec	Juipped	
	ot Equipped	
	n Rule for B593	
	olding Equipped (B593) can be reported only if Dynamic Bra	ake
Ty	ype (A078) is equipped.	
Equipmer	nt Builder	A035
	the original manufacturer of the equipment	
	le Values for A035	
5	WABTEC	
8	NOT USED	
B	BALDWIN-LIMA-HAMILTON	
BL	Boise Locomotive	
BLPA	Brookville Locomotive Works	
С	BALDWIN-LOCOMOTIVE CO.	
D	BOMBARDIER	
E	CANADIAN GENERAL ELECTRIC	
F	CANADIAN LOCOMOTIVE CO.	
G	DAVENPORT LOCOMOTIVE CO.	
Н	ELECTRO-MOTIVE DIVISION, GENERAL MOTORS CORP.	
1	FAIRBANKS MORSE	
J	GENERAL ELECTRIC	
K		
loco M	AMERICAN LOCOMOTIVE CO. GENERAL MOTORS-DIESEL DIV. CANADA	
N	GENERAL MOTORS-DIESEL DIV. CANADA GENERAL MOTORS-DIESEL DIV.	
NRE	National Railway Equipment	
0	J.G. BRILL CO.	
ОТН	Other	
P	KRAUSS-MAFFEI, A.G.	
PRMK	Progress Rail	
Q	LIMA-HAMILTON	
R	MORRISON-KNUDSEN	
RP	RailPower	
S	MONTREAL LOCOMOTIVE WORKS	
Т	PLYMOUTH LOCOMOTIVE WORKS	
U	H.J.POTTER	
UNKN		
V	OWNER RAILROAD WHITECOMP LOCOMOTIVE WORKS	
W X	PEORIA LOCOMOTIVE WORKS	
x Y	REPUBLIC LOCOMOTIVES	
•	n Rule for A035	
	oment Builder must be populated if the Built Date (BLDT) is J	ulv 1.
	010 or newer	
	ment built or rebuilt on or after July 1, 2010 cannot have a	
	guipment Builder of Unknown	

- -Equipment with a Built Date (BLDT) on or after July 1, 2010 cannot have an Equipment Builder Code of OWNER RAILROAD.
- -Equipment Builder can have a value of MULT only if the equipment has multiple units.

	multiple units.	
ETIS		A083
End Of	Train Information System (ETIS)	
Permis	sible Values for A083	
А	Glenayre Electronics (Digitair I) Permanently Mounted	
В	Glenayre Electronics (DIGITAIR I) Demountable	
С	SAB Harmone Industries (Electronic Caboose) Permanently M	lounted
D	SAB Harmon Industries (Electronic Caboose) Demountable	
E	Pulse Electronics (Train -Link) Permanently Mounted	
F	Pulse Electronics (Train-Link) Demountable	
G	Norfolk Southern Railroad VHF Only-Permanently Mountable	
H	Norfolk Southern Railroad VHF Only-Demountable	
J	Union Switch & Signal (Trail Guard) Permanently Mounted Union Switch & Signal (Trail Guard ) Demountable)	
ĸ	Westinghouse Air Brake-Permanently Mounted	
L	Westinghouse Air Brake-Demountable	
M	Permanently Mounted-Type Unknown	
N	Not Equipped (Default)	
0	Demountable Type Unknown	
Р	Glenayre Electronics (Digitair II) Permanently Mounted	
Q	Glenayre Electronics (DIGITAIR II) Demountable	
R	Colt Technology (Model 1006)-Two Way Communications,	
	Permanently Mounted	
S	Colt Technology (Model 1005)-One Way Communications,	
	Permanently Mounted	
Т	Quantum Engineering VHF/UHF Dual Mode-Permanently Mo	unted
U	Quantum Engineering VHF/UHF Dual Mode-Demountable	
V	Quantum Engineering UHF Only-Permanently Mounted	
W	Quantum Engineering UHF Only-Demountable	
Locom	otive Model Number Mandatory	A068
Manuf	acturer Model Number	•
Horsep	oower Mandatory	A123
Horsep	ower	•
Used ir	n ETC Generation.	
Range	of Values for A123	
Minii	mum Maximum	
0	8046	
	tion Rule for A123	
	notives with Equipment Descriptor of DA have Horsepower equ	
	notives must have an Equipment Descriptor of 'DE-All Electric' t	o have
Hors	epower greater than 6600	
Remot	e Control Equipped Mandatory	RCLE
RCL Eq	uipped Flag	
	does not carry forward for Equipment Group Change.	
	sible Values for RCLE	
Ν	No Y Yes	
<b>D</b> .		
	ed Axles Count Mandatory	A200
	ed Axles Count	-
	of Values for A200 mum / Maximum	
2		
2 Validat	I	
Validat	tion Rule for A200	aator
Validat -If Loco	I	eater



Locomotives

	Data Specifica	ation Ma	nual
Locomotive Truck Config Mandatory	B003	43	43 Seconds
New ETC D Component-New ETC D (Locomotive), Comp	onent 🔍 🔺	44	44 Seconds
Used in ETC Generation.		45	45 Seconds
Permissible Values for B003		46	46 Seconds
A1A 4 Powered Axles		47	47 Seconds
B-B 4 Powered Axles		48	48 Seconds
B-C 5 Powered Axles		49	49 Seconds
C-C 6 Powered Axles		50	50 Seconds
D-D 8 Powered Axles		51	51 Seconds
OTH Less than 9 Powered Axles but not defined in	list of configurations	52	52 Seconds
OV8 More than 8 Powered Axles		53	53 Seconds
Validation Rule for B003		54	54 Seconds
-Powered Axle Count must be less than or equal Axle Co	unt	55	55 Seconds
·		56	56 Seconds
Air Dryer Equipped	AIRD	57 58	57 Seconds 58 Seconds
Air Dryer Equipped Flag		58	59 Seconds
		60	60 Seconds
Does not Carry Forward.		61	61 Seconds
Permissible Values for AIRD		62	62 Seconds
N No Y Yes		63	63 Seconds
		64	64 Seconds
PC Emerg NI Delay Mandatory	B235	65	65 Seconds
Pneumatic Control Knockdown Delays	•	66	66 Seconds
Permissible Values for B235		67	67 Seconds
00 00 - Instantaneous		68	68 Seconds
01 1 Second		69	69 Seconds
02 2 Seconds		70	70 Seconds
03 3 Seconds		71	71 Seconds
04 4 Seconds		72	72 Seconds
05 5 Seconds		73	73 Seconds
06 6 Seconds		74	74 Seconds
07 7 Seconds		75	75 Seconds
08 8 Seconds		76	76 Seconds
09 9 Seconds		77	77 Seconds
10 10 Seconds		78	78 Seconds
11 11 Seconds		79	79 Seconds
12 12 Seconds		80	80 Seconds
13 13 Seconds		81	81 Seconds
14 14 Seconds		82	82 Seconds
15 15 Seconds		83	83 Seconds
16 16 Seconds		84	84 Seconds
17 17 Seconds		85	85 Seconds
18 18 Seconds		86	86 Seconds
19 19 Seconds		87	87 Seconds
20 20 Seconds		88	88 Seconds
21 21 Seconds		89	89 Seconds
22 22 Seconds		90	90 Seconds
23 23 Seconds		90 91	90 Seconds 91 Seconds
24 24 Seconds		91	92 Seconds
25 25 Seconds			92 Seconds 93 Seconds
26 26 Seconds		93 94	
27 27 Seconds			94 Seconds
28 28 Seconds		95 96	95 Seconds 96 Seconds
29 29 Seconds			
30 30 Seconds		97	97 Seconds 98 Seconds
31 31 Seconds		98	98 Seconds 99 Seconds
32 32 Seconds		99 NN	
33 33 Seconds		NN VT	Does not apply
34 34 Seconds		VT	P.C. knockdown time varies with train speed
35 35 Seconds		XX	P.C. will not knockdown
36 36 Seconds			
37 37 Seconds		PC Pen	alty App Delay Mandatory
38 38 Seconds		Pneum	atic Control Knockdown Delays
39 39 Seconds			sible Values for B236
40 40 Seconds		00	00 - Instantaneous
40 40 Seconds		01	1 Second
41 41 Seconds 42 42 Seconds		02	2 Seconds

02	2 Seconds
02	z seconus

=Mandatory	=Used in ETC Generation	= Affects Rating
		, incoto nating

42

•

42 Seconds

B236 •



#### Locomotives

#### Data Specification Manual

	Data Spec		lludi
03	3 Seconds	71	71 Seconds
04	4 Seconds	72	72 Seconds
05	5 Seconds	73	73 Seconds
06	6 Seconds	74	74 Seconds
07	7 Seconds	75	75 Seconds
07	8 Seconds	75	76 Seconds
09	9 Seconds	77	77 Seconds
10	10 Seconds	78	78 Seconds
11	11 Seconds	79	79 Seconds
12	12 Seconds	80	80 Seconds
13	13 Seconds	81	81 Seconds
14	14 Seconds	82	82 Seconds
15	15 Seconds	83	83 Seconds
16	16 Seconds	84	84 Seconds
17	17 Seconds	85	85 Seconds
18	18 Seconds	86	86 Seconds
19	19 Seconds	87	87 Seconds
20	20 Seconds	88	88 Seconds
21	21 Seconds	89	89 Seconds
22	22 Seconds	90	90 Seconds
23	23 Seconds	91	91 Seconds
23	24 Seconds	92	92 Seconds
25	25 Seconds	93	93 Seconds
26	26 Seconds	94	94 Seconds
27	27 Seconds	95	95 Seconds
28	28 Seconds	96	96 Seconds
29	29 Seconds	97	97 Seconds
30	30 Seconds	98	98 Seconds
31	31 Seconds	99	99 Seconds
32	32 Seconds	NN	Does not apply
33	33 Seconds	VT	P.C. knockdown time varies with train speed
34	34 Seconds	XX	P.C. will not knockdown
35	35 Seconds		
26			
36	36 Seconds	PC Und	lesired App Delay Mandatory
36 37	36 Seconds 37 Seconds		lesired App Delay Mandatory
		Pneum	atic Control Knockdown Delays
37	37 Seconds	Pneum Permis	atic Control Knockdown Delays sible Values for B237
37 38	37 Seconds 38 Seconds	Pneum Permis 00	atic Control Knockdown Delays sible Values for B237 00 - Instantaneous
37 38 39	37 Seconds 38 Seconds 39 Seconds	Pneum Permis 00 01	atic Control Knockdown Delays sible Values for B237 00 - Instantaneous 1 Second
37 38 39 40	37 Seconds 38 Seconds 39 Seconds 40 Seconds	Pneum Permis 00 01 02	atic Control Knockdown Delays sible Values for B237 00 - Instantaneous 1 Second 2 Seconds
37 38 39 40 41	<ul> <li>37 Seconds</li> <li>38 Seconds</li> <li>39 Seconds</li> <li>40 Seconds</li> <li>41 Seconds</li> </ul>	Pneum Permis 00 01 02 03	atic Control Knockdown Delays sible Values for B237 00 - Instantaneous 1 Second 2 Seconds 3 Seconds
37 38 39 40 41 42	<ul> <li>37 Seconds</li> <li>38 Seconds</li> <li>39 Seconds</li> <li>40 Seconds</li> <li>41 Seconds</li> <li>42 Seconds</li> </ul>	Pneum Permis 00 01 02 03 04	atic Control Knockdown Delays sible Values for B237 00 - Instantaneous 1 Second 2 Seconds 3 Seconds 4 Seconds
37 38 39 40 41 42 43 44	<ul> <li>37 Seconds</li> <li>38 Seconds</li> <li>39 Seconds</li> <li>40 Seconds</li> <li>41 Seconds</li> <li>42 Seconds</li> <li>43 Seconds</li> <li>44 Seconds</li> </ul>	Pneum Permis 00 01 02 03	atic Control Knockdown Delays sible Values for B237 00 - Instantaneous 1 Second 2 Seconds 3 Seconds
37 38 39 40 41 42 43 44 45	<ul> <li>37 Seconds</li> <li>38 Seconds</li> <li>39 Seconds</li> <li>40 Seconds</li> <li>41 Seconds</li> <li>42 Seconds</li> <li>43 Seconds</li> <li>44 Seconds</li> <li>45 Seconds</li> </ul>	Pneum Permis 00 01 02 03 04	atic Control Knockdown Delays sible Values for B237 00 - Instantaneous 1 Second 2 Seconds 3 Seconds 4 Seconds
37 38 39 40 41 42 43 44 45 46	<ul> <li>37 Seconds</li> <li>38 Seconds</li> <li>39 Seconds</li> <li>40 Seconds</li> <li>41 Seconds</li> <li>42 Seconds</li> <li>43 Seconds</li> <li>44 Seconds</li> <li>45 Seconds</li> <li>46 Seconds</li> </ul>	Pneum Permis 00 01 02 03 04 05 06 07	atic Control Knockdown Delays sible Values for B237 00 - Instantaneous 1 Second 2 Seconds 3 Seconds 4 Seconds 5 Seconds 6 Seconds 7 Seconds
37 38 39 40 41 42 43 44 45 46 47	<ul> <li>37 Seconds</li> <li>38 Seconds</li> <li>39 Seconds</li> <li>40 Seconds</li> <li>41 Seconds</li> <li>42 Seconds</li> <li>43 Seconds</li> <li>44 Seconds</li> <li>45 Seconds</li> <li>46 Seconds</li> <li>47 Seconds</li> </ul>	Pneum Permis 00 01 02 03 04 05 06	atic Control Knockdown Delays sible Values for B237 00 - Instantaneous 1 Second 2 Seconds 3 Seconds 4 Seconds 5 Seconds 6 Seconds
37 38 39 40 41 42 43 44 45 46 47 48	<ul> <li>37 Seconds</li> <li>38 Seconds</li> <li>39 Seconds</li> <li>40 Seconds</li> <li>41 Seconds</li> <li>42 Seconds</li> <li>43 Seconds</li> <li>44 Seconds</li> <li>45 Seconds</li> <li>46 Seconds</li> <li>47 Seconds</li> <li>48 Seconds</li> </ul>	Pneum Permis 00 01 02 03 04 05 06 07	atic Control Knockdown Delays sible Values for B237 00 - Instantaneous 1 Second 2 Seconds 3 Seconds 4 Seconds 5 Seconds 6 Seconds 7 Seconds
37 38 39 40 41 42 43 44 45 46 47 48 49	<ul> <li>37 Seconds</li> <li>38 Seconds</li> <li>39 Seconds</li> <li>40 Seconds</li> <li>41 Seconds</li> <li>42 Seconds</li> <li>43 Seconds</li> <li>44 Seconds</li> <li>45 Seconds</li> <li>46 Seconds</li> <li>47 Seconds</li> <li>48 Seconds</li> <li>49 Seconds</li> </ul>	Pneum Permis 00 01 02 03 04 05 06 07 08	atic Control Knockdown Delays sible Values for B237 00 - Instantaneous 1 Second 2 Seconds 3 Seconds 4 Seconds 5 Seconds 6 Seconds 7 Seconds 8 Seconds 8 Seconds
37 38 39 40 41 42 43 44 45 46 47 48 49 50	<ul> <li>37 Seconds</li> <li>38 Seconds</li> <li>39 Seconds</li> <li>40 Seconds</li> <li>41 Seconds</li> <li>42 Seconds</li> <li>43 Seconds</li> <li>44 Seconds</li> <li>45 Seconds</li> <li>46 Seconds</li> <li>47 Seconds</li> <li>48 Seconds</li> <li>49 Seconds</li> <li>50 Seconds</li> </ul>	Pneum Permis 00 01 02 03 04 05 06 07 08 09	atic Control Knockdown Delays sible Values for B237 00 - Instantaneous 1 Second 2 Seconds 3 Seconds 4 Seconds 5 Seconds 6 Seconds 7 Seconds 8 Seconds 9 Seconds
37 38 39 40 41 42 43 44 45 46 47 48 49 50 51	37 Seconds38 Seconds39 Seconds40 Seconds41 Seconds42 Seconds43 Seconds44 Seconds45 Seconds46 Seconds47 Seconds48 Seconds49 Seconds50 Seconds51 Seconds	Pneum Permis 00 01 02 03 04 05 06 07 08 09 10 11	atic Control Knockdown Delays sible Values for B237 00 - Instantaneous 1 Second 2 Seconds 3 Seconds 4 Seconds 5 Seconds 6 Seconds 7 Seconds 8 Seconds 9 Seconds 10 Seconds
37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52	37 Seconds38 Seconds39 Seconds40 Seconds41 Seconds42 Seconds43 Seconds44 Seconds45 Seconds46 Seconds47 Seconds48 Seconds50 Seconds51 Seconds52 Seconds	Pneum Permis 00 01 02 03 04 05 06 07 08 09 10 11 12	atic Control Knockdown Delays sible Values for B237 00 - Instantaneous 1 Second 2 Seconds 3 Seconds 4 Seconds 5 Seconds 6 Seconds 7 Seconds 8 Seconds 9 Seconds 10 Seconds 11 Seconds
37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53	37 Seconds38 Seconds39 Seconds40 Seconds41 Seconds42 Seconds43 Seconds44 Seconds45 Seconds46 Seconds47 Seconds48 Seconds50 Seconds51 Seconds52 Seconds53 Seconds	Pneum           Permis           00           01           02           03           04           05           06           07           08           09           10           11           12           13	atic Control Knockdown Delays sible Values for B237 00 - Instantaneous 1 Second 2 Seconds 3 Seconds 4 Seconds 5 Seconds 6 Seconds 7 Seconds 8 Seconds 9 Seconds 10 Seconds 11 Seconds 12 Seconds 13 Seconds
37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54	37 Seconds38 Seconds39 Seconds40 Seconds41 Seconds42 Seconds43 Seconds44 Seconds45 Seconds46 Seconds47 Seconds48 Seconds50 Seconds51 Seconds52 Seconds53 Seconds54 Seconds	Pneum Permis 00 01 02 03 04 05 06 07 08 09 10 11 12 13 14	atic Control Knockdown Delays sible Values for B237 00 - Instantaneous 1 Second 2 Seconds 3 Seconds 4 Seconds 5 Seconds 6 Seconds 7 Seconds 8 Seconds 9 Seconds 10 Seconds 11 Seconds 11 Seconds 12 Seconds 13 Seconds 14 Seconds
37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55	37 Seconds38 Seconds39 Seconds40 Seconds41 Seconds42 Seconds43 Seconds44 Seconds45 Seconds46 Seconds47 Seconds48 Seconds50 Seconds51 Seconds52 Seconds53 Seconds54 Seconds	Pneum           00           01           02           03           04           05           06           07           08           09           10           11           12           13           14           15	atic Control Knockdown Delays sible Values for B237 00 - Instantaneous 1 Second 2 Seconds 3 Seconds 4 Seconds 5 Seconds 5 Seconds 7 Seconds 8 Seconds 9 Seconds 10 Seconds 11 Seconds 11 Seconds 12 Seconds 13 Seconds 13 Seconds 14 Seconds
37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56	37 Seconds38 Seconds39 Seconds40 Seconds41 Seconds42 Seconds43 Seconds44 Seconds45 Seconds46 Seconds47 Seconds48 Seconds50 Seconds51 Seconds52 Seconds53 Seconds54 Seconds55 Seconds56 Seconds	Pneum           Permis           00           01           02           03           04           05           06           07           08           09           10           11           12           13           14           15           16	atic Control Knockdown Delays sible Values for B237 00 - Instantaneous 1 Second 2 Seconds 3 Seconds 4 Seconds 5 Seconds 6 Seconds 7 Seconds 8 Seconds 9 Seconds 10 Seconds 11 Seconds 11 Seconds 12 Seconds 13 Seconds 14 Seconds 15 Seconds 15 Seconds 16 Seconds
37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57	37 Seconds38 Seconds39 Seconds40 Seconds41 Seconds42 Seconds43 Seconds44 Seconds45 Seconds46 Seconds47 Seconds48 Seconds50 Seconds51 Seconds52 Seconds53 Seconds54 Seconds55 Seconds56 Seconds57 Seconds	Pneum           Permis           00           01           02           03           04           05           06           07           08           09           10           11           12           13           14           15           16           17	atic Control Knockdown Delays sible Values for B237 00 - Instantaneous 1 Second 2 Seconds 3 Seconds 4 Seconds 5 Seconds 6 Seconds 7 Seconds 8 Seconds 9 Seconds 10 Seconds 11 Seconds 11 Seconds 12 Seconds 13 Seconds 13 Seconds 14 Seconds 15 Seconds 15 Seconds 16 Seconds 17 Seconds
37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58	37 Seconds38 Seconds39 Seconds40 Seconds41 Seconds42 Seconds43 Seconds44 Seconds45 Seconds46 Seconds47 Seconds48 Seconds50 Seconds51 Seconds52 Seconds53 Seconds53 Seconds54 Seconds55 Seconds57 Seconds58 Seconds	Pneum           Permis           00           01           02           03           04           05           06           07           08           09           10           11           12           13           14           15           16           17           18	atic Control Knockdown Delays sible Values for B237 00 - Instantaneous 1 Second 2 Seconds 3 Seconds 4 Seconds 5 Seconds 6 Seconds 7 Seconds 8 Seconds 10 Seconds 11 Seconds 11 Seconds 12 Seconds 13 Seconds 13 Seconds 14 Seconds 15 Seconds 15 Seconds 16 Seconds 17 Seconds 18 Seconds 18 Seconds
37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59	37 Seconds38 Seconds39 Seconds40 Seconds41 Seconds42 Seconds43 Seconds44 Seconds45 Seconds46 Seconds47 Seconds48 Seconds50 Seconds51 Seconds52 Seconds53 Seconds54 Seconds55 Seconds56 Seconds57 Seconds	Pneum           Permis           00           01           02           03           04           05           06           07           08           09           10           11           12           13           14           15           16           17           18           19	atic Control Knockdown Delays sible Values for B237 00 - Instantaneous 1 Second 2 Seconds 3 Seconds 4 Seconds 5 Seconds 6 Seconds 7 Seconds 8 Seconds 9 Seconds 10 Seconds 11 Seconds 12 Seconds 13 Seconds 13 Seconds 14 Seconds 15 Seconds 15 Seconds 16 Seconds 17 Seconds 18 Seconds 19 Seconds 19 Seconds 19 Seconds
37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58	37 Seconds38 Seconds39 Seconds40 Seconds41 Seconds42 Seconds43 Seconds44 Seconds45 Seconds46 Seconds47 Seconds48 Seconds50 Seconds51 Seconds52 Seconds53 Seconds53 Seconds54 Seconds55 Seconds57 Seconds58 Seconds	Pneum           Permis           00           01           02           03           04           05           06           07           08           09           10           11           12           13           14           15           16           17           18           19           20	atic Control Knockdown Delays sible Values for B237 00 - Instantaneous 1 Second 2 Seconds 3 Seconds 4 Seconds 5 Seconds 6 Seconds 7 Seconds 8 Seconds 9 Seconds 10 Seconds 11 Seconds 12 Seconds 13 Seconds 13 Seconds 14 Seconds 15 Seconds 15 Seconds 16 Seconds 17 Seconds 17 Seconds 18 Seconds 19 Seconds 20 Seconds
37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59	37 Seconds38 Seconds39 Seconds40 Seconds41 Seconds42 Seconds43 Seconds44 Seconds45 Seconds46 Seconds47 Seconds48 Seconds50 Seconds51 Seconds52 Seconds53 Seconds53 Seconds54 Seconds55 Seconds57 Seconds58 Seconds59 Seconds	Pneum           Permis           00           01           02           03           04           05           06           07           08           09           10           11           12           13           14           15           16           17           18           19           20           21	atic Control Knockdown Delays sible Values for B237 00 - Instantaneous 1 Second 2 Seconds 3 Seconds 4 Seconds 5 Seconds 6 Seconds 7 Seconds 8 Seconds 9 Seconds 10 Seconds 11 Seconds 12 Seconds 13 Seconds 13 Seconds 14 Seconds 15 Seconds 16 Seconds 17 Seconds 18 Seconds 19 Seconds 19 Seconds 10 Seconds 11 Seconds 12 Seconds 13 Seconds 14 Seconds 15 Seconds 16 Seconds 17 Seconds 17 Seconds 18 Seconds 19 Seconds 20 Seconds 21 Seconds
37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60	37 Seconds38 Seconds39 Seconds40 Seconds41 Seconds42 Seconds43 Seconds44 Seconds45 Seconds46 Seconds47 Seconds48 Seconds50 Seconds51 Seconds52 Seconds53 Seconds54 Seconds55 Seconds56 Seconds57 Seconds58 Seconds59 Seconds59 Seconds	Pneum           Permis           00           01           02           03           04           05           06           07           08           09           10           11           12           13           14           15           16           17           18           19           20           21           22	atic Control Knockdown Delays sible Values for B237 00 - Instantaneous 1 Second 2 Seconds 3 Seconds 4 Seconds 5 Seconds 6 Seconds 7 Seconds 8 Seconds 9 Seconds 10 Seconds 11 Seconds 12 Seconds 13 Seconds 13 Seconds 14 Seconds 15 Seconds 15 Seconds 16 Seconds 17 Seconds 17 Seconds 18 Seconds 19 Seconds 19 Seconds 10 Seconds 10 Seconds 11 Seconds 12 Seconds 13 Seconds 14 Seconds 15 Seconds 15 Seconds 16 Seconds 17 Seconds 18 Seconds 19 Seconds 20 Seconds 21 Seconds 21 Seconds 22 Seconds
37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61	37 Seconds38 Seconds39 Seconds40 Seconds41 Seconds42 Seconds43 Seconds44 Seconds45 Seconds46 Seconds47 Seconds48 Seconds50 Seconds51 Seconds52 Seconds53 Seconds55 Seconds55 Seconds56 Seconds57 Seconds58 Seconds59 Seconds51 Seconds55 Seconds55 Seconds56 Seconds57 Seconds58 Seconds59 Seconds59 Seconds51 Seconds53 Seconds54 Seconds55 Seconds55 Seconds55 Seconds56 Seconds57 Seconds58 Seconds59 Seconds59 Seconds51 Seconds53 Seconds54 Seconds55 Seconds <td>Pneum           Permis           00           01           02           03           04           05           06           07           08           09           10           11           12           13           14           15           16           17           18           19           20           21           22           23</td> <td>atic Control Knockdown Delays sible Values for B237 00 - Instantaneous 1 Second 2 Seconds 3 Seconds 4 Seconds 5 Seconds 6 Seconds 7 Seconds 8 Seconds 9 Seconds 10 Seconds 11 Seconds 12 Seconds 13 Seconds 13 Seconds 14 Seconds 15 Seconds 16 Seconds 17 Seconds 17 Seconds 18 Seconds 19 Seconds 19 Seconds 10 Seconds 11 Seconds 12 Seconds 13 Seconds 14 Seconds 15 Seconds 15 Seconds 16 Seconds 17 Seconds 17 Seconds 18 Seconds 19 Seconds 20 Seconds 21 Seconds 21 Seconds 22 Seconds 23 Seconds</td>	Pneum           Permis           00           01           02           03           04           05           06           07           08           09           10           11           12           13           14           15           16           17           18           19           20           21           22           23	atic Control Knockdown Delays sible Values for B237 00 - Instantaneous 1 Second 2 Seconds 3 Seconds 4 Seconds 5 Seconds 6 Seconds 7 Seconds 8 Seconds 9 Seconds 10 Seconds 11 Seconds 12 Seconds 13 Seconds 13 Seconds 14 Seconds 15 Seconds 16 Seconds 17 Seconds 17 Seconds 18 Seconds 19 Seconds 19 Seconds 10 Seconds 11 Seconds 12 Seconds 13 Seconds 14 Seconds 15 Seconds 15 Seconds 16 Seconds 17 Seconds 17 Seconds 18 Seconds 19 Seconds 20 Seconds 21 Seconds 21 Seconds 22 Seconds 23 Seconds
37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62	37 Seconds38 Seconds39 Seconds40 Seconds41 Seconds42 Seconds43 Seconds44 Seconds45 Seconds46 Seconds47 Seconds48 Seconds49 Seconds50 Seconds51 Seconds52 Seconds53 Seconds55 Seconds55 Seconds56 Seconds57 Seconds58 Seconds59 Seconds51 Seconds52 Seconds53 Seconds54 Seconds55 Seconds56 Seconds57 Seconds58 Seconds59 Seconds59 Seconds60 Seconds61 Seconds62 Seconds	Pneum           Permis           00           01           02           03           04           05           06           07           08           09           10           11           12           13           14           15           16           17           18           19           20           21           22           23           24	atic Control Knockdown Delays sible Values for B237 00 - Instantaneous 1 Second 2 Seconds 3 Seconds 4 Seconds 5 Seconds 6 Seconds 7 Seconds 8 Seconds 9 Seconds 10 Seconds 11 Seconds 12 Seconds 13 Seconds 14 Seconds 15 Seconds 16 Seconds 17 Seconds 17 Seconds 18 Seconds 19 Seconds 19 Seconds 20 Seconds 20 Seconds 21 Seconds 22 Seconds 23 Seconds 24 Seconds
37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63	37 Seconds38 Seconds39 Seconds40 Seconds41 Seconds42 Seconds43 Seconds44 Seconds45 Seconds46 Seconds47 Seconds48 Seconds49 Seconds50 Seconds51 Seconds52 Seconds53 Seconds54 Seconds55 Seconds56 Seconds57 Seconds58 Seconds59 Seconds53 Seconds54 Seconds55 Seconds56 Seconds57 Seconds58 Seconds59 Seconds59 Seconds60 Seconds61 Seconds63 Seconds	Pneum           Permis           00           01           02           03           04           05           06           07           08           09           10           11           12           13           14           15           16           17           18           19           20           21           22           23           24           25	atic Control Knockdown Delays sible Values for B237 00 - Instantaneous 1 Second 2 Seconds 3 Seconds 4 Seconds 5 Seconds 6 Seconds 7 Seconds 8 Seconds 9 Seconds 10 Seconds 11 Seconds 12 Seconds 13 Seconds 14 Seconds 15 Seconds 15 Seconds 16 Seconds 17 Seconds 17 Seconds 18 Seconds 19 Seconds 19 Seconds 20 Seconds 21 Seconds 21 Seconds 22 Seconds 23 Seconds 24 Seconds 25 Seconds
37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64	37 Seconds38 Seconds39 Seconds40 Seconds41 Seconds42 Seconds43 Seconds44 Seconds45 Seconds46 Seconds47 Seconds48 Seconds49 Seconds50 Seconds51 Seconds52 Seconds53 Seconds54 Seconds55 Seconds56 Seconds57 Seconds58 Seconds59 Seconds53 Seconds54 Seconds55 Seconds56 Seconds57 Seconds58 Seconds59 Seconds60 Seconds61 Seconds63 Seconds64 Seconds	Pneum           Permis           00           01           02           03           04           05           06           07           08           09           10           11           12           13           14           15           16           17           18           19           20           21           22           23           24           25           26	atic Control Knockdown Delays sible Values for B237 00 - Instantaneous 1 Second 2 Seconds 3 Seconds 4 Seconds 5 Seconds 6 Seconds 7 Seconds 8 Seconds 9 Seconds 10 Seconds 11 Seconds 12 Seconds 13 Seconds 14 Seconds 15 Seconds 16 Seconds 17 Seconds 16 Seconds 17 Seconds 18 Seconds 19 Seconds 10 Seconds 12 Seconds 13 Seconds 14 Seconds 15 Seconds 15 Seconds 16 Seconds 17 Seconds 18 Seconds 19 Seconds 20 Seconds 21 Seconds 21 Seconds 22 Seconds 23 Seconds 24 Seconds 25 Seconds 26 Seconds
37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65	37 Seconds38 Seconds39 Seconds40 Seconds41 Seconds42 Seconds43 Seconds44 Seconds45 Seconds46 Seconds47 Seconds48 Seconds49 Seconds50 Seconds51 Seconds52 Seconds53 Seconds54 Seconds55 Seconds56 Seconds57 Seconds58 Seconds59 Seconds60 Seconds61 Seconds63 Seconds63 Seconds64 Seconds65 Seconds	Pneum           Permis           00           01           02           03           04           05           06           07           08           09           10           11           12           13           14           15           16           17           18           19           20           21           22           23           24           25           26           27	atic Control Knockdown Delays sible Values for B237 00 - Instantaneous 1 Second 2 Seconds 3 Seconds 4 Seconds 5 Seconds 6 Seconds 7 Seconds 8 Seconds 10 Seconds 11 Seconds 12 Seconds 13 Seconds 14 Seconds 15 Seconds 16 Seconds 17 Seconds 16 Seconds 17 Seconds 18 Seconds 19 Seconds 12 Seconds 13 Seconds 14 Seconds 15 Seconds 15 Seconds 16 Seconds 17 Seconds 18 Seconds 19 Seconds 20 Seconds 21 Seconds 21 Seconds 22 Seconds 23 Seconds 24 Seconds 25 Seconds 25 Seconds 26 Seconds 27 Seconds
37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67	37 Seconds38 Seconds39 Seconds40 Seconds41 Seconds42 Seconds43 Seconds44 Seconds45 Seconds46 Seconds47 Seconds48 Seconds49 Seconds50 Seconds51 Seconds52 Seconds53 Seconds54 Seconds55 Seconds56 Seconds57 Seconds58 Seconds59 Seconds59 Seconds60 Seconds61 Seconds62 Seconds63 Seconds64 Seconds65 Seconds65 Seconds65 Seconds66 Seconds67 Seconds	Pneum           Permis           00           01           02           03           04           05           06           07           08           09           10           11           12           13           14           15           16           17           18           19           20           21           22           23           24           25           26           27           28	atic Control Knockdown Delays sible Values for B237 00 - Instantaneous 1 Second 2 Seconds 3 Seconds 4 Seconds 5 Seconds 6 Seconds 7 Seconds 8 Seconds 9 Seconds 10 Seconds 11 Seconds 12 Seconds 13 Seconds 14 Seconds 15 Seconds 16 Seconds 17 Seconds 18 Seconds 19 Seconds 19 Seconds 12 Seconds 13 Seconds 14 Seconds 15 Seconds 16 Seconds 17 Seconds 18 Seconds 19 Seconds 20 Seconds 21 Seconds 21 Seconds 22 Seconds 23 Seconds 24 Seconds 25 Seconds 25 Seconds 26 Seconds 27 Seconds 27 Seconds 28 Seconds 28 Seconds
37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66	37 Seconds38 Seconds39 Seconds40 Seconds41 Seconds42 Seconds43 Seconds44 Seconds45 Seconds46 Seconds47 Seconds48 Seconds49 Seconds50 Seconds51 Seconds52 Seconds53 Seconds54 Seconds55 Seconds56 Seconds57 Seconds58 Seconds59 Seconds60 Seconds61 Seconds63 Seconds64 Seconds65 Seconds65 Seconds66 Seconds	Pneum           Permis           00           01           02           03           04           05           06           07           08           09           10           11           12           13           14           15           16           17           18           19           20           21           22           23           24           25           26           27           28           29	atic Control Knockdown Delays sible Values for B237 00 - Instantaneous 1 Second 2 Seconds 3 Seconds 4 Seconds 5 Seconds 6 Seconds 7 Seconds 8 Seconds 9 Seconds 10 Seconds 11 Seconds 12 Seconds 13 Seconds 14 Seconds 15 Seconds 16 Seconds 17 Seconds 18 Seconds 19 Seconds 19 Seconds 20 Seconds 21 Seconds 21 Seconds 22 Seconds 23 Seconds 23 Seconds 24 Seconds 25 Seconds 26 Seconds 27 Seconds 28 Seconds 29 Seconds 29 Seconds 20 Seconds 20 Seconds 20 Seconds 21 Seconds 22 Seconds 23 Seconds 24 Seconds 25 Seconds 26 Seconds 27 Seconds 28 Seconds 29 Seconds 20 Seconds 29 Seconds 20
37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68	37 Seconds38 Seconds39 Seconds40 Seconds41 Seconds42 Seconds43 Seconds44 Seconds45 Seconds46 Seconds47 Seconds48 Seconds49 Seconds50 Seconds51 Seconds52 Seconds53 Seconds54 Seconds55 Seconds56 Seconds57 Seconds58 Seconds59 Seconds59 Seconds60 Seconds61 Seconds62 Seconds63 Seconds64 Seconds65 Seconds65 Seconds66 Seconds67 Seconds68 Seconds	Pneum           Permis           00           01           02           03           04           05           06           07           08           09           10           11           12           13           14           15           16           17           18           19           20           21           22           23           24           25           26           27           28	atic Control Knockdown Delays sible Values for B237 00 - Instantaneous 1 Second 2 Seconds 3 Seconds 4 Seconds 5 Seconds 6 Seconds 7 Seconds 8 Seconds 9 Seconds 10 Seconds 11 Seconds 12 Seconds 13 Seconds 14 Seconds 15 Seconds 16 Seconds 17 Seconds 18 Seconds 19 Seconds 19 Seconds 12 Seconds 13 Seconds 14 Seconds 15 Seconds 15 Seconds 16 Seconds 17 Seconds 18 Seconds 19 Seconds 20 Seconds 21 Seconds 21 Seconds 22 Seconds 23 Seconds 24 Seconds 25 Seconds 25 Seconds 26 Seconds 27 Seconds 28 Seconds 28 Seconds

B237

31 Seconds

32 Seconds

33 Seconds

34 Seconds

35 Seconds

36 Seconds

37 Seconds

38 Seconds

39 Seconds

40 Seconds

41 Seconds

42 Seconds

43 Seconds

44 Seconds

45 Seconds

46 Seconds

47 Seconds

48 Seconds

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50 Seconds

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52 Seconds

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54 Seconds

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60 Seconds 61 Seconds

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83 Seconds

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87 Seconds

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98 Seconds

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B234

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#### Data Specification Manual

- NN Does not apply
- VT P.C. knockdown time varies with train speed
- XX P.C. will not knockdown

	XX	P.C. WIII NOT KNOCKDOWN	
	PC Emerg Initiated Delay Mandatory		
	Pneumatic Control Knockdown Delays		
	Permissible Values for B234		
	00	00 - Instantaneous	
	01	1 Second	
	02	2 Seconds	
	03 04	3 Seconds 4 Seconds	
	05	5 Seconds	
	06	6 Seconds	
	07	7 Seconds	
	08	8 Seconds	
	09	9 Seconds	
	10	10 Seconds 11 Seconds	
	11 12	12 Seconds	
	13	13 Seconds	
	14	14 Seconds	
	15	15 Seconds	
	16	16 Seconds	
	17	17 Seconds	
	18	18 Seconds	
	19 20	19 Seconds 20 Seconds	
	20	21 Seconds	
	22	22 Seconds	
	23	23 Seconds	
	24	24 Seconds	
	25	25 Seconds	
	26	26 Seconds	
	27	27 Seconds	
	28 29	28 Seconds 29 Seconds	
	30	30 Seconds	
	31	31 Seconds	
	32	32 Seconds	
	33	33 Seconds	
	34	34 Seconds	
	35	35 Seconds	
	36 37	36 Seconds 37 Seconds	
	37	38 Seconds	
	39	39 Seconds	
	40	40 Seconds	
	41	41 Seconds	
	42	42 Seconds	
	43	43 Seconds	
	44 45	44 Seconds 45 Seconds	
	45 46	46 Seconds	
	47	47 Seconds	
	48	48 Seconds	
	49	49 Seconds	
	50	50 Seconds	
	51	51 Seconds	
	52	52 Seconds	
	53 54	53 Seconds 54 Seconds	
	55	55 Seconds	
	56	56 Seconds	
	57	57 Seconds	
	58	58 Seconds	
l l			



Locomotives

# Data Specification Manual

Data Specifi	ication Manual	
59 59 Seconds		
60 60 Seconds	Cab Signal Type Mandatory A0	)41
61 61 Seconds 62 62 Seconds	Cab Signal Type	•
63 63 Seconds	Permissible Values for A041	
64 64 Seconds	A Magnetic Valve no CCS	
65 65 Seconds	B BN CCS	
66 66 Seconds	C CR CCS	
67 67 Seconds	D Dual UP and CNW CCS	
68 68 Seconds	Е Туре Е	
69 69 Seconds	G US and S Type EL	
70 70 Seconds	H US and S Type EL and CNW	
71 71 Seconds	I US and S Type EL with LSL	
72 72 Seconds	J US and S Type EH	
73 73 Seconds	K US and S Type EH with LSL	
74 74 Seconds	L US and S Type EM	
75 75 Seconds	M US and S Type EM and CNW	
76 76 Seconds	N Not Equipped	
77 77 Seconds	R RFP CCS	
78 78 Seconds	S Type GRS	
79 79 Seconds	U UP CCS	
80 80 Seconds	W CNW CSS	
81 81 Seconds		
82 82 Seconds	PTC System Control Mandatory A0	006
83 83 Seconds	Advance Train Control System (A.T.C.S.)	•
84 84 Seconds	Permissible Values for A006	
85 85 Seconds	A ACSES	
86 86 Seconds	B Dual (ACSES and Train Guard)	
87 87 Seconds		
88 88 Seconds	D Dual (ACSES and IETMS)	
89 89 Seconds	E ETMS	
90 90 Seconds	I ITCS	
91 91 Seconds 92 92 Seconds	M Dual (ITCS and IETMS)	
92 92 Seconds 93 93 Seconds	N Not Equipped	
94 94 Seconds		
95 95 Seconds		
96 96 Seconds	Q Train Guard	
97 97 Seconds	T ATCS	
98 98 Seconds	V IETMS	
99 99 Seconds		
NN Does not apply	Fuel Preheater Equipped A1	10
VT P.C. knockdown time varies with train speed		10
XX P.C. will not knockdown	Fuel Preheater	
	Permissible Values for A110	
Cab Signal Configuration Mandatory CBSI	Y Yes	
Cab Signal Configuration	EPA Emissions Tier Level B0	)81
Permissible Values for CBSI	Indicates the EPA emissions Tier level for the diesel engine on a Locomotive	e.
D Double Ended N Not Equipped S Single Ended	Permissible Values for B081	
Validation Rule for CBSI	A Tier 0	
-Locomotive Cab Signal Configuration must agree with Cab Signal Type, and	B Tier 0+	
cannot be Not Equipped N if the Cab Signal I Magnetic Valve - no C.C.S (A) or Not Equipped (N)	C Tier 1	
Not Equipped (N)	D Tier 1+	
	E Tier 2	
Eval Tank Canadity	F Tier 2+	
Fuel Tank Capacity A113	G Tier 3	
Fuel Tank Capacity	H Tier 4	
Range of Values for A113	I Tier 4C	
Minimum Maximum	N None - Post 1973 Locomotives that are currently non Tier but will	
0 0	become Tier at first Engine change.	
500 8200	X Exempt - Locomotive will never require a Tier engine. All pre-1973	
Validation Rule for A113	Locomotives are exempt unless replaced with a Tier engine, then it	
-Locomotives with Equipment Descriptor of DA reporting anything other than	becomes Tier forever	~
a Fuel Tank Capacity of 0, must be reported within the minimum and	Z Export Only - Subject to restriction of operating < 25 miles within US	5
maximum range specifications of 1000 to 8200.	Border and certified as "export-only/not for use in US"	
	Validation Rule for B081	



# Data Specification Manual

B057

A228

A114

- 218 -

= Affects Rating

-Only Locomotives built prior to January 1, 1973 are allowed exemptions from EPA emissions standards

# **Control Stand Type**

# Type of control stand

Permissible Values for B057

- A Console B Dual C Standard AAR
- Z Other

# Safety Control

#### Safety Control

### Permissible Values for A228

- A Alerter
- E Electric
- F Foot Pedal
- G Foot Pedal and Speed Governor
- H Alerter and Speed Governor
- I Interval
- N Not Equipped
- S Speed Governor
- U Equipped-Type Unknown

Z	Dther
Gear Ra	tio
Gear Rat	io
Permissi	ible Values for A114
55:12	55 axle teeth : 12 gear teeth
55:19	55 axle teeth : 19 gear teeth
55:21	55 axle teeth : 21 gear teeth
55:22	55 axle teeth : 22 gear teeth
55:25	55 axle teeth : 25 gear teeth
56:21	56 axle teeth : 21 gear teeth
57:18	57 axle teeth : 18 gear teeth
57:20	57 axle teeth : 20 gear teeth
58:19	58 axle teeth : 19 gear teeth
59:15	59 axle teeth : 15 gear teeth
59:18	59 axle teeth : 18 gear teeth
59:20	59 axle teeth : 20 gear teeth
60:17	60 axle teeth : 17 gear teeth
61:16	61 axle teeth : 16 gear teeth
62:13	62 axle teeth : 13 gear teeth
62:15	62 axle teeth : 15 gear teeth
62:18	62 axle teeth : 18 gear teeth
62:45	62 axle teeth : 45 gear teeth
62:50	62 axle teeth : 50 gear teeth
62:51	62 axle teeth : 51 gear teeth
62:95	62 axle teeth : 95 gear teeth
63:15	63 axle teeth : 15 gear teeth
65:12	65 axle teeth : 12 gear teeth
65:15	65 axle teeth : 15 gear teeth
65:18	65 axle teeth : 18 gear teeth
65:20	65 axle teeth : 20 gear teeth
66:12	66 axle teeth : 12 gear teeth
66:20	66 axle teeth : 20 gear teeth
68:14	68 axle teeth : 14 gear teeth
69:18	69 axle teeth : 18 gear teeth
70:17	70 axle teeth : 17 gear teeth
70:27	70 axle teeth : 27 gear teeth
71:13	71 axle teeth : 13 gear teeth
71:23	71 axle teeth : 23 gear teeth
73:13	73 axle teeth : 13 gear teeth
74:12	74 axle teeth : 12 gear teeth
74:15	74 axle teeth : 15 gear teeth
74:18	74 axle teeth : 18 gear teeth
74:29	74 axle teeth : 29 gear teeth
75:16	75 axle teeth : 16 gear teeth
=Mano	datory <b>A</b> =Used in ETC Generation

78:14	78 axle teeth : 14 gear teeth
79:13	79 axle teeth : 13 gear teeth
81:22	81 axle teeth : 22 gear teeth
82:19	82 axle teeth : 19 gear teeth
83:16	83 axle teeth : 16 gear teeth
83:18	83 axle teeth : 18 gear teeth
83:20	83 axle teeth : 20 gear teeth
83:21	83 axle teeth : 21 gear teeth
84:22	84 axle teeth : 22 gear teeth
85:16	85 axle teeth : 16 gear teeth
85:36	85 axle teeth : 36 gear teeth
87:16	87 axle teeth : 16 gear teeth
99:12	99 axle teeth : 12 gear teeth
DRCT	Direct Drive

### Validation Rule for A114

NONE

-If Gear Ratio is not set then Direct Drive must be set

Hood	Conngu		
	Configu		
Perm		alues for A122	
В		erNo Cab	
С		dy (F7, F45, ETC.)	
E		ded Low Hood	
н	High H		
L O	Low H		
S	Other Switcl		
S T		ed Carbody	
w		/idth Cab	
Maxi	mum Spe		A1(
	mum Spe		
		es for A165	
	imum	Maximum	
25	-	150	
Valid	ation Ru	e for A165	
-Loc	comotive	s (Equipment Descriptor of DFGT,	, DSW, DNCF, or DA) can only
re		In the Consel lass the second second	l to 86 mph
	eport a IV	laximum Speed less than or equa	
-Loc	•	s (Equipment Descriptor of DPAS,	•
	comotive		, DNCP, or DE) must repot a
	comotive	s (Equipment Descriptor of DPAS,	, DNCP, or DE) must repot a
Minir	tomotive laximum mum Spe	s (Equipment Descriptor of DPAS, Speed greater than or equal to 4 ed	, DNCP, or DE) must repot a
N Minir Minir	comotive laximum <b>num Spe</b> num Spe	s (Equipment Descriptor of DPAS, Speed greater than or equal to 4 ed ed	, DNCP, or DE) must repot a 1 mph
Minin Minin Range	num Spe num Spe	s (Equipment Descriptor of DPAS, Speed greater than or equal to 4 ed ed es for A172	, DNCP, or DE) must repot a 1 mph
Minin Minin Range Min	comotive laximum <b>num Spe</b> num Spe	s (Equipment Descriptor of DPAS, Speed greater than or equal to 4 ed ed es for A172 Maximum	, DNCP, or DE) must repot a 1 mph
Minin Minin Range	num Spe num Spe	s (Equipment Descriptor of DPAS, Speed greater than or equal to 4 ed ed es for A172	, DNCP, or DE) must repot a 1 mph
Minir Minin Range Min 7	num Spe num Spe	s (Equipment Descriptor of DPAS, Speed greater than or equal to 4 ed ed es for A172 Maximum 40	, DNCP, or DE) must repot a 1 mph
Minin Minin Range Min 7 Speed	num Spe num Spe num Spe e of Valu imum d Contro	s (Equipment Descriptor of DPAS, Speed greater than or equal to 4 ed es for A172 Maximum 40	, DNCP, or DE) must repot a 1 mph A1
Minin Minin Range Min 7 Speec Speec	num Spe num Spe e of Valu imum d Controi d Control issible Va	s (Equipment Descriptor of DPAS, Speed greater than or equal to 4 ed es for A172 Maximum 40	, DNCP, or DE) must repot a 1 mph A1
Minin Minin Range Min 7 Speed Speed Perm H	num Spe num Spe e of Valu imum d Controi d Controi issible Vi Hump	s (Equipment Descriptor of DPAS, Speed greater than or equal to 4 ed es for A172 Maximum 40	, DNCP, or DE) must repot a 1 mph A1
Minin Minin Range Min 7 Speed Speed Speed H L	num Spe num Spe e of Valu imum d Control issible Va Hump Lead	s (Equipment Descriptor of DPAS, Speed greater than or equal to 4 ed es for A172 Maximum 40 alues for A246	, DNCP, or DE) must repot a 1 mph A1
Minin Minin Range Min 7 Speed Speed Speed H L P	num Spe num Spe e of Valu imum d Control issible Va Hump Lead Hump	s (Equipment Descriptor of DPAS, Speed greater than or equal to 4 ed es for A172 Maximum 40 alues for A246 and Trail	, DNCP, or DE) must repot a 1 mph A1
Minin Minin Range Min 7 Speed Speed Berm H L P R	num Spe num Spe e of Valu imum d Control d Control issible Va Hump Lead Hump Lead a	s (Equipment Descriptor of DPAS, Speed greater than or equal to 4 ed es for A172 Maximum 40 alues for A246 and Trail nd Trail	, DNCP, or DE) must repot a 1 mph A1
Minin Minin Range Min 7 Speed Speed Perm H L P R S	num Spe num Spe e of Valu imum d Control d Control issible Va Hump Lead Hump Lead a Lead ,	s (Equipment Descriptor of DPAS, Speed greater than or equal to 4 ed es for A172 Maximum 40 alues for A246 and Trail	, DNCP, or DE) must repot a 1 mph A1
Minir Minir Range Mini 7 Speec Speec H L P R S T	num Spe num Spe e of Valu imum d Control d Control issible Va Hump Lead Hump Lead a Lead , Trail	s (Equipment Descriptor of DPAS, Speed greater than or equal to 4 ed ed es for A172 Maximum 40 alues for A246 and Trail hump and Trail	, DNCP, or DE) must repot a 1 mph A1
Minir Minir Rango Min 7 Speed Speed H L P R S	num Spe num Spe e of Valu imum d Control d Control issible Va Hump Lead Hump Lead a Lead , Trail	s (Equipment Descriptor of DPAS, Speed greater than or equal to 4 ed es for A172 Maximum 40 alues for A246 and Trail nd Trail	, DNCP, or DE) must repot a 1 mph A1
Minir Minir Range Min 7 Speee Speee H L P R S T Y	num Spe num Spe e of Valu imum d Control d Control issible Va Hump Lead Hump Lead a Lead , Trail Equipp	s (Equipment Descriptor of DPAS, Speed greater than or equal to 4 ed ed es for A172 Maximum 40 alues for A246 and Trail hump and Trail	, DNCP, or DE) must repot a 1 mph A1
Minir Minir Range Min 7 Speed Speed H L P R S T Y Minir Y	num Spe e of Valu imum Spe e of Valu imum d Control d Control issible Vi Hump Lead Hump Lead a Lead , Trail Equipp	s (Equipment Descriptor of DPAS, Speed greater than or equal to 4 ed es for A172 Maximum 40 alues for A246 and Trail Hump and Trail Hump and Trail bed (Not Specified) upled Curvature pled Curvature	, DNCP, or DE) must repot a 1 mph A11 A24
Minir Minir Range Min 7 Speec Speec H L P R S T Y Minir Range	num Spe e of Valu imum Spe e of Valu imum d Control d Control issible Vi Hump Lead Hump Lead a Lead , Trail Equipp	s (Equipment Descriptor of DPAS, Speed greater than or equal to 4 ed es for A172 Maximum 40 alues for A246 and Trail Hump and Trail bed (Not Specified) apled Curvature	, DNCP, or DE) must repot a 1 mph A11 A24

Blue Card #=Conditionally Mandatory

June 2024



D	ata Specific	cation Manual
Min Curvature 50 ft Cpld	A170	International Service
Ainimum Coupled Curvature - 50 Foot Car		Permissible Values for B249
Range of Values for A170		Y Yes
Minimum Maximum		Mother for Slug B262
0 99		Auxiliary Device M
Vin Curvature Uncoupl	A171	Permissible Values for B262
Minimum Curvature Uncoupled		Y Yes
Range of Values for A171		
Minimum Maximum		Distributed Power Eqpd B070
0 99		The unit is equipped with a distributed power device
· · · ·		Permissible Values for B070
Starter Type	A249	Y Yes N No
Starter Type		Validation Rule for B070
Permissible Values for A249 A Air E Electric S Starter		-Distributed Power Eqpd (B070) must be reported effective December 9, 2021
Traction Motor Type	A271	DP System Type B578
Fraction Motor Type	٠	The Distributed Power system type
Permissible Values for A271		Permissible Values for B578
AC Alternating Current		L3 Locotrol 3 IPM IPM
DC Direct Current		
Validation Rule for A271		Validation Rule for B578
Locomotive Traction Motor Type is required for Locomotives with a Built/Rebuilt (Birth) Date on or after July 1, 1997		-DP System Type (B578) must be reported if Distributed Power Eqpd (B070) is
band nebune (birth) bate on or arter say 1, 1997		Y
Traction Motor Cutouts	A270	NOTES:
Traction Motor Cutouts		IPM includes EIPM.
Permissible Values for A270		DP Remote EOT Emergency Test B579
Y Yes		The Distributed Power system is capable of running an end of train Emergency
		Test
Ind Pressure Swit	X113	Permissible Values for B579
Independent Pressure Switch		Y Yes
Permissible Values for X113 N No Y Yes		N NO
N No Y Yes		-DP Remote EOT Emerg Test (B579) must be reported if Distributed Power
Jumper Cable Connection	A148	Eqpd (B070) is Y.
Jumper Cable Connection	71210	NOTES:
Permissible Values for A148		This feature allows verification of end of train emergency braking
B 27-Pin AAR Standard		functionality when using a tail end DP Remote and no traditional EOT
C 27-Pin Non-AAR		device. DP accomplishes this by providing an EOT test button in the DP
N Not MU Equipped		Remote Session screen on the DP Lead locomotive, requiring the closing of the angle cock behind the Lead, and putting the Lead's automatic brake
O Other, Nonstandard		handle in emergency. DP sends a message to all mid-train Remotes to
P 27-Pin AAR with Permanent Cable Attached		ignore the impending emergency command and ensures the tail-end
Ditch Light Equipped Mandatory	B071	Remote is able to initiate an emergency on its own, based on the received
	5071	command, not the brake pipe. This functionality is similar to a conventiona
Warning Lights Permissible Values for B071		<ul><li>EOT Dump test, which is performed after HOT-EOT arming.</li><li>To use this functionality, all DP units on the train must be equipped with</li></ul>
Permissible Values for B071 D Double Ended N Not Equipped S Single Ende	ed	• To use this functionality, all DP units on the train must be equipped with this feature.
Mexican Service Qualified	B250	DP BP Test Supplemental Reduction B580
International Service		The Distributed Power system has an enhanced brake pipe test algorithm
Demosiasible Veluce few D250		Permissible Values for B580 Y Yes
		N No
Y Yes		IN INC
	<b>D</b> 254	Validation Rule for B580
Y Yes Canadian Serve Qualified	B251	
Y Yes Canadian Serve Qualified International Service	B251	Validation Rule for B580 -DP BP Test Supplemental Reduction (B580) must be reported if Distributed Power Eqpd (B070) is Y.
Y Yes Canadian Serve Qualified International Service Permissible Values for B251	B251	Validation Rule for B580 -DP BP Test Supplemental Reduction (B580) must be reported if Distributed Power Eqpd (B070) is Y. NOTES:
Y Yes Canadian Serve Qualified International Service	B251	Validation Rule for B580 -DP BP Test Supplemental Reduction (B580) must be reported if Distributed Power Eqpd (B070) is Y.

●=Mandatory ▲=Used in ETC Generation = Affects Rating -219 - = Blue Card = Conditionally Mandatory June 2024

# Umler®

B585

**B586** 

# Data Specification Manual

functionality, only the Lead DP unit must be equipped with this feature.

DP Comm Loss Idle Down BV Cut In	B581
The Distributed Power system is capable of automatically cutting in valve after Comm Loss Idle Down (CLID)	n the brake
Permissible Values for B581	
Y Yes	

#### N No

Validation Rule for B581

-DP Comm Loss Idle Down BV Cut In (B581) must be reported if Distributed Power Eqpd (B070) is Y.

#### NOTES:

- This feature enables automatic recovery of the brake valve on a DP Remote after a CLID event if certain conditions are met. Prior to the CLID, the DP must have been in NORMAL mode and the brake valve Cut-in (i.e., the CLID was due to unexpected airflow). After the CLID, if the following conditions are met, the Remote will automatically Cut-in the brake valve without requiring a brake application/release: (1) radio communications is restored within 90 minutes of CLID; (2) the Lead is commanding automatic brake RELEASE at the time radio communication is restored; and (3) operator commands Remote back to NORMAL mode prior to the train being stopped for longer than 10 minutes. If any of the above conditions are not met, the Remote will enforce normal CLID recovery interlocks and will require the operator to perform the usual brake application and release.
- To use this functionality, only the DP Remote must be equipped with this feature.

#### DP DB Comm Loss Idle Down At 0 MPH

B582

B583

R584

The Distributed Power system on a Remote is capable of idling the Dynamic Brake when locomotive speed reaches zero mph after a Comm Loss Idle Down event

### Permissible Values for B582

- Y Yes
- N No

#### Validation Rule for B582

-DP DB Comm Loss Idle Down At 0 MPH (B582) must be reported if Distributed Power Eqpd (B070) is Y.

NOTES:

• To use this functionality, only the DP Remote unit must be equipped with this feature.

#### DP Setout Mode With BV Cut In

The Distributed Power system has the ability to leave the Remote Brake Valve Cut-In while in SETOUT Mode

### Permissible Values for B583

- Y Yes
- N No

### Validation Rule for B583

-DP Setout Mode With BV Cut In (B583) must be reported if Distributed Power Eqpd (B070) is Y.

NOTES:

- This feature allows the DP Remote to maintain the pressure in the brake pipe, avoiding an Emergency Application.
- To use this functionality, both the Lead and individual Remote must be equipped with this feature.

DP Incremental Link/Unlink

The Distributed Power system on a Remote is capable of being linked and unlinked without impact to other linked units

#### Permissible Values for B584

- Y Yes
- N No

Validation Rule for B584

-DP Incremental Link/Unlink (B584) must be reported if Distributed Power Eqpd (B070) is Y.

# NOTES:

- The feature allows an operator to link new Remotes or drop linked Remotes without unlinking the train.
- To use this functionality for incremental linking, the Lead must be equipped with this feature.
- To use this functionality to unlink a Remote, both the Lead and the Remote must be equipped with this feature.

#### DP Suspend Mode

The Distributed Power system is capable of Suspend Mode enabling a Remote to be operated locally in a conventional manner

#### Permissible Values for B585

 NBPT
 Brake Pipe Test is not required on exiting Suspend Mode

 YBPT
 Brake Pipe Test is required on exiting Suspend Mode

 N
 No

# Validation Rule for B585

-DP Suspend Mode (B585) must be reported if Distributed Power Eqpd (B070) is Y.

### NOTES:

- This feature allows a DP Remote to be temporarily suspended from DP operation. In Suspended Mode, the DP Remote is functions as a conventional, non-DP unit, providing a local operator full control over propulsion and air brakes to perform movements. In Suspended Mode, the DP system maintains link information. After movements are completed and the train is recoupled, the operator can resume normal DP operation from the DP Lead without having to re-link the train. The need for the operator to run a Brake Pipe Test depends on the permissible value of this element.
- To use this functionality, the Lead and the individual Remote being suspended must be equipped with this feature. To resume operations without a brake pipe test only the Lead must have the NBPT attribute.

#### DP Lead Remote Swap

The Distributed Power system is capable of turning the DP Lead into the DP Remote and the Remote into the Lead

# Permissible Values for B586

- Y Yes
- N No

# Validation Rule for B586

-DP Lead Remote Swap (B586) must be reported if Distributed Power Eqpd (B070) is Y.

NOTES:

- This feature enables swapping of the Lead and Remote configuration in a DP train without undergoing a unlink/relink procedure.
- To use this functionality, the Lead and Remotes must be equipped with this feature.

#### Loco Controlled Tractive Effort **B587** The Locomotive is capable of Controlled Tractive Effort (CTE) Permissible Values for B587 Y Yes Ν No Validation Rule for B587 -Loco Controlled Tractive Effort (B587) must be reported if Distributed Power Eqpd (B070) is Y. NOTES: • This is a Locomotive characteristic, not a Distributed Power characteristic. **DP Selection of CTF B588** The Distributed Power system on a DP Lead is capable of selecting Controlled Tractive Effort (CTE) on a DP Remote

# Permissible Values for B588

L Linking A Anytime

Blue Card #=Conditionally Mandatory

Mandatory A=Used in ETC Generation = Affects Rating



# **Data Specification Manual**

B589

Ν No

#### Validation Rule for B588

-DP Selection of CTE (B588) must be reported if Distributed Power Eqpd (B070) is Y.

### NOTES:

- To use this functionality, the Lead must be equipped with this feature and the Remote should be equipped with CTE.
- On Linking: After linking, DP presents the operator with the choice of putting the Remote into RUN CTE or RUN FTE mode. The Remote will stay in the chosen RUN mode until the end of the DP session. To toggle the Remote between CTE and FTE, the operator must stop, unlink, and relink. Note, the Lead does not know if the Remote supports CTE. If the operator selects RUN CTE mode, the Lead will send a CTE command to the Remote and an unsupported Remote will respond with a status message saying it is still in FTE.
- Anytime: After linking, DP allows the operator to toggle between CTE and FTE at any time (but must be stopped). DP does not require unlinking and relinking. Note: the Lead does not know if the Remote supports CTE. The operator can attempt to change the Remote RUN mode to CTE, but the unsupported Remote will respond saying it is still in FTE.

# **DP Elimination Transition Penalty**

The Distributed Power system will not enforce a penalty brake application upon entering DP

### Permissible Values for B589

- Υ Yes
- Ν No

#### Validation Rule for B589

-DP Elimination Transition Penalty (B589) must be reported if Distributed Power Eqpd (B070) is Y.

#### NOTES:

- On a Remote, the DP system will no longer initiate a penalty brake application when DP is set up that locomotive.
- On a Lead, the DP system will no longer initiate a penalty brake application when linking.
- To benefit from this functionality, the Lead and all Remotes must be equipped with this feature.

DP Remote Dynamic Brake Holding During PCS	B591
The Distributed Power system is capable of remote DB Holding Du	Iring PCS
Permissible Values for B591	

- Yes Y No
- Ν

# Validation Rule for B591

-DP Rem Dyn Brake Hold PCS (B591) must be reported if Distributed Power Eqpd (B070) is Y

### NOTES:

- DP Feature ID: E05
- The pneumatic control switch (PCS) on a Distributed Power Remote opens upon penalty and emergency air brake applications and certain system faults. Currently, Distributed Power's response to PCS open is to immediately transition the Remote to throttle Idle. This holding feature allows the Distributed Power Remote to maintain Dynamic Braking when PCS opens to help stop a moving train more quickly or prevent a stopped train from accelerating.
- To use this functionality, all Distributed Power units on the train must be equipped with this feature.

Truck Components	
Locomotive Truck Type	
Truck Type, Component	
Permissible Values for A278	

#### Alco Hi-Adhesion B AB

AC Alco Hi-Adhesion C

- AS Alco Blunt (Switch Unit)
- AT Alco Trimount
- BB Blomberg - B (Swinghanger)
- Bolster-Less GE-Passenger ΒL
- Blomberg + M BM
- DB Dofasco-DFP-B
- EMD-Passenger (Swinghanger), 3 Axles EΡ
- FB EMD, Flexicoil, 2 Axles
- FC EMD, Flexicoil, 3 Axles
- FD EMD, Flexicoil, 4 Axles
- GF General Electric-Floating Bolster
- General Electric Hi-Adhesion GH
- GP EMD, GP, Standard 2-Axle Truck
- GR General Electric Radial, 3 Axles
- GX General Electric-Flexicoil
- ΗB HT-EMD, HTB, High Traction, 2 Axles
- H-EMD, HTC, High Traction, 3 Axles HC
- HR HT EMD, HTC, High Traction, Radial, 3 Axles
- MB MLW AAR-B
- **MLW Flexicoil** MF
- MT MLZ ZWT-Zero wgt. Transfer (Hi-Adhesion)
- AAR Type A(Switch Unit) RA
- AAR Type B RB
- RC EMD 'C-C' Radial
- XB **Experimental B-B**
- ZZ Other

# Feature

A017

A262

A233

A287

Air Conditioner

#### Permissible Values for A017

**Air Condition Equipped** 

Yes Υ

Toilet Type	
Toilet Type	

#### Permissible Values for A262

- **Biology Flow Through** В
- С Chemical
- D Direct to Ground
- Incinerator Т
- Ν Not Equipped
- Plastic Bag Ρ
- U Equipped-Type Unknown
- Ζ Other

# **Cab Seat Count**

Seating Capacity Range of Values for A233 Minimum Maximum 10

Validation Rule for A233

-Locomotive Cab Seat Count cannot be set, if the Locomotive has no Hood

# Water Cooler

Water Cooler

A278

#### Permissible Values for A287

- **Refrigerated Non-Ice** A
- Ice Cooled В
- Ν Not Equipped

# Event Recorder Type

A093

Manufacturer Make and Model of Locomotive Event Recorder Value does not carry forward for Single Clone / Multi-Clone.

Blue Card #=Conditionally Mandatory

Permissible Values for A093



		Data Specifica	tion Manua	al		
BE	BARCO ELECTRIC	1	QD	QUANTUM Q10	28	
BS	BARCO SIS 800		QE	QUANTUM Q10		
BS53	BACH-SIMPSON 53000		QECA	QUANTUM Q10		
BS54	BACH-SIMPSON 54000		QH	QUANTUM Q10		
BSTS	BACH-SIMPSON TS324		QI	QUANTUM Q10		
CM	CHICAGO PNEUMATIC MECHANICAL		QJ	QUANTUM Q10	57	
CRMF	CENTRAL RAILWAY MANUFACTURING		QK	QUANTUM Q10		
	F3000		QL	QUANTUM Q10		
CRM3	CENTRAL RAILWAY MANUFACTURING		QM	QUANTUM Q10		
	F3050		QN	QUANTUM Q10	49	
D3	WABTEC DATACORD 300		QO	QUANTUM Q10		
D5	WABTEC DATACORD 5000		QP	QUANTUM Q10	70	
EDIE	EDI EDI-PCM-2M		QS	QTRON SOLID S	FATE(MOD	DEL UNK)
EDII	EDI IFC-PCM-04		QT20	QTRON 2000		
EQPD	Equipped		QT52	QTRON 5200		
FO	EMD FIRE		QTD	QTRON DC 6000	) (Q-93271	/1)
F1	EMD FIRE GEN 1		QTE	QTRON DC 6000	) (Q-93271	/6)
F2	EMD FIRE GEN 2		QU	QUANTUM Q10	44 SOLID S	STATE
F3	EMD FIRE GEN 3		QV	QUANTUM Q10	40B	
FI	EMD FIRE INTEGRATED		QW	QUANTUM Q10	40E	
G1	GE G1-GEER 32		RK	ROCKWELL ICE		
IW	WABTEC WRE25539P		T1	WABTEC TTX-ID	R-01	
JW	WABTEC WRE3289-8-DUAL STREAM		Т3	WABTEC TTX-ID	R-03	
	ETMS AND QES		T4	WABTEC/PULSE	IDR-01	
LD	WABTEC LDARS		TM87	TMACS 8709		
M2	QUANTUM ETR		UN	UNKNOWN		
M4	QUANTUM Q1046 UP SOLID STATE		V8	VIOLET WI-PU 8	00	
MS	QUANTUM SOLID STATE/ALERTER		W1	WABTEC WRE26	6432P	
NE	NOT EQUIPPED		W2	WABTEC ICF-CP	CM-02	
0	OTHER		W4	WABTEC ICF-CP		
P2	POWERVIEW 251467-000		W5	WABTEC TTX-RE	.C-F5	
PD	PULSE TTX-REC-06H AEROQUIP		W6	WABTEC TTX-RE		
PE	PULSE TTX-REC-03W		W7	WABTEC TTX-RE		
PF	PULSE TTX-REC-SF01		W8	WABTEC TTX-RE		
PG	PULSE TTX-REC-M4W		WA	WABTEC TTX-RE		
PH	PULSE TTX-REC-M6W		WB	WABTEC TTX-RE		
PI	PULSE TTX REC-13		WL	WABTEC LDRS-V		
PJ	PULSE/EMD CAB CONSOLE COMPUTER		WS	WABTEC SOLID		M 04
PK	PULSE IFC-PCM-04		WT	WABTEC/PULSE		
PL	PULSE TTX-REC-M6		WU	WABTEC/PULSE		
PM	PULSE TTX-IDR-01		WV WW	WABTEC/PULSE		
PN PO	PULSE TTX-REC-MTR BACH-SIMPSON CHM		WX	WABTEC/PULSE WABTEC/PULSE		
PP	PULSE TTX-REC-CAT-01 CAT RCL		WY	WABTEC/PULSE		
PQ	PULSE TTX-REC-RCL-01 RCL		WZ1	WABTEC/PULSE	-	
PR	PULSE TTX-REC-M6W GE INT ALT		WZ1 WZ2	WABTEC/PULSE		
PS	BACH-SIMPSON 54360-512 CHM		VVZZ	WADILC/10L3L	QLJ	
PSS	PULSE SOLID STATE 1054418R3		Comoro Er	ont Image Manda	tonu	
PT	PULSE TTX-REC-M6FRA			-		
PU	PULSE TTX-IDR-02			rer of image stora		
PV	PULSE IFC-PCM-02			-	-	Clone / Multi-Clone.
PW	WABTEC/PULSE IDR-03			e Values for B100		
PX	WABTEC/PULSE IDR-02		ANTX	AngelTrax	GE	General Electric
Q1	QTRON 5100		NTEQ	Not Equipped	OTHR	Other
Q146	QUANTUM Q1046		PRMK	Progress Rail	PROV	Pro-Vision
Q2	QUANTUM 1048		RAVW	Railview	RLHD	Railhead
Q3	QTRON Q-92251/33		WBTC	Wabtec	WLDX	Weldex
Q4	QUANTUM TTX-REC-M6		WTRX	Wi-Tronix		
Q44E	QUANTUM Q1044E					
Q45B	QUANTUM Q1045B		Camera Ca	b Image Mandato	ry	
Q45E	QUANTUM Q1045E		Manufactu	rer of image stora	ge (camera	a) in the cab
Q5	QTRON 5000			-		Clone / Multi-Clone.
Q6	QUANTUM Q1067E			e Values for B108	•	-,
Q7	QUANTUM Q1067D		ANTX	AngelTrax	GE	General Electric
QA	QUANTUM A/AIR MANFLD 1058		NTEQ	Not Equipped	OTHR	Other
QB	QUANTUM Q1026		PRMK	Progress Rail	PROV	Pro-Vision
QC	QUANTUM Q1027		RAVW	Railview	RLHD	Railhead
QCHM	QUANTUM Q1045CHM					

=Mandatory	=Used in ETC Generation	= Affects Rating
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Blue Card #=Conditionally Mandatory

B100

**B108** 

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# Data Specification Manual T

WBTC WTRX	Wabtec Wi-Tronix	WLDX	Weldex	
LVVR Com	pliant			B594
The unit is	Voice and Video	Recorder Co	ompliant	
Y Ye N No Validation	Rule for B594		- Cab Camara (B108) = N	NTEQ – Not
	quipped			
NOTES:	anart Canada raa	uiromonto d	ofined in COD/2020 179	
			efined in SOR/2020-178 ada are required to be L	
• Cab	cameras must be	able to dete	ermine status of instrum eatures and expression	nent displays
engii the c safet	neer distinctly an conductor distinct cy-related sounds	d clearly fro ly and clear and aural w	ord the voice of the loco m the conductor; record ly from the locomotive arnings in the controllin	d the voice of engineer; and ng locomotive
• Syste	em must store 48	hours of da	ta in crash-hardened me	emory
Camera R	ear Image Mando	itory		B110
	urer of image stor		a) in the rear	•
	s not carry forwa le Values for B11 AngelTrax Not Equipped Progress Rail Railview	0	Clone / Multi-Clone. General Electric Other Pro-Vision Railhead	
WBTC WTRX	Wabtec Wi-Tronix	WLDX	Weldex	
Rail Lubric	ator Sys Type			B165
-			r Conversion, Codes A-C	-
•	o Locomotive Co le Values for B16		cument And Permitted	Values
	uipped	5		
Auto Cool	Water Drain Eqp	)		A021
	Cooling Water D			
Permissib Y Yes	le Values for A02	1		
Aux Side \	Vall Heat			B349
			with Auxiliary Side Wall	Heaters
	le Values for B34		nent Group Change.	
Energy Ma	anagement Syste	ms		A303
The type of	of Energy Manage	ment Syster	m installed	٠
Permissib	le Values for A30		ment Group Change.	
A	EMD			
B	GE			
HPT	Trip Optimize		: НРТ	
LDP	LEADER/PTC-	Integrated		

LDR	LEADER

LPS LEADER/PTC-Integrated and Smart Consist

LSC	LEADER and Smart Consist
Ν	Not Equipped
OTH	Other
R	Equipped by RR
SC	Smart Consist
TAC	TALOS and Smart Consist
TAL	TALOS
ТАР	TALOS/PTC-Integrated
то	Trip Optimizer
тос	Trip Optimizer Smart Consist
ТОР	Trip Optimizer/PTC-Integrated
TPC	Trip Optimizer/PTC-Integrated and Smart Consist
TPH	Trip Optimizer/PTC-Integrated with Smart HPT
TPS	TALOS/PTC-Integrated and Smart Consist

# TALOS/PTC-Integrated and Smart Consist Validation Rule for A303

- Energy Management System (A303) is mandatory for locomotives built or rebuilt on or after January 1, 2016

Air Flow Meter Mandatory	B528
The type of Air Flow Meter on the Locomotive	•
Value does not carry forward for Single Clone / Multi-Clone. Permissible Values for B528	
E Electrical M Mechanical N Not Equipped	
Annual Test Required Mandatory	B529
Annual Test Required	•
Value does not carry forward for Single Clone / Multi-Clone. Permissible Values for B529 N No Y Yes	
<ul> <li>NOTES:</li> <li>If Annual Test Required is listed as No, then NA will be displayed Annual Tests 229.27 section of the Locomotive Blue Card.</li> </ul>	d in the

#### Vehicle/Track Interaction Equipped

Identifies if locomotive is equipped with Vehicle/Track Interaction (VTI) Monitor

### Permissible Values for B550

- Automated Track Geometry Measurement System А
- Е Enhanced System (Extra Sensors or DGPS Antenna)
- К Kawasaki GEO System
- ENSCO GEO System Ν
- **BNSF ODIN GEO System** 0
- Standard GPS System S

#### **Blue Card Propelled By Mandatory** L013 Identifies how the locomotive is propelled Permissible Values for L013 Diesel-Electric DMU **Diesel Multiple Unit** Electric Electric Multiple Unit MUC **MU** Control Cab NMUC Non-MU Control Cab

0 Other

DE

Е

MU

- Turbine Т
- ΤС **Torque Converter**

Type of Service Mandatory

L018

B550

●=Mandatory ▲=Used in ETC Generation = Affects Rating - 223 -	🔷= Blue Card 🛛 🌻 = Conditionally Mandatory	June 2024
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Identifies the type of service for the locomotive	•	with 49 CFR 210.31	
Permissible Values for L018		Value does not carry forward for Single Clone / Multi-Clone / Add E	Back.
O Other P Passenger R Road			
Y Yard		Loco Remarks Comments	L01
Steam Gen No	L019	Locomotive additional explanatory or clarifying information	N1
Locomotive Steam Generator Number	2015	Value does not carry forward for Single Clone / Multi-Clone / Add E	заск.
Value does not carry forward for Single Clone / Multi-Clone / A	dd Back.	Pilot Height GT Max	L01
		Locomotive Pilot Height that is above 6 inches	-
Max Piston Mandatory	L001	Value does not carry forward for Single Clone / Multi-Clone / Add E	Back.
Maximum distance travel	٠	Permissible Values for L012	
Range of Values for L001		Y Yes	
Minimum Maximum		Waiver-Air Card	L01
1 10			LUI
Dut of Use Credit Days	L002	Locomotive Air Card Waiver Part 229 No Value does not carry forward for Single Clone / Multi-Clone / Add E	Back
Number of days of out of use credit	LUCE	value does not carry forward for single clone / indiff-clone / Add L	Jack.
System Generated Field. Value does not carry forward for Single	e Clone /	PTC Operating Status Mandatory	L02
Multi-Clone / Add Back.	,	Indicates whether or not a locomotive is in a PTC operable state	•
Range of Values for L002		Value does not carry forward for Single Clone / Multi-Clone.	
Minimum Maximum		Permissible Values for L024	
0 99999		Y Yes N No	
Periodic Insp Interval Mandatory	L020	Validation Rule for L024	
ndicates the number of days between Locomotive inspections	•	-PTC Operating Status (L024) cannot be Yes (Y) if the PTC System (	Control
/alue does not carry forward for Single Clone / Multi-Clone.		(A006) is Not Equipped (N) or Partially Equipped (P)	
Permissible Values for L020			
184 184 Days 92 92 Days		LBP Reduction Mandatory	L02
		Limiting Brake Pressure Reduction indicates whether or not a locom equipped with software or hardware controls to limit a penalty brak	
Waiver-Part 229	L004	pressure reduction to no more than 2/7 of the feed valve pressure	e hihe
Locomotive Waiver Part 229 No and description information	dd Daak	Value does not carry forward for Single Clone / Multi-Clone.	-
/alue does not carry forward for Single Clone / Multi-Clone / A	.UU BACK.	Permissible Values for L025	
Waiver-Other	L005	Y Yes	
ocomotive Waiver No and description information		N No	
/alue does not carry forward for Single Clone / Multi-Clone / A	dd Back.	Power Cut-Off Switch Mandatory	L02
		Device / circuit on a locomotive, that when opened, disables tractive	e effort
Event Recorder No Days	L006	Value does not carry forward for Single Clone / Multi-Clone.	
Number of days between Event Recorder Inspections		Permissible Values for L026	
Value does not carry forward for Single Clone / Multi-Clone.		Y Yes	
Range of Values for L006 Minimum Maximum		N No	
0 99999		Dynamic Brake Interlock Mandatory	LO2
·		Indicates what type of dynamic brake interlock is currently configure	
ABT L2 Periodic Interval	L007	locomotive	
Comments related to the number of days between Locomotive	Air Brake L2	Value does not carry forward for Single Clone / Multi-Clone.	
Inspections		Permissible Values for L027	
Value does not carry forward for Single Clone / Multi-Clone.		<ol> <li>Automatic brake application is restored (reapplies) when dyr brake is released</li> </ol>	namic
ABT L3 Periodic Interval	L008	<ul> <li>brake is released</li> <li>Automatic brake application does not restore (does not reap</li> </ul>	(vla
Comments related to the number of days between Locomotive.		when dynamic brake is released	r.11
Inspections	III DIUKE LU	N Not equipped with Dynamic Brake Interlock (DBI)	
Value does not carry forward for Single Clone / Multi-Clone.			
		Inspection Interval Days	
oco Repair Comments	L009	Interval Days L2 Vent Valve (Front)	LOS
ocomotive special notes relating to repairs performed to restor	re compliance	Indicates the number of days between L2 Vent Valve (Front) Inspect	ions
	dd Back.	Value does not carry forward for Single Clone / Multi-Clone / Add E	
/alue does not carry forward for Single Clone / Multi-Clone / A			
/alue does not carry forward for Single Clone / Multi-Clone / A			
Value does not carry forward for Single Clone / Multi-Clone / A	L010	Interval Days L2 Vent Valve (Rear) Indicates the number of days between L2 Vent Valve (Rear) Inspecti	LOS

- 224 -June 2024 Mandatory Sector Se = Affects Rating Blue Card #=Conditionally Mandatory

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Data Specification Manual

Da	ta specii	
Internal David 12 Cofety Malue 4504	1022	Interva
Interval Days L2 Safety Valve 150#	L032	Indicate
Indicates the number of days between L2 Safety Valve 150# Inspection Value does not carry forward for Single Clone / Multi-Clone / Add Bac		Inspe Value d
	JK.	value u
Interval Days L2 Check Valve (MR)	L033	Interva
Indicates the number of days between L2 Check Valve (MR) Inspection	าร	Indicate
Value does not carry forward for Single Clone / Multi-Clone / Add Bac	ck.	Inspe Value d
Interval Days L2 Check Valve (EQ RES)	L034	Value u
Indicates the number of days between L2 Check Valve (EQ RES) Inspec	tions	Interva
Value does not carry forward for Single Clone / Multi-Clone / Add Bad	ck.	Indicate Inspe
Interval Days L3 Brake Pipe Control Portion	L035	Value d
Indicates the number of days between L3 Brake Pipe Control Portion Inspections		Interva
Value does not carry forward for Single Clone / Multi-Clone / Add Bad	ck.	Indicate Inspe
Interval Days L3 Equalizing Reservoir Control Portion	L036	Value d
Indicates the number of days between L3 Equalizing Reservoir Control	Portion	Intonia
Inspections		Interva Indicate
Value does not carry forward for Single Clone / Multi-Clone / Add Bac	ΰК.	Inspe
Interval Days L3 DB Triple Valve Portion	L037	Value d
Indicates the number of days between L3 DB Triple Valve Portion Insp	ections	
Value does not carry forward for Single Clone / Multi-Clone / Add Bad	ck.	Interva
		Indicate
Interval Days L3 16 Control Portion	L038	Inspe Value d
Indicates the number of days between L3 16 Control Portion Inspectio		value a
Value does not carry forward for Single Clone / Multi-Clone / Add Bac	СК.	Interva
Interval Days L3 20 Pipe Block Assy	L039	Indicate
Indicates the number of days between L3 20 Pipe Block Assy Inspectio	ns	Inde
Value does not carry forward for Single Clone / Multi-Clone / Add Bad	ck.	Value d
Interval Days L3 Brake Cylinder Control Portion	L040	Interva
Indicates the number of days between L3 Brake Cylinder Control Porti		Indicate
Inspections	-	Unspection Value d
Value does not carry forward for Single Clone / Multi-Clone / Add Bad	ck.	value u
Interval Days L3 13 Control Portion	L041	Interva
Indicates the number of days between L3 13 Control Portion Inspectio		Indicate
Value does not carry forward for Single Clone / Multi-Clone / Add Bad		I Inspe Value d
		value u
Interval Days L3 21 Pipe Vent Valve	L042	Interva
Indicates the number of days between L3 21 Pipe Vent Valve Inspectic		Indicate
Value does not carry forward for Single Clone / Multi-Clone / Add Bac	ck.	Inspe
Interval Davis 12 FactBrake MC 21 Control Value		Value d
Interval Days LS Fastbrake MC-SI Control Valve	L043	Interva
-		IIILEIVA
Indicates the number of days between L3 FastBrake MC-31 Control Va Inspections	lve	Indicate
Interval Days L3 FastBrake MC-31 Control Valve Indicates the number of days between L3 FastBrake MC-31 Control Va Inspections Value does not carry forward for Single Clone / Multi-Clone / Add Bac	lve	Indicate
Indicates the number of days between L3 FastBrake MC-31 Control Va Inspections	lve ck. tion	
Indicates the number of days between L3 FastBrake MC-31 Control Va Inspections Value does not carry forward for Single Clone / Multi-Clone / Add Bac Interval Days L3 FastBrake Independent Application and Release Por	live ck. tion L044	Indicate Inspe
Indicates the number of days between L3 FastBrake MC-31 Control Va Inspections Value does not carry forward for Single Clone / Multi-Clone / Add Bac	lve ck. tion L044 lication	Indicate Inspe Value d

Interval Days L3 FastBrake Quick Service Valve	L045
ndicates the number of days between L3 FastBrake Quick Service Valve Inspections	
Value does not carry forward for Single Clone / Multi-Clone / Add Back.	
nterval Days L3 FastBrake Dead In Train Portion	L046
ndicates the number of days between L3 FastBrake Dead In Train Portion Inspections	า
Value does not carry forward for Single Clone / Multi-Clone / Add Back.	
nterval Days L3 FastBrake 16 Control Portion	L047
Indicates the number of days between L3 FastBrake 16 Control Portion Inspections	
Value does not carry forward for Single Clone / Multi-Clone / Add Back.	
nterval Days L3 FastBrake 20 Control Portion	L048
Indicates the number of days between L3 FastBrake 20 Control Portion Inspections	
Value does not carry forward for Single Clone / Multi-Clone / Add Back.	
nterval Days L3 FastBrake Brake Cylinder Control Portion	L049
ndicates the number of days between L3 FastBrake 20 Control Portion Inspections	
Value does not carry forward for Single Clone / Multi-Clone / Add Back.	
nterval Days L3 FastBrake Brake Pipe Control Portion	L050
ndicates the number of days between L3 FastBrake Brake Pipe Control P Inspections	ortion
Value does not carry forward for Single Clone / Multi-Clone / Add Back.	
nterval Days L3 CCB1 20 Control Portion Independent Brake	L051
ndicates the number of days between L3 CCB1 20 Control Portion Independent Brake Inspections	
Value does not carry forward for Single Clone / Multi-Clone / Add Back.	
nterval Days L3 CCB1 DB-10 Service Portion	L052
ndicates the number of days between L3 CCB1 DB-10 Service Portion Inspections	
Value does not carry forward for Single Clone / Multi-Clone / Add Back.	
nterval Days L3 CCB1 Analog Converter ER	L053
ndicates the number of days between L3 CCB1 Analog Converter ER Inspections	
Value does not carry forward for Single Clone / Multi-Clone / Add Back.	
nterval Days L3 CCB1 Analog Converter 16	L054
ndicates the number of days between L3 CCB1 Analog Converter 16 Inspections	
Value does not carry forward for Single Clone / Multi-Clone / Add Back.	
nterval Days L3 CCB1 Cut-off Valve Assembly	L055
nterval Days L3 CCB1 Cut-off Valve Assembly ndicates the number of days between L3 CCB1 Cut-off Valve Assembly Inspections	L055
ndicates the number of days between L3 CCB1 Cut-off Valve Assembly	L055
Indicates the number of days between L3 CCB1 Cut-off Valve Assembly Inspections Value does not carry forward for Single Clone / Multi-Clone / Add Back.	L055 L056

Value does not carry forward for Single Clone / Multi-Clone / Add Back.

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Da	ata Specif	ication Manua
Interval Days L3 CCB1 Brake Pipe Cutoff Valve	L057	Interval Da
Indicates the number of days between L3 CCB1 Brake Pipe Cutoff Value Inspections		Indicates t Inspecti
Value does not carry forward for Single Clone / Multi-Clone / Add Ba	ick.	Value does
Interval Days L3 CCB1 Double Check Valve	L058	Interval Da
Indicates the number of days between L3 CCB1 Double Check Valve		L. Pasta I
Inspections Value does not carry forward for Single Clone / Multi-Clone / Add Ba	ick.	Indicates t Dynami Value does
Interval Days L3 CCB1 Emergency Limit Valve	L059	value ube:
Indicates the number of days between L3 CCB1 Emergency Limit Valv	e	Interval D
Inspections Value does not carry forward for Single Clone / Multi-Clone / Add Ba	ick.	Indicates t Inspect
Interval Days L3 CCB1 Emergency Magnet Valve	L060	Value doe
Indicates the number of days between L3 CCB1 Emergency Magnet V		Interval D
Inspections	alı	Indicates t
Value does not carry forward for Single Clone / Multi-Clone / Add Ba	ICK.	Value doe
Interval Days L3 CCB1 Equalizing Reservoir Magnet Valve	L061	NOTES:
Indicates the number of days between L3 CCB1 Equalizing Reservoir N Valve Inspections	-	<ul> <li>The elements</li> <li>This elements</li> <li>an AFM</li> </ul>
Value does not carry forward for Single Clone / Multi-Clone / Add Ba	ick.	
Interval Days L3 CCB1 Bail Off Exhaust Magnet Valve	L062	
Indicates the number of days between L3 CCB1 Bail Off Exhaust Magn Inspections	net Valve	Emissions
Value does not carry forward for Single Clone / Multi-Clone / Add Ba	ick.	Report the
Interval Days L3 CCB1 Bail Off Supply Valve	L063	Value doe
Indicates the number of days between L3 CCB1 Bail Off Supply Valve Inspections	2003	Range of N Minimur 0
Value does not carry forward for Single Clone / Multi-Clone / Add Ba	ick.	NOTES: • Report
Interval Days L3 CCB1 16 Pipe Magnet Valve	L064	Emissions
Indicates the number of days between L3 CCB1 16 Pipe Magnet Valve Inspections	2	Emissions Report the
Value does not carry forward for Single Clone / Multi-Clone / Add Ba	ick.	Value doe Range of V
Interval Days L3 CCB1 Brake Pipe Cutoff Pilot	L065	Minimu 0
Indicates the number of days between L3 CCB1 Brake Pipe Cutoff Pilo Inspections		NOTES: • Report
Value does not carry forward for Single Clone / Multi-Clone / Add Ba	ick.	
Interval Days L3 CCB1 Emergency Detection Pilot	L066	Emissions
Indicates the number of days between L3 CCB1 Emergency Detection Inspections	Pilot	Report the Value doe
Value does not carry forward for Single Clone / Multi-Clone / Add Ba	ick.	Range of Minimu
Interval Days L3 CCB1 Emergency Pilot Valve	L067	0 NOTES:
Indicates the number of days between L3 CCB1 Emergency Pilot Valve Inspections	5	Report
Value does not carry forward for Single Clone / Multi-Clone / Add Ba	ick.	Emissions
Interval Days L3 CCB1 Backup Actuating Valve GE	L068	Report the
Indicates the number of days between L3 CCB1 Backup Actuating Value Inspections		Value does Range of V Minimur
Value does not carry forward for Single Clone / Multi-Clone / Add Ba	ick.	0 NOTES: • Report

	Locomotives
on Manual	
Interval Days L3 CCB1 Backup Double Check Valve	L069
Indicates the number of days between L3 CCB1 Backup Doul Inspections	ole Check Valve
Value does not carry forward for Single Clone / Multi-Clone	/ Add Back.
Interval Days L3 CCB1 Emergency Detection Pilot Dynamic	Brake Interlock L070
Indicates the number of days between L3 CCB1 Emergency E Dynamic Brake Interlock Inspections	Detection Pilot
Value does not carry forward for Single Clone / Multi-Clone	/ Add Back.
Interval Days L3 CCB1 Backup Actuating Valve EMD	L071
Indicates the number of days between L3 CCB1 Backup Actu Inspections	ating Valve EMD
Value does not carry forward for Single Clone / Multi-Clone	/ Add Back.
Interval Days AFMC	L072
Indicates the number of days between AFMC Inspections	
Value does not carry forward for Single Clone / Multi-Clone	/ Add Back.
<ul> <li>NOTES:</li> <li>The element will be initially populated with 92 days.</li> <li>This element will be updated through an ECC and would c an AFMC Inspection is reported.</li> </ul>	default to 92 after
Emissions	
Emissions Switch - HC	B530
Report the HC - Hydrocarbon emission levels for switch loco	motive
Value does not carry forward for Single Clone / Multi-Clone. Range of Values for B530 Minimum Maximum 0 99.99	
<ul> <li>NOTES:</li> <li>Report the grams per brake horsepower hour (G/BHP-HR)</li> </ul>	)

<b>Emissions Swi</b>	tch - PM	B531
Report the PM	I - Particulate matter emission levels for switch locon	notive
Value does no	t carry forward for Single Clone / Multi-Clone.	
Range of Valu	es for B531	
Minimum	Maximum	
0	99.99	
NOTES:		
<ul> <li>Report the</li> </ul>	grams per brake horsepower hour (G/BHP-HR)	
Report the	grams per brake horsepower hour (G/BHP-HR)	
Report the  Emissions Swi		B532
Emissions Swi		
Emissions Swi Report the CO	tch - CO	
Emissions Swi Report the CO	tch - CO - Carbon monoxide emission levels for switch locom t carry forward for Single Clone / Multi-Clone.	
Emissions Swi Report the CO Value does no	tch - CO - Carbon monoxide emission levels for switch locom t carry forward for Single Clone / Multi-Clone.	
Emissions Swi Report the CO Value does no Range of Valu	tch - CO - Carbon monoxide emission levels for switch locom t carry forward for Single Clone / Multi-Clone. es for B532	
Emissions Swi Report the CO Value does no Range of Valu Minimum	tch - CO - Carbon monoxide emission levels for switch locom t carry forward for Single Clone / Multi-Clone. es for B532 Maximum	
Emissions Swi Report the CO Value does no Range of Valu Minimum 0 NOTES:	tch - CO - Carbon monoxide emission levels for switch locom t carry forward for Single Clone / Multi-Clone. es for B532 Maximum	
Emissions Swi Report the CO Value does no Range of Valu Minimum 0 NOTES:	tch - CO - Carbon monoxide emission levels for switch locom t carry forward for Single Clone / Multi-Clone. es for B532 Maximum 99.99	

Value does not carry forward for Single Clone / Multi-Clone. Range of Values for B533	
Minimum	Maximum
0	99.99

• Report the grams per brake horsepower hour (G/BHP-HR)

# Umler®

# Data Specification Manual

Locomotive	25	
		Data S
Emissions Line	≘ - HC	BS
Report the HC	- Hydrocarbon emission levels for line locomotive	
Value does no	t carry forward for Single Clone / Multi-Clone.	
Range of Valu	es for B534	
Minimum	Maximum	
0	99.99	
NOTES:		
Report the	grams per brake horsepower hour (G/BHP-HR)	
Emissions Line	e - PM	B
Report the PM	1 - Particulate matter emission levels for line locomot	ive
Value does no	t carry forward for Single Clone / Multi-Clone.	
Range of Valu	es for B535	
Minimum	Maximum	
0	99.99	
NOTES:		
Report the	grams per brake horsepower hour (G/BHP-HR)	
Emissions Line	e - CO	B
	- Carbon monoxide emission levels for line locomotiv	
•	t carry forward for Single Clone / Multi-Clone.	
Range of Valu		
Minimum	Maximum	
0	99.99	
Emissions Line	grams per brake horsepower hour (G/BHP-HR)	B
Report the NC	0x - Oxides of nitrogen emission levels for line locomo	tive
Value does no	t carry forward for Single Clone / Multi-Clone.	
Range of Valu	es for B537	
Minimum	Maximum	
	99.99	
NOTES: • Poport the	grams per brake horsepower hour (G/BHP-HR)	
• Report the	grams per brake horsepower hour (dy brir-rik)	
	Cost	
Original Cost		A
The original m	anufacturer selling price	
Data is Confid	ential. Value does not carry forward for Single Clone	/ Multi
Clone.		
Range of Valu	1	
Minimum	Maximum	
0		
Validation Ru	9999999	
	le for A184	الد: ام ۵
-Original C	le for A184 Cost must be equal to the Ledger Value if there are no	Additio
-Original C & Bet	e for A184 Cost must be equal to the Ledger Value if there are no terments.	Additio
-Original C & Bet -Original C	e for A184 Cost must be equal to the Ledger Value if there are no terments. Cost must be equal to the Ledger Value if Additions &	Additio
-Original C & Bet -Original C Bette	e for A184 Cost must be equal to the Ledger Value if there are no terments.	
-Original C & Bet -Original C Bette -Railroad r	<b>Fe for A184</b> Cost must be equal to the Ledger Value if there are no terments. Cost must be equal to the Ledger Value if Additions & rments Indicator is not reported.	CHSS,
-Original C & Bet -Original C Bette -Railroad r STWH -Private m	<b>Fe for A184</b> Cost must be equal to the Ledger Value if there are no terments. Cost must be equal to the Ledger Value if Additions & rments Indicator is not reported. marked freight cars except MISC, LOCO, TRLR, CONT, I I, EOTD, and PSGR are required to have an Original Co arked freight cars except MISC, LOCO, TRLR, CONT, C	CHSS, ost HSS,
-Original C & Bet -Original C Bette -Railroad r STWH -Private m STWH	<b>Fe for A184</b> Cost must be equal to the Ledger Value if there are no terments. Cost must be equal to the Ledger Value if Additions & rments Indicator is not reported. marked freight cars except MISC, LOCO, TRLR, CONT, I, EOTD, and PSGR are required to have an Original Co arked freight cars except MISC, LOCO, TRLR, CONT, C I, EOTD, and PSGR are required to have an Original Co	CHSS, ost HSS,
-Original C & Bet -Original C Bette -Railroad r STWH -Private m STWH	<b>Fe for A184</b> Cost must be equal to the Ledger Value if there are no terments. Cost must be equal to the Ledger Value if Additions & rments Indicator is not reported. marked freight cars except MISC, LOCO, TRLR, CONT, I I, EOTD, and PSGR are required to have an Original Co arked freight cars except MISC, LOCO, TRLR, CONT, C	CHSS, ost HSS,

#### NOTES:

- Original Cost is never altered. It is the cost of the equipment to the original owner.
- For railroad-marked cars, report in US dollars the original ledger value of the original owner For cars rebuilt, report the cost prescribed in MR Interchange Rule 88 and Circular Letter OT-24
- The original cost is used in the settlement of AAR Interchange Rule 107 Office Manual.
- For connected unit cars report the total original cost for all units in the set.

• Numeric, applicable to all railroad-marked cars Also, applicable to privately marked covered hopper (LO) cars.

	A15
Data is Confide	ginal cost and additions & betterments
	ential. Value does not carry forward for Single Clone / Multi-
Clone.	f 1150
Range of Value Minimum	Maximum
0	9999999
Validation Rule	e for A150
-	ost must be equal to the Ledger Value if there are no Addition:
	erments. lue must equal the Original Cost (A184) plus the additions &
•	ments, if Total A&B (A003) has been reported. Otherwise
Ledger	<sup>r</sup> Value should equal Original Cost (A184).
Total A&B	A00
	ted sum of all reported amounts in A&B Amount (A317), in US
dollars	
	ential. System Generated Field. This element is not eligible for
Input. Va Range of Value	alue does not carry forward for Single Clone / Multi-Clone.
Minimum	Maximum
0	99999999
NOTES:	and a loss and the second state of the second
	-marked cars, report the sum of all additions and betterments he car. This value is for record keeping purposes only and will
	to report Ledger Value.
	Cars report the additions and betterments as qualified under
	ange Rule 107 for determination of settlement value.
	are costs of all new components applied subsequent to the car was built or rebuilt and carried in the capital investment
account.	Lar was built of rebuilt and carried in the capital investment
o Betterme	ents are costs of all improvements of components of existing
	nt through the substitution of superior parts for inferior parts
•	ent to the date the car was built of rebuilt. ed unit cars report the total Truck Location A for all units in th
set	
Ind for Pos/Ne	_
Ind for Pos/Ne	ng the positive or negative adjustment to the original cost of
Ind for Pos/Ne A code indicati the equipme Data is Confide	ng the positive or negative adjustment to the original cost of ent ential. System Generated Field. This element is not eligible for
Ind for Pos/Ne A code indicati the equipme Data is Confide Input. Va	ng the positive or negative adjustment to the original cost of ent ential. System Generated Field. This element is not eligible for alue does not carry forward for Single Clone / Multi-Clone.
Ind for Pos/Ne A code indicati the equipme Data is Confide Input. Va Permissible Va	ng the positive or negative adjustment to the original cost of ent ential. System Generated Field. This element is not eligible for alue does not carry forward for Single Clone / Multi-Clone. Ilues for A128
Ind for Pos/Ne A code indicati the equipme Data is Confide Input. Va Permissible Va	ng the positive or negative adjustment to the original cost of ent ential. System Generated Field. This element is not eligible for alue does not carry forward for Single Clone / Multi-Clone. Ilues for A128
Ind for Pos/Ne A code indicati the equipme Data is Confide Input. Va Permissible Va N Negatio	ng the positive or negative adjustment to the original cost of ent ential. System Generated Field. This element is not eligible for alue does not carry forward for Single Clone / Multi-Clone. Ilues for A128 ve P Positive
Ind for Pos/Ne A code indicati the equipme Data is Confide Input. Va Permissible Va N Negativ A&B Pos/Neg	ng the positive or negative adjustment to the original cost of ent ential. System Generated Field. This element is not eligible for alue does not carry forward for Single Clone / Multi-Clone. Ilues for A128 ve P Positive
Ind for Pos/Ne A code indicati the equipme Data is Confide Input. Va Permissible Va N Negativ A&B Pos/Neg A code indicati addition and	ng the positive or negative adjustment to the original cost of ent ential. System Generated Field. This element is not eligible for alue does not carry forward for Single Clone / Multi-Clone. Hues for A128 we P Positive Ind A31 ng the positive or negative adjustment to the individual
Ind for Pos/Ne A code indicati the equipme Data is Confide Input. Va Permissible Va N Negativ A&B Pos/Neg A code indicati addition and Data is Confide Clone.	ng the positive or negative adjustment to the original cost of ent ential. System Generated Field. This element is not eligible for alue does not carry forward for Single Clone / Multi-Clone. Hues for A128 we P Positive Ind A31 ng the positive or negative adjustment to the individual d betterment ential. Value does not carry forward for Single Clone / Multi-
Ind for Pos/Ne A code indicati the equipme Data is Confide Input. Va Permissible Va N Negativ A&B Pos/Neg A code indicati addition and Data is Confide Clone. Permissible Va	ng the positive or negative adjustment to the original cost of ent ential. System Generated Field. This element is not eligible for alue does not carry forward for Single Clone / Multi-Clone. Hues for A128 we P Positive Ind A31 ng the positive or negative adjustment to the individual d betterment ential. Value does not carry forward for Single Clone / Multi- Hues for A316
Ind for Pos/Ne A code indicati the equipme Data is Confide Input. Va Permissible Va N Negativ A&B Pos/Neg A code indicati addition and Data is Confide	Ing the positive or negative adjustment to the original cost of ent ential. System Generated Field. This element is not eligible for alue does not carry forward for Single Clone / Multi-Clone. Hues for A128 we P Positive Ind A31 Ing the positive or negative adjustment to the individual d betterment ential. Value does not carry forward for Single Clone / Multi- hues for A316 we P Positive
Ind for Pos/Ne A code indicati the equipme Data is Confide Input. Va Permissible Va N Negativ A&B Pos/Neg I A code indicati addition and Data is Confide Clone. Permissible Va N Negativ Validation Rule	ng the positive or negative adjustment to the original cost of ent ential. System Generated Field. This element is not eligible for alue does not carry forward for Single Clone / Multi-Clone. Hues for A128 we P Positive Ind A31 ng the positive or negative adjustment to the individual d betterment ential. Value does not carry forward for Single Clone / Multi- hues for A316 we P Positive e for A316 g an individual Addition & Betterment, you must enter a value
Ind for Pos/Ne A code indicati the equipme Data is Confide Input. Va Permissible Va N Negativ A&B Pos/Neg I A code indicati addition and Data is Confide Clone. Permissible Va N Negativ Validation Rule -When entering in all 4 fields -The A&B Indic	ng the positive or negative adjustment to the original cost of ent ential. System Generated Field. This element is not eligible for alue does not carry forward for Single Clone / Multi-Clone. Hues for A128 we P Positive Ind A31 ng the positive or negative adjustment to the individual d betterment ential. Value does not carry forward for Single Clone / Multi- hues for A316 we P Positive e for A316 g an individual Addition & Betterment, you must enter a value the state of the state o
Ind for Pos/Ne A code indicati the equipme Data is Confide Input. Va Permissible Va N Negativ A&B Pos/Neg I A code indicati addition and Data is Confide Clone. Permissible Va N Negativ Validation Rule -When entering in all 4 fields -The A&B Indic	ng the positive or negative adjustment to the original cost of ent ential. System Generated Field. This element is not eligible for alue does not carry forward for Single Clone / Multi-Clone. Hues for A128 we P Positive Ind A31 ng the positive or negative adjustment to the individual d betterment ential. Value does not carry forward for Single Clone / Multi- hues for A316 we P Positive e for A316 g an individual Addition & Betterment, you must enter a value



TCCD

TCME

TCMR

B252

# Data Specification Manual

Data Specific	ation Manual
The amount of the individual addition and betterment added to or subtracted from the original cost of the equipment	For further explain
Data is Confidential. Value does not carry forward for Single Clone / Multi-	Transportation Con
Clone.	The AAR or FRA int
Range of Values for A317	System Generated
Minimum Maximum	eligible for In
1 999999	NOTES:
Validation Rule for A317	For further explain
-When entering an individual addition & betterment; A&B Date Done (A319),	
A&B Type (A318), A&B Pos/Neg Ind (A316), and A&B Amount (A317) must	Mechanical Restric
be reported	User reported or sy
	Used for Transport
A&B Date Done A319	Permissible Values
The date of the individual addition and betterment	S Scrap
Data is Confidential. Value does not carry forward for Single Clone / Multi-	X AAR Interch
Clone.	NOTES:
Range of Values for A319	<ul> <li>For further explanation</li> </ul>
Minimum Maximum	
1/1/1900 12/31/9999	Mech Restriction R
Validation Rule for A319	
-When entering an individual Addition & Betterment, you must enter a	The explanation of
value in all 4 fields.	Used for Transport
-Addition and Betterment Date Done cannot be earlier than Built Date	Permissible Values
(BLDT).	J Restricted D
-Additions & Betterments Date Done cannot be later than today's date.	X Restricted D
	Z Restricted D
A&B Type A318	NOTES:
The type of individual addition and betterment as defined by Rule 107	<ul> <li>For further explanation</li> </ul>
Data is Confidential. Value does not carry forward for Single Clone / Multi-	<ul> <li>The assignment</li> </ul>
Clone.	the Rate Indicate
Permissible Values for A318	mileage rate.
GNRL General - Capitalized Additions and Betterments	
INIT Initial load of historical A&B amount as of Umler 4.6 implementation	
date	
Validation Rule for A318	Truck Axle Count
-For each equipment, only one Individual A&B Type can have a value of	The number of axle
INIT.	Range of Values fo
-When entering an individual Addition & Betterment, you must enter a	Minimum Ma
value in all 4 fields.	2 4
	Validation Rule for
Car Management	- Sum of Truck
Pool Number P001	Wheel Diameter
Unique number used to indicate the grouping of equipment for a particular	The diameter of the
purpose	Permissible Values
Used for Transportation Codes. This element is not eligible for Input. Value	36 36 Inches
does not carry forward for Equipment Group Change / Add Back.	39 39 Inches
	42 42 Inches
User Routing Instructions TCUR	45 45 Inches
The routing instruction reported by the user	48 48 Inches
Used for Transportation Codes.	51 51 Inches
Permissible Values for TCUR	54 54 Inches
2 Trailer Service Rule 2	57 57 Inches
G Contaminated commodity service	60 60 Inches
M Mark canceled	
0 Owner requested return	D
U Unassigned equipment	
NOTES:	Alignment Control
For further explanation reference Annendix F	Alignment Control

• For further explanation reference Appendix E.

**Umler Transportation Code** 

# The type of assigned service, empty routing or restriction of the equipment

System Generated Field. Used for Transportation Codes. This element is not eligible for Input.

NOTES:

lanation reference Appendix E.

### ond Code

# terchange restriction code

### d Field. Used for Transportation Codes. This element is not nput.

planation reference Appendix E.

#### iction

# system generated type of mechanical restriction

rtation Codes.

- es for TCME
- change Restriction
- lanation reference Appendix D.1

# Reason

f the Mechanical Restriction (TCME)

rtation Codes. es for TCMR

- Due to Journal Bearing and Journal Lubrication
- Due to Scrap or Early Warning
- Due to Umler Conflict (Not Valid for User Input)
- planation reference Appendix D.2.
- t of the Transportation Codes S\_, SX, XA, XZ and YA generate tor Code 6 to the CHARM file to zero (0) rate the car hire and

# **Truck Components**

les per truck

- or B252
- /laximum

### or B252

Axle Counts must equal Axle Count (A024)

Wheel	Diameter					A294
The dia	ameter of the	wheels	;			
Permis	ssible Values f	or A29	4			
36	36 Inches	37	37 Inches	38	38 Inches	
39	39 Inches	40	40 Inches	41	41 Inches	
42	42 Inches	43	43 Inches	44	44 Inches	
45	45 Inches	46	46 Inches	47	47 Inches	
48	48 Inches	49	49 Inches	50	50 Inches	
51	51 Inches	52	52 Inches	53	53 Inches	
54	54 Inches	55	55 Inches	56	56 Inches	
57	57 Inches	58	58 Inches	59	59 Inches	
60	60 Inches					

Alignm	nent Con	trol	Eqpd	Mand	atory					B008
Alignm	ent Con	trol	Couple	r, Cor	npone	ent				•
Permis	sible Va	lues	for BC	08						
Ν	No	Y	Yes							
				Mi	sce	llan	eo	us		

▲=Used in ETC Generation - 228 -Blue Card #=Conditionally Mandatory June 2024 Mandatory = Affects Rating

TCOD



# **Data Specification Manual**

on equipment

The Customer Identification File (CIF) number for a commercial owner at a specific location

#### Commercial Lessee CIF

The Customer Identification File (CIF) number for a commercial lessee at a specific location

#### **Umler Effective Date**

EFDT

B356

DDNE

INDD

**B048** 

The date the rating activity (pre-registration, modification, etc.) is expected to occur

This element is not eligible for Query. Does not Carry Forward.

# Validation Rule for EFDT

-Effective Date cannot be set to more than 13 months in the future. **NOTES:** 

• Effective Date will default to the 1st of the following month that equipment is registered

Inspection

#### Periodic Insp Interval

Indicates the number of days between Locomotive inspections

Value does not carry forward for Single Clone / Multi-Clone / Equipment Group Change.

#### Permissible Values for B356

92

184

FRA Drop Dead Date	
ERA Drop Dood Date	

#### FRA Drop Dead Date

System Generated Field. This element is not eligible for Input.

Inspection Certified by	CERT
Person certifying inspection	

Value does not carry forward for Single Clone / Multi-Clone / Add Back.

Person conducting inspection	Inspection Conducted by	COND
reison conducting inspection	Person conducting inspection	

Value does not carry forward for Single Clone / Multi-Clone / Add Back.

# Inspection Date Done DTDN The date the inspection was completed; used for all inspection types reported on equipment

Value does not carry forward for Single Clone / Multi-Clone / Add Back.

Validation Rule for DTDN

-The inspection date must not be 60 days before the Build Date

### Inspection Due Date

The due date of the next inspection; used for all inspection types reported on	Ī
equipment	

System Generated Field. This element is not eligible for Input. Value does not carry forward for Add Back.

Insp	ection Item Cod	es				L003
	indicating type of spection	of iten	ns inspected as pa	rt of a	locomotive period	lic
Value	e does not carry	forwa	rd for Single Clone	/ Mu	lti-Clone.	
Perm	issible Values fo	r LOO	3			
1	Brakes	2	Running Gear	3	Cab Equip	
4	Mech Equip	5	Elect Equip	6	Steam Gen	
7	Safety Appl					
Inspe	ection Performe					PERF
The S	SCAC that comple	eted tl	ne inspection; used	d for a	ll inspection types	reported

Increation Dev	aartar	DEDT
Inspection Rep		REPT
on equipme	reported the inspection; used for all inspection ty ent	ypes reported
Value does not	t carry forward for Single Clone / Multi-Clone / A	dd Back.
Scheduled Due		SCDD
Scheduled Due		
i his element is	s not eligible for Input. Does not Carry Forward.	
Location/SPLC		SPLC
The SPLC of the equipment	e inspecting location; used for all inspection type	s reported on
	t carry forward for Single Clone / Multi-Clone / A	Add Back.
OOS From Dat	e	L021
The first day el	ligible for Out of Service Credit	
Value does not	t carry forward for Single Clone / Multi-Clone.	
OOS To Date		1022
	igible for Out of Service Credit	L022
	t carry forward for Single Clone / Multi-Clone.	
	,	
OOC Number		
OOS Number o	of Days	L023
The number of	f out of service days for that occurrence	L023
The number of Value does not	f out of service days for that occurrence t carry forward for Single Clone / Multi-Clone.	L023
The number of Value does not <b>Range of Valu</b>	f out of service days for that occurrence t carry forward for Single Clone / Multi-Clone. es for L023	L023
The number of Value does not	f out of service days for that occurrence t carry forward for Single Clone / Multi-Clone.	LO23
The number of Value does not Range of Value Minimum	f out of service days for that occurrence t carry forward for Single Clone / Multi-Clone. es for LO23 Maximum	L023
The number of Value does not Range of Value Minimum	f out of service days for that occurrence t carry forward for Single Clone / Multi-Clone. es for LO23 Maximum	L023
The number of Value does not Range of Value Minimum 0 Air Card Item	f out of service days for that occurrence t carry forward for Single Clone / Multi-Clone. es for LO23 Maximum	L015
The number of Value does not Range of Value Minimum 0 Air Card Item Detail indicatir Inspection	f out of service days for that occurrence t carry forward for Single Clone / Multi-Clone. es for L023 Maximum 99999	L015 e Air Card
The number of Value does not Range of Value Minimum 0 Air Card Item Detail indicatir Inspection	f out of service days for that occurrence t carry forward for Single Clone / Multi-Clone. es for L023 Maximum 99999 ng type of items inspected as part of a locomotive t carry forward for Single Clone / Multi-Clone / A	L015 e Air Card
The number of Value does not Range of Value Minimum 0 Air Card Item Detail indicatir Inspection Value does not Air Card Descr	f out of service days for that occurrence t carry forward for Single Clone / Multi-Clone. es for L023 Maximum 99999 ng type of items inspected as part of a locomotive t carry forward for Single Clone / Multi-Clone / A	L015 e Air Card Add Back. L016
The number of Value does not Range of Value Minimum 0 Air Card Item Detail indicatir Inspection Value does not Air Card Descr Description of	f out of service days for that occurrence t carry forward for Single Clone / Multi-Clone. es for L023 Maximum 99999 ng type of items inspected as part of a locomotive t carry forward for Single Clone / Multi-Clone / A iption	L015 Air Card Add Back. L016 Card Inspection
The number of Value does not Range of Value Minimum 0 Air Card Item Detail indicatir Inspection Value does not Air Card Descr Description of	f out of service days for that occurrence t carry forward for Single Clone / Multi-Clone. es for L023 Maximum 99999 ng type of items inspected as part of a locomotive t carry forward for Single Clone / Multi-Clone / A iption the items inspected as part of a Locomotive Air C t carry forward for Single Clone / Multi-Clone / A	L015 Air Card Add Back. L016 Card Inspection
The number of Value does not Range of Value Minimum 0 Air Card Item Detail indicatir Inspection Value does not Air Card Descr Description of Value does not Air Card Frequ Locomotive Air	f out of service days for that occurrence t carry forward for Single Clone / Multi-Clone. es for L023 Maximum 99999 ng type of items inspected as part of a locomotive t carry forward for Single Clone / Multi-Clone / A iption the items inspected as part of a Locomotive Air C t carry forward for Single Clone / Multi-Clone / A ency Days r Card Frequency Days	L015 e Air Card Add Back. L016 Gard Inspection Add Back. L017
The number of Value does not Range of Value Minimum 0 Air Card Item Detail indicatir Inspection Value does not Air Card Descr Description of Value does not Air Card Frequ Locomotive Air Value does not	f out of service days for that occurrence t carry forward for Single Clone / Multi-Clone. es for L023 Maximum 99999 ng type of items inspected as part of a locomotive t carry forward for Single Clone / Multi-Clone / A iption the items inspected as part of a Locomotive Air C t carry forward for Single Clone / Multi-Clone / A iency Days r Card Frequency Days t carry forward for Single Clone / Multi-Clone / A	L015 e Air Card Add Back. L016 Gard Inspection Add Back. L017
The number of Value does not Range of Value Minimum 0 Air Card Item Detail indicatir Inspection Value does not Air Card Descr Description of Value does not Air Card Frequ Locomotive Air	f out of service days for that occurrence t carry forward for Single Clone / Multi-Clone. es for L023 Maximum 99999 ng type of items inspected as part of a locomotive t carry forward for Single Clone / Multi-Clone / A iption the items inspected as part of a Locomotive Air C t carry forward for Single Clone / Multi-Clone / A iency Days r Card Frequency Days t carry forward for Single Clone / Multi-Clone / A	L015 e Air Card Add Back. L016 Gard Inspection Add Back. L017
The number of Value does not Range of Value Minimum 0 Air Card Item Detail indicatir Inspection Value does not Air Card Descr Description of Value does not Air Card Frequ Locomotive Air Value does not Range of Value	f out of service days for that occurrence t carry forward for Single Clone / Multi-Clone. es for L023 Maximum 99999 ng type of items inspected as part of a locomotive t carry forward for Single Clone / Multi-Clone / A iption the items inspected as part of a Locomotive Air C t carry forward for Single Clone / Multi-Clone / A iency Days r Card Frequency Days t carry forward for Single Clone / Multi-Clone / A is for L017	L015 e Air Card Add Back. L016 Gard Inspection Add Back. L017
The number of Value does not Range of Value Minimum 0 Air Card Item Detail indicatir Inspection Value does not Air Card Descr Description of Value does not Air Card Frequ Locomotive Air Value does not Range of Value Minimum	f out of service days for that occurrence t carry forward for Single Clone / Multi-Clone. es for L023 Maximum 99999 ng type of items inspected as part of a locomotive t carry forward for Single Clone / Multi-Clone / A iption the items inspected as part of a Locomotive Air C t carry forward for Single Clone / Multi-Clone / A iency Days r Card Frequency Days t carry forward for Single Clone / Multi-Clone / A iency Days r Card Frequency Days t carry forward for Single Clone / Multi-Clone / A is for L017 Maximum 99999	L015 e Air Card Add Back. L016 Gard Inspection Add Back. L017
The number of Value does not Range of Value Minimum 0 Air Card Item Detail indicatir Inspection Value does not Air Card Descr Description of Value does not Value does not Air Card Frequ Locomotive Air Value does not Range of Value Minimum 0 Air Brake Test	f out of service days for that occurrence t carry forward for Single Clone / Multi-Clone. es for L023 Maximum 99999 ng type of items inspected as part of a locomotive t carry forward for Single Clone / Multi-Clone / A iption the items inspected as part of a Locomotive Air C t carry forward for Single Clone / Multi-Clone / A iency Days r Card Frequency Days t carry forward for Single Clone / Multi-Clone / A iency Days r Card Frequency Days t carry forward for Single Clone / Multi-Clone / A is for L017 Maximum 99999	L015 e Air Card Add Back. L016 Gard Inspection Add Back. L017 Add Back.

P Automatic (4-Pressure)

Validation Rule for B523

-Air Brake Test Device (B523) must be reported for Air Brake Test inspection reported on or after December 10, 2020

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	Data Speci
ab Signals Inspection Due Date	DU21
ab Signals Inspection Due Date	
This element is not eligible for Input. Does not Carry Forward.	
Locomotive Periodic Inspection Due Date	DU22
Locomotive Periodic Inspection Due Date	
This element is not eligible for Input. Does not Carry Forward.	
Qualified Locomotive Manual Inspection Due Date	DU23
Qualified Locomotive Manual Inspection Due Date	
This element is not eligible for Input. Does not Carry Forward.	
AFMC Inspection Due Date	DU24
AFMC Inspection Due Date	
This element is not eligible for Input. Does not Carry Forward.	
Locomotive Annual Inspection Due Date	DU25
Locomotive Annual Inspection Due Date	
This element is not eligible for Input. Does not Carry Forward.	
Locomotive Event Recorder Inspection Due Date	DU26
Locomotive Event Recorder Inspection Due Date	
This element is not eligible for Input. Does not Carry Forward.	
Locomotive Hand Brake Inspection Due Date	DU27
Locomotive Hand Brake Inspection Due Date	
This element is not eligible for Input. Does not Carry Forward.	
Locomotive Air Brake L1 Inspection Due Date	DU28
Locomotive Air Brake L1 Inspection Due Date	
This element is not eligible for Input. Does not Carry Forward.	
Locomotive Air Brake L2 Inspection Due Date	DU29
Locomotive Air Brake L2 Inspection Due Date	
This element is not eligible for Input. Does not Carry Forward.	
Locomotive Air Brake L3 Inspection Due Date	DU30
Locomotive Air Brake L3 Inspection Due Date	
This element is not eligible for Input. Does not Carry Forward.	
Locomotive L2 Vent Valve Front Inspection Due Date	DU31
Locomotive L2 Vent Valve Front Inspection Due Date	
This element is not eligible for Input. Does not Carry Forward.	
Locomotive L2 Vent Valve Rear Inspection Due Date	DU32
Locomotive L2 Vent Valve Rear Inspection Due Date	
This element is not eligible for Input. Does not Carry Forward.	
Locomotive L2 Safety Valve 150 Inspection Due Date	DU33
Locomotive L2 Safety Valve 150 Inspection Due Date	
This element is not eligible for Input. Does not Carry Forward.	
Locomotive L2 Check Valve Main Res Inspection Due Date	DU34
Locomotive L2 Check Valve Main Res Inspection Due Date This element is not eligible for Input. Does not Carry Forward.	
	DUDE
Locomotive L2 Check Valve EQ RES Inspection Due Date	DU35
Locomotive L2 Check Valve EQ RES Inspection Due Date This element is not eligible for Input. Does not Carry Forward.	
	DUDE
Locomotive L3 Brake Pipe Control Portion Inspection Due Date	DU36
Locomotive L3 Brake Pipe Control Portion Inspection Due Date	

in Manadi	
Locomotive L3 Equalizing Reservoir Control Portion Inspection Due Da DU37	te
ocomotive L3 Equalizing Reservoir Control Portion Inspection Due Date	2
This element is not eligible for Input. Does not Carry Forward.	
Locomotive L3 DB Triple Valve Portion Inspection Due Date	DU38
ocomotive L3 DB Triple Valve Portion Inspection Due Date	
This element is not eligible for Input. Does not Carry Forward.	
Locomotive L3 16 Control Portion Inspection Due Date	DU39
Locomotive L3 16 Control Portion Inspection Due Date This element is not eligible for Input. Does not Carry Forward.	
Locomotive L3 20 Pipe Block Assy Inspection Due Date	DU40
Locomotive L3 20 Pipe Block Assy Inspection Due Date	
This element is not eligible for Input. Does not Carry Forward.	
Locomotive L3 Brake Cylinder Control Portion Inspection Due Date	DU41
ocomotive L3 Brake Cylinder Control Portion Inspection Due Date	
This element is not eligible for Input. Does not Carry Forward.	
Locomotive L3 16 Control Portion Inspection Due Date	DU42
Locomotive L3 16 Control Portion Inspection Due Date	
This element is not eligible for Input. Does not Carry Forward.	
Locomotive L3 21 Pipe Vent Valve Inspection Due Date	DU43
ocomotive L3 21 Pipe Vent Valve Inspection Due Date	
This element is not eligible for Input. Does not Carry Forward.	
Locomotive L3 FastBrake MC-31 Control Valve Inspection Due Date	DU44
ocomotive L3 FastBrake MC-31 Control Valve Inspection Due Date	
This element is not eligible for Input. Does not Carry Forward.	
Locomotive L3 FastBrake Independent Application and Release Portio	n DU45
Inspection Due Date .ocomotive L3 FastBrake Independent Application and Release Portion	5045
Inspection Due Date	
This element is not eligible for Input. Does not Carry Forward.	
Locomotive L3 FastBrake Quick Service Valve Inspection Due Date	DU46
Locomotive L3 FastBrake Quick Service Valve Inspection Due Date	
This element is not eligible for Input. Does not Carry Forward.	
Locomotive L3 FastBrake Dead in Train Portion Inspection Due Date	DU47
ocomotive L3 FastBrake Dead in Train Portion Inspection Due Date This element is not eligible for Input. Does not Carry Forward.	
ocomotive L3 FastBrake 16 Control Portion Inspection Due Date	DU48
Locomotive L3 FastBrake 16 Control Portion Inspection Due Date	-
This element is not eligible for Input. Does not Carry Forward.	
Locomotive L3 FastBrake 20 Control Portion Inspection Due Date	DU49
ocomotive L3 FastBrake 20 Control Portion Inspection Due Date	
This element is not eligible for Input. Does not Carry Forward.	
Locomotive L3 FastBrake Brake Cylinder Control Portion Inspection Du DU50	
cocomotive L3 FastBrake Brake Cylinder Control Portion Inspection Due	Date
This element is not eligible for Input. Does not Carry Forward.	
Locomotive L3 FastBrake Brake Pipe Control Portion Inspection Due D	ate DU51
Locomotive L3 FastBrake Brake Pipe Control Portion Inspection Due Dat	:e
This element is not eligible for Input. Does not Carry Forward.	

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Locomotive L3 CCB1 20 Control Portion Independent Brake Inspectio Date	n Due DU52	Locomotive L3 CCB1 Bail Off Exhaust Magnet Valve Inspection Due Date This element is not eligible for Input. Does not Carry Forward.
Locomotive L3 CCB1 20 Control Portion Independent Brake Inspection	Due	,,,,,,, .
Date	540	Locomotive L3 CCB1 Bail Off Supply Valve Inspection Due Date DUG
This element is not eligible for Input. Does not Carry Forward.		Locomotive L3 CCB1 Bail Off Supply Valve Inspection Due Date
	DUED	This element is not eligible for Input. Does not Carry Forward.
Locomotive L3 CCB1 DB-10 Service Portion Inspection Due Date	DU53	Locomotive L3 CCB1 16 Pipe Magnet Valve Inspection Due Date DU6
Locomotive L3 CCB1 DB-10 Service Portion Inspection Due Date This element is not eligible for Input. Does not Carry Forward.		Locomotive L3 CCB1 16 Pipe Magnet Valve Inspection Due Date
This element is not eligible for hiput. Does not carry forward.		This element is not eligible for Input. Does not Carry Forward.
Locomotive L3 CCB1 Analog Converter ER Inspection Due Date	DU54	······································
Locomotive L3 CCB1 Analog Converter ER Inspection Due Date		Locomotive L3 CCB1 Brake Pipe Cutoff Pilot Inspection Due Date DU6
This element is not eligible for Input. Does not Carry Forward.		Locomotive L3 CCB1 Brake Pipe Cutoff Pilot Inspection Due Date
Lesson stine 12 COR1 Angles Converten 1C lesso stien Due Date	DU55	This element is not eligible for Input. Does not Carry Forward.
Locomotive L3 CCB1 Analog Converter 16 Inspection Due Date	D055	
Locomotive L3 CCB1 Analog Converter 16 Inspection Due Date This element is not eligible for Input. Does not Carry Forward.		Locomotive L3 CCB1 Emergency Detection Pilot Inspection DUG
This element is not eligible for hiput. Does not carry forward.		Locomotive L3 CCB1 Emergency Detection Pilot Inspection
Locomotive L3 CCB1 Cutoff Valve Assembly Inspection Due Date	DU56	This element is not eligible for Input. Does not Carry Forward.
Locomotive L3 CCB1 Cutoff Valve Assembly Inspection Due Date		
This element is not eligible for Input. Does not Carry Forward.		Locomotive L3 CCB1 Emergency Pilot Valve Inspection Due Date DU69
ocomotive L3 CCB1 Brake Pipe Relay Valve Inspection Due Date	DU57	Locomotive L3 CCB1 Emergency Pilot Valve Inspection Due Date
Locomotive L3 CCB1 Brake Pipe Relay Valve Inspection Due Date		This element is not eligible for Input. Does not Carry Forward.
This element is not eligible for Input. Does not Carry Forward.		Locomotive L3 CCB1 Backup Actuating Valve GE Inspection Due Date DU7
Locomotive L3 CCB1 Brake Pipe Cutoff Valve Inspection Due Date	DU59	
	0033	Locomotive L3 CCB1 Backup Actuating Valve GE Inspection Due Date This element is not eligible for Input. Does not Carry Forward.
Locomotive L3 CCB1 Brake Pipe Cutoff Valve Inspection Due Date This element is not eligible for Input. Does not Carry Forward.		
This cleaner is not engine for input. Does not early forward.		Locomotive L3 CCB1 Backup Double Check Valve Inspection Due Date DU
Locomotive L3 CCB1 Double Check Valve Inspection Due Date	DU60	Locomotive L3 CCB1 Backup Double Check Valve Inspection Due Date
Locomotive L3 CCB1 Double Check Valve Inspection Due Date		This element is not eligible for Input. Does not Carry Forward.
This element is not eligible for Input. Does not Carry Forward.		
Locomotive L3 CCB1 Emergency Limit Valve Inspection Due Date	DU61	Locomotive L3 CCB1 Emergency Detection Pilot Dynamic Brake Interlock Inspection Due Date DU7
Locomotive L3 CCB1 Emergency Limit Valve Inspection Due Date	0001	
This element is not eligible for Input. Does not Carry Forward.		Locomotive L3 CCB1 Emergency Detection Pilot Dynamic Brake Interlock Inspection Due Date
·····		This element is not eligible for Input. Does not Carry Forward.
Locomotive L3 CCB1 Emergency Magnet Valve Inspection Due Date	DU62	Locomotive L3 CCB1 Backup Actuating Valve EMD Inspection Due Date
Locomotive L3 CCB1 Emergency Magnet Valve Inspection Due Date		DU7
This element is not eligible for Input. Does not Carry Forward.		Locomotive L3 CCB1 Backup Actuating Valve EMD Inspection Due Date
Locomotive L3 CCB1 Equalizing Reservoir Magnet Valve Inspection D	ue Date DU63	This element is not eligible for Input. Does not Carry Forward.
Locomotive L3 CCB1 Equalizing Reservoir Magnet Valve Inspection Du	e Date	
This element is not eligible for Input. Does not Carry Forward.		
	1	
Locomotive L3 CCB1 Bail Off Exhaust Magnet Valve Inspection Due D	ate DU64	

# Umler®

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# **Passenger Cars**

General	L L
Status Code (USCD)	ι
Equipment ID (0001)	Т
Equipment Type Code (UMET)	N
Maint of Way Service Type (B403)233	Tra
Built Date (BLDT)	F
Rebuilt / ILS Date (RBDT)	F
Rebuilt Flag (RBFL)         233           Owner (UMOW)         233	S
Equipment Group (0002)	S
Lessee (LESE)	T
Maintenance Party (MNPT)233	
Mark Owner Category (B201)234	Ċ
Prior Equipment ID (PRID)	C
Last Update Date (B122)	C
Status Change Reason (USCR)	-
Status Change Date (USCT)	Tru
Equipment Identification (EINN)	Ť
Info Conflict Status (B355)234	j
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Rate Indicator (A070)	Dra
First Movement Date (USAT)	
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Registration Reason (B174)	l li
Delete Reason Code (B064)	C
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Star Code (A247)	E
Plate Code (A046)	E
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Outside Height Extr Width (A187)236 Outside Upper Eaves Width (A194)	S
Outside Opper Eaves Width (A194)	S
Outside Lower Eaves Width (A190)	Mis
Outside Lower Eaves Hght (A189)	
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Truck Count (B256)239 Axle Count (A024)	A
Wheel Bearing Type (B191)	A
Brake Shoe Type (B026)	
CC Side Bearing Type (A146)	
Empty/Load Device Eqpd (B075)239	
Body Material (A030)	Ľ
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ECP Brake Type (B327)	
ECP Brake Builder (B328)	i i
Brake Cylinder Mount Type (B540)240 Air Brake Model Number (ABMD)	l li
Equipment Builder (A035)	li
Builder Lot Code (B030)	l l
Built Country (B031)	1
Rebuilt Country (B170)	1
FRA Reflectorization (B096)	1
Air Hose Arrangement (B524)	1
4-Pressure ABT Receiver Eqpu (B539)	
Original Cost (A184)	
Ledger Value (A150)	1
Total A&B (A003)241	1
Ind for Pos/Neg Total A&B (A128)	1
A&B Pos/Neg Ind (A316)	1
A&B Allount (A317)	
	•
Mandatory A=Used in ETC Generation = Affects Rating - 2	232 -

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Insp Service Valve COTS Date (B570)	24/
Insp Service Valve COTS Date (BS70) Insp Service Valve OEM Warranty Date (BS71)	
Insp Service Valve Part Number (B572)	248
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Insp Emergency Valve Part Number (B575)	
Insp Service Valve Location (B576)	
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=Conditionally Mandatory



Passenger Cars	Umer					
	Data Specification Manual					
General	Validation Rule for					
General	-Built Date mus					
Status Code Mandatory	USCD -Prior and targe					
Identifies the current operational state	restencling     NOTES:					
Does not Carry Forward.	Data is public for					
Permissible Values for USCD A ACTIVE I INACTIVE	For connected u					
A ACTIVE I INACTIVE P PRE-REGISTERED						
NOTES:	Rebuilt / ILS Date					
• For Restencil and Clone process the initial Status of a c	ar should be Pre- The date the re-cor					
Registered.	Data is Confidentia					
<ul> <li>All Add-Back processes should initially set the Status to A Bro registered eer will automatically have its Status of</li> </ul>						
<ul> <li>A Pre-registered car will automatically have its Status of the initial change when TRAIN detects three (3) mover</li> </ul>						
<ul> <li>If the Status changes to Active due to movement and t</li> </ul>						
from a Restencil, the Prior Equipment ID (PRID) or sou						
status changed to Inactive automatically by Umler	-Rebuilt/Increa					
	-Rebuilt Date m					
Equipment ID	0001 NOTES:					
· ·	• Nalii Oau Cais a					
The equipment stenciled number Validation Rule for 0001	Accounting Rule Manual.					
-Equipment Number must not be larger than 6 digits (i.e.						
NOTES:	Rule 88, Section					
Equipment ID includes the mark and number stenciled						
Marks can be up to 4 characters and number up to 6 d	igits (i.e., Date unless car h					
ABCD999999).	Data the State					
<ul> <li>Up to 500 cars can be added or updated in a transaction</li> <li>When adding an equipment record, ensure that Prior I</li> </ul>						
reported, unless the equipment is new.	i dentines the equip					
	Data is Confidentia Input.					
Mechanical Designation Mandatory	UMMD Permissible Values					
Equipment description without physical dimensions	●▲ N No Y					
Used in ETC Generation. Used for Transportation Codes.						
Permissible Values for UMMD	Owner Mandatory					
PA Passenger - Passenger Service	Primary reporting r					
PAB Passenger - Passenger and Baggage Service PB Passenger - Baggage Service only	Value does not carr					
PD Passenger - Dining car	Multi-Restend					
PS Passenger - Company Service car	NOTES:					
PSD Passenger - Company Service car with Dining	Report the prime     owning the car					
	owning the car. capital lease con					
Equipment Type Code	UMEI reporting mark a					
An alpha numeric code that describes the physical attribu	ites of equipment					
System Generated Field. This element is not eligible for I	nput. Equipment Group					
NOTES:	Identifies the vario					
<ul> <li>Please Refer to Appendix I for More information Regardered</li> </ul>	ding ETC Generation Used for Transport					
Maint of May Coming Type	B403					
Maint of Way Service Type	Lessee					
Identifies equipment Maintenance Of Way function	The reporting mark					
Value does not carry forward for Equipment Group Chan Permissible Values for B403	value does not carr					
C2 Crane / Boom Support Car	Multi-Restend					
F4 Flat-Wheel Sets	Validation Rule for -Umler Owner (UM					
T4 Training Car	NOTES:					
T8 Track Geometry Car	<ul> <li>In order to assig</li> </ul>					
Duilt Data Mandatan	must be reporte					
Built Date Mandatory	BLDT					
The date the construction of the equipment is complete	Maintenance Party					
Data is Confidential. Used for Transportation Codes. Val	ue does not carry The parent reportir					

forward for Single Clone / Multi-Clone. Range of Values for BLDT

# Minimum Maximum 1/1/1900 12/31/9999

r BLDT

st not be in the future for equipment in Active Status et equipment's Built Date (BLDT) must match for g

- or railroad marked equipment.
- unit cars report the oldest car in the set.

# RBDT nstruction of the equipment is complete al. Value does not carry forward for Single Clone / Multior RBDT aximum 2/31/9999 r RBDT ased Life Service Date must be after the Built Date (BLDT) nust not be more than 70 years after the Built Date (BLDT) applicable only to cars meeting status as provided in both STB es, and the AAR Mechanical Interchange Rule 88, Office pplicable to all cars meeting AAR Mechanical Interchange C, Office Manual and Sections A and B of the Field Manual. unit cars report the oldest car in the set. Do not report Rebuilt has been approved by the AAR.

	Rebuilt Flag	RBFL
) (PRID) is	Identifies the equipment is nearing its end of life cycle	
UMMD	Data is Confidential. System Generated Field. This element is Input. Permissible Values for RBFL N No Y Yes	s not eligible for
	Owner Mandatory	UMOW
	Primary reporting mark of the railroad or private company ow	vning the car 🔎
	Value does not carry forward for Single Clone / Multi-Clone / Multi-Restencil.	Single Restencil /
	NOTES:	
	Report the primary reporting mark of the railroad or privat	
	owning the car. When car's lease or lien is held by a bank, i capital lease company, etc. not having an assigned mark, re	
UMET	reporting mark affiliated with the stenciled reporting mark	
nent		
	Equipment Group Mandatory	0002
	Identifies the various major car types	•
eration	Used for Transportation Codes. Affects Rating.	
B403	Lessee	LESE
	The reporting mark of the company leasing the equipment	
	Value does not carry forward for Single Clone / Multi-Clone / Multi-Restencil.	Single Restencil /
	Validation Rule for LESE	
	-Umler Owner (UMOW) and Lessee are not allowed to be equ	ıal
	NOTES:	
BLDT	<ul> <li>In order to assign privately marked cars to a pool, a railroa must be reported.</li> </ul>	d reporting mark
•	Maintenance Party	MNPT
arry	The parent reporting mark of the company responsible for the	e maintenance and

The parent reporting mark of the company responsible for the maintenance and repairs of the equipment

Does not Carry Forward.

	Affanta Dating	222	🗯 Canalitianally. Mandatany	June 2024
=Used in ETC Generation	= Affects Rating	– 233 –	=Conditionally Mandatory	June 2024



# Data Specification Manual

Mark Owner Category B201	Status Change Date USCT
Mark Owner Category B201 The company that owns the stenciled mark on the car	Identifies the effective date of the current operational state
System Generated Field. This element is not eligible for Input. Value does not	System Generated Field. This element is not eligible for Input. Does not Carry
carry forward for Single Restencil / Multi-Restencil / Equipment Group	Forward.
Change / Add Back.	Equipment Identification EINN
Permissible Values for B201	
B US Private	Unique equipment identifier regardless of stenciled mark
C Canadian Private	System Generated Field. This element is not eligible for Input.
F Foreign Private	NOTES:
H Canadian Class II	<ul> <li>Specify the Prior ID (PRID) on equipment records to ensure the historical lineage is preserved. Equipment with the same EIN share history and</li> </ul>
I Canadian Class I J Mexican Class I	inspections.
K Canadian Class III	
M Mexican Private	Info Conflict Status B355
N US Private Steamship	Indicates that an Informational Conflict exists on the Equipment record
O Canadian Private Steamship	System Generated Field. This element is not eligible for Input. Value does not
P Mexican Private Steamship	carry forward for Single Clone / Multi-Clone.
Q Foreign Private Steamship	
R US Class II Railroad	Conflict Status B050
U US Class I Railroad V US Class III Railroad	Identifies the escalation level of equipment in active conflict
W Mexican Class II Railroad	System Generated Field. This element is not eligible for Input. Value does not
Y Mexican Class II Railroad	carry forward for Add Back.
	Permissible Values for B050
NOTES:	1 Subject to Zero-Rating
<ul> <li>This value is stored in the Umler Database for informational purposes and is</li> </ul>	2 Subject to Restricted in Interchange
retrieved from the Roadmark Registry.	3 Subject to Deletion
reneved nom the houtmank hebbilly.	NOTES:
Prior Equipment ID PRID	Subject to Zero-Rating, goes into effect 30 days after Conflict Status occurs
The previous reporting mark and number of the equipment	Subject to Restricted in Interchange, goes into effect 90 days after Conflict
Value does not carry forward for Single Clone / Multi-Clone.	Status occurs
Validation Rule for PRID	Subject to Deletion, goes into effect 365 days after Conflict Status occurs
-Prior and target equipment's Built Date (BLDT) must match	Date of Original Conflict B063
-The Prior Equipment ID (0001) must belong to the same or comparable	The date the equipment was originally placed in the current conflict
Equipment Group (0002) as the current car initial and number	System Generated Field. This element is not eligible for Input.
NOTES:	System Generated Field. This element is not eligible for input.
Prior ID enables equipment records to share the same historical lineage.	Next Conflict Status B135
Equipment Identification Number (EIN) is a generated id that enables these	Identifies the next escalation level of an equipment in active conflict
equipment records to share inspections and transaction history.	System Generated Field. This element is not eligible for Input. Value does not
Lost Lindete Date D122	carry forward for Add Back.
Last Update Date B122	Permissible Values for B135
Date of the last Umler element change	1 Subject to Zero-Rating
System Generated Field. This element is not eligible for Input.	2 Subject to Restricted in Interchange
E. Level Add Data	3 Subject to Deletion
Equipment Add Date B082	NOTES:
Date the reporting mark and number was added to the Umler system	Subject to Zero-Rating, goes into effect 30 days after Conflict Status occurs
System Generated Field. This element is not eligible for Input.	• Subject to Restricted in Interchange, goes into effect 90 days after Conflict
	Status occurs
Status Change Reason USCR	Subject to Deletion, goes into effect 365 days after Conflict Status occurs
dentifies the reason for the current operational state	Netter Indicator
System Generated Field. This element is not eligible for Input. Does not Carry	Notice Indicator B137
Forward.	Identifies equipment in error in Umler Notice Management
Permissible Values for USCR	System Generated Field. This element is not eligible for Input.
I Initial Load	
M Movement O Status Changed Manually	Conflict Status Next Date B062
R Restencil	The date the conflict status will be escalated
NOTES:	System Generated Field. This element is not eligible for Input. Value does not
<ul> <li>If movement is detected on equipment, status is changed to Active.</li> </ul>	carry forward for Add Back.
<ul> <li>If an equipment record is changed to Active, any prior equipment record is</li> </ul>	
placed in Inactive status.	Rate Indicator A070
	Indicates the rate type applicable to the unit
	System Generated Field. Used for Transportation Codes. Affects Rating. This

# Umler

# **Data Specification Manual**

element is not eligible for Input. Does not Carry Forward. Permissible Values for A070

- 0 Zero-Rated Due to Conflict Errors
- Zero-Rated Scrap (S ,SX), AAR Overage (XA), FRA Overage (YA), Umler 6 Conflict - CHR 1/Tarriff 6007 (XZ). Zero-Rated Private Owner Election to Zero Rate [See Private Zero Rate (B150)].

# NOTES:

• If unit is zero-rated, correction of conflicts will reinstate the appropriate rate indicator code.

First Movement Date	USAT
The first movement date under the stenciled mark of the equipment	
This element is not eligible for Input. Does not Carry Forward.	

Equip	Equipment Add Company B083			B083
The r	eporting mark of the c	ompar	ny that added the equipment	
Syste	m Generated Field. Th	is eler	nent is not eligible for Input.	
Regis	Registration Reason B174			B174
The code indicating the reason this equipment is added				
Does not Carry Forward.				
Permissible Values for B174				
Α	Add-Back	Ν	New	
Р	Pending Restencil	R	Restencil	

Restencil Program Ind	B177
Identifies the equipment is under a restencil program	

- Permissible Values for B177
- Υ Yes

# **Delete Reason Code**

A code that designates the reason the equipment has been deleted

# Value does not carry forward for Add Back.

- Permissible Values for B064
- Restenciled Α
- D Destroyed or wrecked
- Т Lease terminated, removed from fleet
- Ρ Retired unserviceable beyond economic repair
- R Rebuilt
- S Sold Serviceable
- w Over age retired for dismantling
- Error, reporting did not exist γ
- Ζ Other

# Non-Compliant Wheelsets

**B544** Equipment record is incomplete and has a missing wheelset component ID association. Refer to AAR Field Manual Rule 44 for industry requirements 🌻 System Generated Field. This element is not eligible for Input. Value does not

carry forward for Single Clone / Multi-Clone.

### Validation Rule for B544

-A Wheelset Component ID is required for each applicable location on equipment built on or after January 1, 2016

-A Wheelset Component ID is required for each applicable location on equipment rebuilt on or after January 1, 2016 and Gross Rail Load (A266) is greater than 268,000 lbs

#### NOTES:

- A "Y" will be system generated if the equipment is active and the number of Wheelset CID's required is not equal to the Axle Count (A024) on the equipment
- Validation rule applies to equipment that has been in Active status for 60 days

# Weight

Gross Rail Loa	Gross Rail Load/Weight Mandatory A266				
The maximum	The maximum permissible weight on rail of the equipment and the load,				
reported in pounds					
Range of Value	Range of Values for A266				
Minimum	Maximum				
42500	495000				

# Validation Rule for A266

-Gross Rail Load must be equal to the Load Limit (LDLT) plus the Tare Weight (A259)

Use Table 1 below to determine Gross Rail Load

TABLE 1 -		
Journal Size	Load per Axle	Gross Rail Load for 4-
		axle Equipment
B - 4 1/2" x 8"	25,750 lbs.	103,000 lbs.
C - 5" x 9"	35,500 lbs.	142,000 lbs.
D - 5 1/2" x 10"	44,250 lbs.	177,000 lbs.
E - 6" x 11"	55,000 lbs.	220,000 lbs.
F - 6 1/2" x 12"	65,750 lbs.	263,000 lbs.
G - 7" x 12"	78,750 lbs.	315,000 lbs.
K - 6 1/2" x 9"	71,500 lbs.	263,000 lbs.
M - 7" x 9"	78,750 lbs.	315,000 lbs.

#### NOTES:

**B064** 

- For multi-unit equipment, report the total gross rail load for the entire set.
- Refer to Field Manual Rule 70 if additional information is required.

A Gross Rail Load less than the listed or calculated values may be entered; however:

- 1. Star Code (A247) must be R or S. and
- 2. Load Limit (LDLT) must also be reduced, ensuring Tare Weight (A259) plus Load Limit (LDLT) equals the reported Gross Rail Load.

For equipment having two or more different journal sizes, see following examples:

Example for Drawbar Connected:

- A 3-unit drawbar connected car has 12 axles.
- The end units (Locations A and B) each have 4 axles with E 6" x 11" journals.
- The intermediate unit (Locations C) has 4 axles with  $F 6 \frac{1}{2} x \frac{12}{2}$ journals

Using TABLE 1, the Gross Rail Load would be:

8 ea. E-6" x 11" journal axles X 55,000 lbs. per axle = 440,000 lbs. + 4 ea. F-6 1/2" x 12" journal axles X 65,750 lbs. per axle = 263,000 lbs. Gross Rail Load = 703,000 lbs.

Example for Articulated Connected:

- A 5-unit articulated intermodal car has 6 trucks (12 axles).
- The end trucks (Locations A and B) each have 2 axles with E 6" x 11" iournals.
- The intermediate trucks (Locations C, D, E, and F) each have 2 axles with G - 7" x 12" journals

Using TABLE 1, the Gross Rail Load would be:

4 ea. E-6" x 11" journal axles X 55,000 lbs. per axle = 220,000 lbs. + 8 ea. G-7" x 12" journal axles X 78,750 lbs. per axle = 630,000 lbs. Gross Rail Load = 850,000 lbs.



# Data Specification Manual

A259

# NOTES:

- For connected unit cars report the maximum coupled length of the set.

Outside Extreme	Width Mandatory	A186
The outside extre	eme width of the equipment	•
Displayed in feet	and inches on the Web. Stored in inches.	
Range of Values		
Minimum	Maximum	
7 ft 0 inches Validation Rule f	11 ft 10 inches	
	reme Width must not exceed 10 feet 8 inches for	r Plate Codes
B, C, E, F		
	reme Width (A186) for Plate Code A must not be	less than 10
feet 8 in		
-Outside Extr 10 inche	eme Width (A186) for Plate Code A must not exe s.	ceed 10 feet
NOTES:		
	I unit cars report the dimension of the largest un	it in the set.
<ul> <li>Round fraction</li> </ul>	n to the higher inch, e.g., 05 1/4" = 06"	
Outside Extreme	e Height	A185
Height from top	of rail to extreme projecting height	
Displayed in feet	and inches on the Web. Stored in inches.	
Range of Values		
Minimum	Maximum	
2 ft 0 inches	22 ft 0 inches	
Validation Rule f		
	eme Height for Plate Codes A, B, or H must be le 15 feet 1 inch	ess than or
	eme Height for Plate Codes C or I must be less th	han or equal
	et 6 inches	iun or equur
	reme Height for Plate Code E must be less than o	r equal to 15
feet 9 in	ches	
-Outside Extr	eme Height for Plate Code F must be less than o	r equal to 17
feet 0 in		
	eme Height for Plate Code N must be less than c	or equal to 17
	ch	
feet 1 in		
NOTES:		
NOTES: • For connected	l unit cars report the dimension of the largest un	it in the set.
NOTES: • For connected	l unit cars report the dimension of the largest un n to the higher inch, e.g., 05 1/4" = 06"	iit in the set.
NOTES: • For connected • Round fraction	n to the higher inch, e.g., 05 1/4" = 06"	
NOTES: • For connected • Round fraction Outside Height E	n to the higher inch, e.g., 05 1/4" = 06"	A187
NOTES: • For connected • Round fraction Outside Height E The highest point	n to the higher inch, e.g., 05 1/4" = 06" Extr Width t at which the extreme width of the equipment of	A187
NOTES: • For connected • Round fraction Outside Height E The highest point Displayed in feet	n to the higher inch, e.g., 05 1/4" = 06" Extr Width t at which the extreme width of the equipment of and inches on the Web. Stored in inches.	A187
NOTES: • For connected • Round fraction Outside Height E The highest point	n to the higher inch, e.g., 05 1/4" = 06" Extr Width t at which the extreme width of the equipment of and inches on the Web. Stored in inches.	A187
NOTES: • For connected • Round fraction Outside Height E The highest point Displayed in feet Range of Values	n to the higher inch, e.g., 05 1/4" = 06" <b>Extr Width</b> t at which the extreme width of the equipment of and inches on the Web. Stored in inches. <b>for A187</b>	A187
NOTES: • For connected • Round fraction Outside Height E The highest point Displayed in feet Range of Values <u>Minimum</u> 1 ft 0 inches Validation Rule f	n to the higher inch, e.g., 05 1/4" = 06" Extr Width t at which the extreme width of the equipment of and inches on the Web. Stored in inches. for A187 Maximum 22 ft 0 inches for A187	A187 occurs
NOTES: • For connected • Round fraction Outside Height E The highest point Displayed in feet Range of Values <u>Minimum</u> 1 ft 0 inches Validation Rule f -Outside Extr	n to the higher inch, e.g., 05 1/4" = 06" <b>Extr Width</b> t at which the extreme width of the equipment of and inches on the Web. Stored in inches. <b>for A187</b> <b>Maximum</b> 22 ft 0 inches <b>for A187</b> reme Width (A186) for Plate Codes B must not ex-	A187 occurs
NOTES: • For connected • Round fraction Outside Height E The highest point Displayed in feet Range of Values <u>Minimum</u> 1 ft 0 inches Validation Rule f •Outside Extr 8 inches	n to the higher inch, e.g., 05 1/4" = 06" <b>Extr Width</b> t at which the extreme width of the equipment of and inches on the Web. Stored in inches. <b>for A187</b> <b>Maximum</b> 22 ft 0 inches <b>for A187</b> reme Width (A186) for Plate Codes B must not exit if Outside Height Extreme Width is 13 feet 10 in	A187 occurs
NOTES: • For connected • Round fraction Outside Height E The highest point Displayed in feet Range of Values <u>Minimum</u> 1 ft 0 inches Validation Rule f •Outside Extr 8 inches •Outside Extr	n to the higher inch, e.g., 05 1/4" = 06" Extr Width t at which the extreme width of the equipment of and inches on the Web. Stored in inches. for A187 Maximum 22 ft 0 inches for A187 reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 13 feet 10 in reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 13 feet 10 in reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 13 feet 10 in reme Width (A186) for Plate Codes B must not ex-	A187 occurs cceed 10 feet ches or less cceed 10 feet
NOTES: • For connected • Round fraction Outside Height E The highest point Displayed in feet Range of Values <u>Minimum</u> 1 ft 0 inches Validation Rule f •Outside Extr 8 inches •Outside Extr 7 inches	n to the higher inch, e.g., 05 1/4" = 06" Extr Width t at which the extreme width of the equipment of and inches on the Web. Stored in inches. for A187 Maximum 22 ft 0 inches for A187 reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 13 feet 10 in reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 13 feet 11 in	A187 occurs cceed 10 feet ches or less cceed 10 feet ches
NOTES: For connected Round fraction Outside Height E The highest point Displayed in feet Range of Values Minimum 1 ft 0 inches Validation Rule f -Outside Extr 8 inches -Outside Extr 7 inches -Outside Extr	n to the higher inch, e.g., 05 1/4" = 06" Extr Width t at which the extreme width of the equipment of and inches on the Web. Stored in inches. for A187 Maximum 22 ft 0 inches for A187 reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 13 feet 10 in reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 13 feet 11 in reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 13 feet 11 in reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 13 feet 11 in reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 13 feet 11 in reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 13 feet 11 in reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 13 feet 11 in reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 13 feet 11 in reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 13 feet 11 in reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 13 feet 11 in reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 13 feet 11 in reme Width (A186) for Plate Codes B must not ex- for Plate Codes B must not ex-	A187 occurs cceed 10 feet ches or less cceed 10 feet ches cceed 10 feet
NOTES: • For connected • Round fraction Outside Height E The highest point Displayed in feet Range of Values Minimum 1 ft 0 inches Validation Rule f -Outside Extr 8 inches -Outside Extr 7 inches -Outside Extr 6 inches	n to the higher inch, e.g., 05 1/4" = 06" Extr Width t at which the extreme width of the equipment of and inches on the Web. Stored in inches. for A187 Maximum 22 ft 0 inches for A187 reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 13 feet 10 in reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 13 feet 11 in reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 13 feet 11 in reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 14 feet 0 incl	A187 occurs cceed 10 feet ches or less cceed 10 feet ches cceed 10 feet ches cceed 10 feet
NOTES: • For connected • Round fraction Outside Height E The highest point Displayed in feet Range of Values <u>Minimum</u> 1 ft 0 inches Validation Rule f -Outside Extr 8 inches -Outside Extr 7 inches -Outside Extr 6 inches -Outside Extr	n to the higher inch, e.g., 05 1/4" = 06" Extr Width t at which the extreme width of the equipment of and inches on the Web. Stored in inches. for A187 Maximum 22 ft 0 inches for A187 reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 13 feet 10 in reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 13 feet 11 in reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 13 feet 11 in reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 13 feet 11 in reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 13 feet 11 in reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 13 feet 11 in reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 13 feet 11 in reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 13 feet 11 in reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 13 feet 11 in reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 13 feet 11 in reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 13 feet 11 in reme Width (A186) for Plate Codes B must not ex- for Plate Codes B must not ex-	A187 Docurs Acceed 10 feet ches or less acceed 10 feet ches acceed 10 feet hes acceed 10 feet
NOTES: • For connected • Round fraction Outside Height E The highest point Displayed in feet Range of Values <u>Minimum</u> 1 ft 0 inches Validation Rule f -Outside Extr 8 inches -Outside Extr 7 inches -Outside Extr 6 inches -Outside Extr 4 inches	n to the higher inch, e.g., 05 1/4" = 06" Extr Width t at which the extreme width of the equipment of and inches on the Web. Stored in inches. for A187 Maximum 22 ft 0 inches for A187 reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 13 feet 10 in reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 13 feet 11 in reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 13 feet 11 in reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 14 feet 0 incl reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 14 feet 0 incl reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 14 feet 0 incl reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 14 feet 0 incl reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 14 feet 0 incl reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 14 feet 0 incl reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 14 feet 0 incl reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 14 feet 0 incl reme Width (A186) for Plate Codes B must not ex- for Dual does B must not ex- for B	A187 Occurs Acceed 10 feet ches or less acceed 10 feet ches acceed 10 feet hes acceed 10 feet hes
NOTES: For connected Round fraction Outside Height E The highest point Displayed in feet Range of Values Minimum 1 ft 0 inches Validation Rule f -Outside Extr 8 inches -Outside Extr 7 inches -Outside Extr 6 inches -Outside Extr 4 inches -Outside Extr	n to the higher inch, e.g., 05 1/4" = 06" Extr Width t at which the extreme width of the equipment of and inches on the Web. Stored in inches. for A187 Maximum 22 ft 0 inches for A187 eme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 13 feet 10 in reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 13 feet 11 in reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 13 feet 11 in reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 14 feet 0 incl reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 14 feet 0 incl reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 14 feet 1 incl reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 14 feet 1 incl	A187 Docurs Acceed 10 feet ches or less cceed 10 feet ches cceed 10 feet hes cceed 10 feet hes cceed 10 feet
NOTES: For connected Round fraction Outside Height E The highest point Displayed in feet Range of Values Minimum 1 ft 0 inches Validation Rule f -Outside Extr 8 inches -Outside Extr 7 inches -Outside Extr 6 inches -Outside Extr 4 inches -Outside Extr 3 inches -Outside Extr 3 inches -Outside Extr	n to the higher inch, e.g., 05 1/4" = 06" Extr Width t at which the extreme width of the equipment of and inches on the Web. Stored in inches. for A187 Maximum 22 ft 0 inches for A187 reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 13 feet 10 in reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 13 feet 10 in reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 13 feet 10 in reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 14 feet 0 incl reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 14 feet 1 incl reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 14 feet 1 incl reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 14 feet 2 incl reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 14 feet 2 incl reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 14 feet 2 incl reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 14 feet 2 incl reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 14 feet 2 incl reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 14 feet 2 incl reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 14 feet 2 incl reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 14 feet 2 incl reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 14 feet 2 incl reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 14 feet 2 incl reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 14 feet 2 incl reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 14 feet 2 incl reme Width (A186) for Plate Codes B mus	A187 occurs cceed 10 feet ches or less cceed 10 feet hes cceed 10 feet hes cceed 10 feet hes cceed 10 feet hes cceed 10 feet
NOTES: For connected Round fraction Outside Height E The highest point Displayed in feet Range of Values Minimum 1 ft 0 inches Validation Rule f -Outside Extr 8 inches -Outside Extr 6 inches -Outside Extr 6 inches -Outside Extr 4 inches -Outside Extr 3 inches -Outside Extr 2 inches	n to the higher inch, e.g., 05 1/4" = 06" Extr Width t at which the extreme width of the equipment of and inches on the Web. Stored in inches. for A187 Maximum 22 ft 0 inches for A187 reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 13 feet 10 in reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 13 feet 11 in reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 14 feet 0 incl- reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 14 feet 0 incl- reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 14 feet 1 incl- reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 14 feet 2 incl- reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 14 feet 2 incl- reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 14 feet 2 incl- reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 14 feet 3 incl- reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 14 feet 3 incl- reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 14 feet 3 incl- reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 14 feet 3 incl- reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 14 feet 3 incl- reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 14 feet 3 incl- reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 14 feet 3 incl- feet Outside Height Extreme Width is 14 feet 3 incl- feet Outside Height Extreme Width is 14 feet 3 incl- feet Outside Height Extreme Width is 14 feet 3 incl- feet Outside Height Extreme Width is 14 feet 3 incl- feet Outside Height Extreme Width is 14 feet 3 incl- feet Outside Height Extreme Width is 14 feet 3 incl- feet	A187 occurs cceed 10 feet ches or less cceed 10 feet ches cceed 10 feet hes cceed 10 feet hes cceed 10 feet hes cceed 10 feet hes cceed 10 feet
NOTES: • For connected • Round fraction Outside Height E The highest point Displayed in feet Range of Values <u>Minimum</u> 1 ft 0 inches Validation Rule f -Outside Extr 8 inches -Outside Extr 6 inches -Outside Extr 6 inches -Outside Extr 3 inches -Outside Extr 3 inches -Outside Extr 3 inches -Outside Extr 3 inches -Outside Extr 3 inches -Outside Extr	n to the higher inch, e.g., 05 1/4" = 06" Extr Width t at which the extreme width of the equipment of and inches on the Web. Stored in inches. for A187 Maximum 22 ft 0 inches for A187 reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 13 feet 10 in reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 13 feet 11 in reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 14 feet 0 incl- reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 14 feet 1 incl- reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 14 feet 1 incl- reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 14 feet 2 incl- reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 14 feet 3 incl- reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 14 feet 3 incl- reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 14 feet 3 incl- reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 14 feet 3 incl- reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 14 feet 3 incl- reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 14 feet 3 incl- reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 14 feet 3 incl- reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 14 feet 3 incl- reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 14 feet 3 incl- reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 14 feet 3 incl- reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 14 feet 3 incl- reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 14 feet 3 incl- ferme Width (A186) for	A187 occurs cceed 10 feet ches or less cceed 10 feet ches cceed 10 feet hes cceed 10 feet hes cceed 10 feet hes cceed 10 feet hes cceed 10 feet hes cceed 10 feet
NOTES: • For connected • Round fraction Outside Height E The highest point Displayed in feet Range of Values <u>Minimum</u> 1 ft 0 inches Validation Rule f -Outside Extr 8 inches -Outside Extr 6 inches -Outside Extr 6 inches -Outside Extr 3 inches -Outside Extr 3 inches -Outside Extr 3 inches -Outside Extr 3 inches -Outside Extr 0 inches -Outside Extr 1 inches -Outside Extr -Outside Extr	n to the higher inch, e.g., 05 1/4" = 06" Extr Width t at which the extreme width of the equipment of and inches on the Web. Stored in inches. for A187 Maximum 22 ft 0 inches for A187 reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 13 feet 10 in reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 13 feet 11 in reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 14 feet 0 incl- reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 14 feet 0 incl- reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 14 feet 1 incl- reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 14 feet 2 incl- reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 14 feet 2 incl- reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 14 feet 2 incl- reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 14 feet 3 incl- reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 14 feet 3 incl- reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 14 feet 3 incl- reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 14 feet 3 incl- reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 14 feet 3 incl- reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 14 feet 3 incl- reme Width (A186) for Plate Codes B must not ex- if Outside Height Extreme Width is 14 feet 3 incl- feet Outside Height Extreme Width is 14 feet 3 incl- feet Outside Height Extreme Width is 14 feet 3 incl- feet Outside Height Extreme Width is 14 feet 3 incl- feet Outside Height Extreme Width is 14 feet 3 incl- feet Outside Height Extreme Width is 14 feet 3 incl- feet Outside Height Extreme Width is 14 feet 3 incl- feet	A187 occurs

Tare Weight <mark>/</mark>	Aandatory	
The equipmer	t weight on rail when empty, sometimes referred to as	Li
Weight, reported in pounds		
Range of Valu	es for A259	
Minimum	Maximum	
16000	320000	
NOTES:		

- Do not report an average Tare Weight for car series, except for Pre-٠ Registered cars
- When cars are made active, the actual Tare Weight must be recorde

Load Limit Mandatory	LDLT
The maximum permissible weight of the commodity that can be loaded	into tł
equipment, reported in pounds	•

# Range of Values for LDLT

Minimum Maximum 2500 145000

Star Code	A247
Indicates a reduction of the Load Limit (LDLT) of the equipment per AA	R Rule 70

# Permissible Values for A247

- Body Capacity less than Truck Capacity R
- S Reduced Load Limit

late Code		A046
ndicates the extr	eme height and width clearance of th	ne equipment
Permissible Valu	es for A046	
B Plate Cod	e B	
C Plate Cod	e C	
E Plate Cod	e E	
F Plate Cod		
G Clearance	Code G	
N Plate Cod	e N	
NOTES:		
<ul> <li>For a description manual.</li> </ul>	on of Plate Codes, please see Append	ix J at the back of this
	clearance does not exceed Plate B	
•	clearance is greater than Plate B. but	does not exceed Plate C
•	clearance is greater than Plates B and	
Plate E.		-,
<ul> <li>Report F: If</li> </ul>	clearance is greater than Plates B, C a	ind E, but does not
exceed Plat	e F	
<ul> <li>Report G: If</li> </ul>	clearance exceeds Plates B, C, E, F, ar	nd N.
<ul> <li>Report N: If exceed Plate</li> </ul>	clearance is greater than Plates B, C,	E, and F, but does not
	R Plate G. Clearance Code G is include	ed in Umler to represent
	t does not fit any existing AAR cleara	•
	ED/MULTI-UNIT SET report the most	
plate of UNIT i	•	
Outside Length <mark>A</mark>	1andatory	OSLG
The outside lengt	h over pulling faces of couplers in nor	rmal position
Displayed in feet	and inches on the Web. Stored in inc	hes.
Range of Values	D.C	
Range of Values Minimum	Maximum	

# Umler®

# Data Specification Manual

-Outside Extreme Width (A186) for Plate Codes B must not exceed 9 feet 5 inches if Outside Height Extreme Width is 14 feet 6 inches
-Outside Extreme Width (A186) for Plate Codes B must not exceed 9 feet 2 inches if Outside Height Extreme Width is 14 feet 7 inches
-Outside Extreme Width (A186) for Plate Codes B must not exceed 8 feet 10 inches if Outside Height Extreme Width is 14 feet 8 inches
-Outside Extreme Width (A186) for Plate Codes B must not exceed 8 feet 10 inches if Outside Height Extreme Width is 14 feet 8 inches
-Outside Extreme Width (A186) for Plate Codes B must not exceed 8 feet 6 inches if Outside Height Extreme Width is 14 feet 9 inches
-Outside Extreme Width (A186) for Plate Codes B must not exceed 8 feet 3 inches if Outside Height Extreme Width is 14 feet 10 inches
-Outside Extreme Width (A186) for Plate Codes B must not exceed 7 feet 11 inches if Outside Height Extreme Width is 14 feet 11 inches
-Outside Extreme Width (A186) for Plate Codes B must not exceed 7 feet 6 inches if Outside Height Extreme Width is 14 feet 11 inches
-Outside Extreme Width (A186) for Plate Codes B must not exceed 7 feet 6 inches if Outside Height Extreme Width is 15 feet 0 inches
-Outside Extreme Width (A186) for Plate Codes B must not exceed 7 feet 6 inches if Outside Height Extreme Width is 15 feet 0 inches

-Outside Extreme Width (A186) for Plate Codes B must not exceed 7 feet 4 inches if Outside Height Extreme Width is 15 feet 1 inches

-Outside Extreme Width (A186) for Plate Codes C must not exceed 10 feet 8 inches if Outside Height Extreme Width is 14 feet 3 inches or less

-Outside Extreme Width (A186) for Plate Codes C must not exceed 10 feet 7 inches if Outside Height Extreme Width is 14 feet 4 inches

-Outside Extreme Width (A186) for Plate Codes C must not exceed 10 feet 6 inches if Outside Height Extreme Width is 14 feet 5 inches

-Outside Extreme Width (A186) for Plate Codes C must not exceed 10 feet 4 inches if Outside Height Extreme Width is 14 feet 6 inches

-Outside Extreme Width (A186) for Plate Codes C must not exceed 10 feet 3 inches if Outside Height Extreme Width is 14 feet 7 inches

-Outside Extreme Width (A186) for Plate Codes C must not exceed 10 feet 2 inches if Outside Height Extreme Width is 14 feet 8 inches

-Outside Extreme Width (A186) for Plate Codes C must not exceed 10 feet 0 inches if Outside Height Extreme Width is 14 feet 9 inches

-Outside Extreme Width (A186) for Plate Codes C must not exceed 9 feet 9 inches if Outside Height Extreme Width is 14 feet 10 inches

-Outside Extreme Width (A186) for Plate Codes C must not exceed 9 feet 5 inches if Outside Height Extreme Width is 14 feet 11 inches

-Outside Extreme Width (A186) for Plate Codes C must not exceed 9 feet 2 inches if Outside Height Extreme Width is 15 feet 0 inches

-Outside Extreme Width (A186) for Plate Codes C must not exceed 8 feet 10 inches if Outside Height Extreme Width is 15 feet 1 inches

-Outside Extreme Width (A186) for Plate Codes C must not exceed 8 feet 6 inches if Outside Height Extreme Width is 15 feet 2 inches

-Outside Extreme Width (A186) for Plate Codes C must not exceed 8 feet 3 inches if Outside Height Extreme Width is 15 feet 3 inches

-Outside Extreme Width (A186) for Plate Codes C must not exceed 7 feet 11 inches if Outside Height Extreme Width is 15 feet 4 inches

-Outside Extreme Width (A186) for Plate Codes C must not exceed 7 feet 8 inches if Outside Height Extreme Width is 15 feet 5 inches

-Outside Extreme Width (A186) for Plate Codes C must not exceed 7 feet 4 inches if Outside Height Extreme Width is 15 feet 6 inches

-Outside Extreme Width (A186) for Plate Code E must not exceed 10 feet 8 inches if Outside Height Extreme Width is 15 feet 2 inches or less

-Outside Extreme Width (A186) for Plate Code E must not exceed 10 feet 6 inches if Outside Height Extreme Width is 15 feet 3 inches

-Outside Extreme Width (A186) for Plate Code E must not exceed 10 feet 3 inches if Outside Height Extreme Width is 15 feet 4 inches

-Outside Extreme Width (A186) for Plate Code E must not exceed 9 feet 6 inches if Outside Height Extreme Width is 15 feet 5 inches

-Outside Extreme Width (A186) for Plate Code E must not exceed 8 feet 8 inches if Outside Height Extreme Width is 15 feet 6 inches

-Outside Extreme Width (A186) for Plate Code E must not exceed 7 feet 11 inches if Outside Height Extreme Width is 15 feet 7 inches

-Outside Extreme Width (A186) for Plate Code E must not exceed 7 feet 1 inches if Outside Height Extreme Width is 15 feet 8 inches

-Outside Extreme Width (A186) for Plate Code E must not exceed 6 feet 3 inches if Outside Height Extreme Width is 15 feet 9 inches

-Outside Extreme Width (A186) for Plate Code F must not exceed 10 feet 8 inches if Outside Height Extreme Width is 16 feet 3 inches or less

-Outside Extreme Width (A186) for Plate Code F must not exceed 10 feet 7 inches if Outside Height Extreme Width is between 16 feet 4 inches and 16 feet 6 inches

-Outside Extreme Width (A186) for Plate Code F must not exceed 10 feet 6 inches if Outside Height Extreme Width is 16 feet 7 inches

-Outside Extreme Width (A186) for Plate Code F must not exceed 10 feet 3 inches if Outside Height Extreme Width is 16 feet 8 inches

-Outside Extreme Width (A186) for Plate Code F must not exceed 10 feet 0 inches if Outside Height Extreme Width is 16 feet 9 inches

-Outside Extreme Width (A186) for Plate Code F must not exceed 9 feet 8 inches if Outside Height Extreme Width is 16 feet 10 inches

-Outside Extreme Width (A186) for Plate Code F must not exceed 9 feet 5 inches if Outside Height Extreme Width is 16 feet 11inches

-Outside Extreme Width (A186) for Plate Code F must not exceed 9 feet 2 inches if Outside Height Extreme Width is 17 feet 0 inches

-Outside Extreme Width (A186) for Plate Code N must not exceed 10 feet 8 inches if Outside Height Extreme Width (A187) is 16 feet 9 inches or less

-Outside Extreme Width (A186) for Plate Code N must not exceed 10 feet 6 inches if Outside Height Extreme Width (A187) is 16 feet 10 inches -Outside Extreme Width (A186) for Plate Code N must not exceed 10 feet

4 inches if Outside Height Extreme Width (A187) is 16 feet 11 inches

-Outside Extreme Width (A186) for Plate Code N must not exceed 10 feet 2 inches if Outside Height Extreme Width (A187) is 17 feet 0 inches -Outside Extreme Width (A186) for Plate Code N must not exceed 9 feet

11 inches if Outside Height Extreme Width (A187) is 17 feet 1 inch

# NOTES

• For connected unit cars report the dimension of the largest unit in the set.

• Round fraction to the higher inch, e.g., 05 1/4" = 06"

# Outside Upper Eaves Width

The width between the outside uppermost corners of the equipment Displayed in feet and inches on the Web. Stored in inches. Range of Values for A194 Minimum Maximum 4 ft 0 inches 10 ft 10 inches Validation Rule for A194 -Outside Upper Eaves Width must be less than or equal to the Outside Extreme Width (A186) -Outside Upper Eaves Width must be less than or equal to the Outside Lower Eaves Width (A190) -Outside Upper Eaves Width for Plate Code A must not exceed 10 feet 10 inches -Outside Upper Eaves Width for Plate Code B, C, E, F, H, or I must not exceed 10 feet 8 inches -Outside Upper Eaves Width for Plate Code N must not exceed 10 feet 8 inches if Outside Upper Eaves Height (A193) is 16 feet 9 inches or less -Outside Upper Eaves Width for Plate Code N must not exceed 10 feet 6 inches if Outside Upper Eaves Height (A193) is 16 feet 10 inches -Outside Upper Eaves Width for Plate Code N must not exceed 10 feet 4 inches if Outside Upper Eaves Height (A193) is 16 feet 11 inches -Outside Upper Eaves Width for Plate Code N must not exceed 10 feet 2 inches if Outside Upper Eaves Height (A193) is 17 feet 0 inches -Outside Upper Eaves Width for Plate Code N must not exceed 9 feet 11 inches if Outside Upper Eaves Height (A193) is 17 feet 1 inch NOTES:

For connected unit cars report the dimension of the largest unit in the set

A194

# Umler®

# Data Specification Manual

Data Specification Manual					
	Outside Lower Eaves Width A190				
	Width over lower eaves at sides of car (see diagram)         Displayed in feet and inches on the Web. Stored in inches.				
	Range of Values for A190				
	Minimum Maximum				
Outside Upper Eaves Hght A193	7 ft 0 inches 10 ft 10 inches Validation Rule for A190				
Height from the top of rail to the uppermost outside corner of the	-Outside Lower Eaves Width must not exceed the Outside Extreme Width				
equipment	(A186) -Outside Lower Eaves Width for Plate Code A must not exceed 10 feet 10				
Displayed in feet and inches on the Web. Stored in inches.	inches				
Range of Values for A193 Minimum Maximum	-Outside Lower Eaves Width for Plate Codes B, C, E, F, H, or I must not				
2 ft 0 inches 20 ft 0 inches	exceed 10 feet 8 inches -Outside Lower Eaves Width for Plate Code N must not exceed 10 feet 8				
Validation Rule for A193	inches if Outside Lower Eaves Height (A189) is 16 feet 9 inches or less				
<ul> <li>Outside Upper Eaves Height must not exceed the Outside Extreme Height</li> <li>Outside Upper Eaves Height must be greater than or equal to the Outside</li> </ul>	-Outside Lower Eaves Width for Plate Code N must not exceed 10 feet 6				
Lower Eaves Height (A189)	inches if Outside Lower Eaves Height (A189) is 16 feet 10 inches -Outside Lower Eaves Width for Plate Code N must not exceed 10 feet 4				
-Outside Upper Eaves Height for Plate Codes A, B, or H must not exceed 15	inches if Outside Lower Eaves Height (A189) is 16 feet 11 inches				
feet 1 inch -Outside Upper Eaves Height for Plate Codes C or I must not exceed 15	-Outside Lower Eaves Width for Plate Code N must not exceed 10 feet 2				
feet 6 inches	inches if Outside Lower Eaves Height (A189) is 17 feet 0 inches -Outside Lower Eaves Width for Plate Code N must not exceed 9 feet 11				
-Outside Upper Eaves Height for Plate Code E must not exceed 15 feet 9	inches if Outside Lower Eaves Height (A189) is 17 feet 1 inch				
inches -Outside Upper Eaves Height for Plate Code F must not exceed 17 feet 0	NOTES:				
inches	<ul> <li>Round fraction to the higher inch, e.g., 05 1/4" = 06"</li> </ul>				
-Outside Upper Eaves Height for Plate Code N must not exceed 17 feet 1	For connected unit cars report the dimension of the largest unit in the set.				
inch	Outside Lower Eaves Hght A189				
<ul> <li>NOTES:</li> <li>For connected unit cars report the dimension of the largest unit in the set.</li> </ul>	Height from top of rail to lower eaves at side of car (see diagrams)				
· · · · · · · · · · · · · · · · · · ·	Displayed in feet and inches on the Web. Stored in inches. Range of Values for A189				
	Minimum Maximum				
	8 ft 0 inches 20 ft 0 inches				
	Validation Rule for A189 -Outside Lower Eaves Height must not exceed the Outside Extreme Height				
	(A185)				
	-Outside Lower Eaves Height for Plate Codes A, B or H must not exceed 15				
	feet 1 inch -Outside Lower Eaves Height for Plate Codes C or I must not exceed 15				
	feet 6 inches				
	-Outside Lower Eaves Height for Plate Code E must not exceed 15 feet 9				
	inches -Outside Lower Eaves Height for Plate Code F must not exceed 17 feet 0				
	inches				
	-Outside Lower Faves Height for Plate Code N must not exceed 17 feet 1				

-Outside Lower Eaves Height for Plate Code N must not exceed 17 feet 1 inch



# Data Specification Manual

N	n	т	Е	c	

NOTES: • Round fraction to the higher inch, e.g., 05 1/4" = 06"	LC Long Travel Consta SC Short Travel Consta
<ul> <li>For connected unit cars report the dimension of the largest unit in the set.</li> </ul>	
Truck Center Length A276	Empty/Load Device Eqpd
The length between the centers of the two truck systems	Indicates a system that dete then varies the braking for
Displayed in feet and inches on the Web. Stored in inches.	Permissible Values for B07
Range of Values for A276	Y Yes
Minimum Maximum	
15 ft 0 inches   76 ft 11 inches Validation Rule for A276	Body Material
-Truck Center Length is required for cars with an Outside Length of greater	The material that composes
than 62 feet 6 inches	Permissible Values for A03
-Truck Center Length must be a minimum of 15 feet for cars with an	01 Aluminum
Outside Length greater than 62 feet 6 inches	04 Combination 09 Fiberglass Reinforc
<ul><li>NOTES:</li><li>For connected unit cars report the dimension of the largest unit in the set.</li></ul>	18 Stainless Steel
• For connected unit cars report the unitension of the largest unit in the set.	19 Standard Steel
Specification	30 Wood
Truck Count B256	Remote Monitoring Device
The total number of trucks on the equipment	Indicates the equipment is e
System Generated Field. This element is not eligible for Input. Range of Values for B256	Permissible Values for B17 Y Yes
Minimum Maximum	1 105
2 4	Connected Unit Count
	Indicates the number of uni
Axle Count Mandatory A024	Affects Rating.
The total number of axles on the equipment	Range of Values for A020
Range of Values for A024	Minimum Maximum
Minimum Maximum 2 40	2 45
Validation Rule for A024	Intermediate Conn Style
-Axle Count must be greater than or equal to 4	Indicates the method by wh
-Axle Count for an articulated car must be greater than or equal to	Permissible Values for B11
((Connected Unit Count (A020) x 2) + 2) -Axle Count for a draw bar connected car must be greater than or equal to	A Articulated Connect
(Connected Unit Count (A020) x 4)	D Drawbar Connector
-Total Axle Count must match sum of truck axle counts	Validation Rule for B115
	-Intermediate Connecto -Intermediate Connecto
Wheel Bearing Type MandatoryB191	equipment
Indicates the wheel bearing code for the equipment	
Affects Rating.	Operating Brakes Mandato
Permissible Values for B191 P Plain R Roller	The number of air brake co
Validation Rule for B191	brakes). One control value and pipe bracket. Example
-Cars with Plain Bearings will have a Transportation Code (TCOD) and	Permissible Values for A18
Transportation Condition Code (TCCD) of either YA, S_, SX, or XJ	1 2
-Equipment cannot have Plain Bearings if Built Date (BLDT) is on or after	6 7
January 1, 1993	Validation Rule for A182
Brake Shoe Type Mandatory B026	-Operating Brakes musi
Indicates the type of brake shoe on the equipment	-Operating Brakes (A18 an Axle Count (A02
Permissible Values for B026	
C Tread Conditioning	
H High Friction Composite	
L Low Friction Composite/Cast Iron	ECP Brake Type
P DISC PADS T DISC AND TREADS	Indicates the type of electro
	equipment
CC Side Bearing Type A146	Permissible Values for B32 N Not Equipped
Indicates the travel range of the constant contact side bearings installed on the	O Overlay - Both ECP a
equipment	S Stand Alone - ECP O
Pormissible Values for A146	

Permissible Values for A146

- LC Long Travel Constant Contact
  - tant Contact

	SC Short Travel Constant Contact	
the set.	Empty/Load Device Egpd	B075
A276	Indicates a system that determines if the equipment is empty or loaded,	
	then varies the braking forces accordingly	anu
	Permissible Values for B075	
	Y Yes	
		A030
f greater	The material that composes the body of the equipment Permissible Values for A030	
an	01 Aluminum	
	04 Combination	
	09 Fiberglass Reinforced Composite	
the set.	18 Stainless Steel 19 Standard Steel	
	30 Wood	
B256	Remote Monitoring Device	B176
	Indicates the equipment is equipped with a location monitoring device	
	Permissible Values for B176	
	Y Yes	
	Connected Unit Count	A020
	Indicates the number of units within an articulated or multi-unit equipm	
A024	Affects Rating.	
•	Range of Values for A020	
	Minimum Maximum	
	2 45	
	Intermediate Conn Style	B115
	Indicates the method by which two or more pieces of equipment are con	
)	Permissible Values for B115	meeteu
equal to	A Articulated Connector	
equal to	D Drawbar Connector	
	Validation Rule for B115 -Intermediate Connector Style is required for multi-unit equipment	
	-Intermediate Connector Style must not be reported for single unit	
B191	equipment	
•		
		A182
	The number of air brake control valves on the equipment (excludes hand	
	brakes). One control valve consists of a service portion, emergency p and pipe bracket. Example: DB-60 control valve	
and	Permissible Values for A182	
XJ r after	1 2 3 4 5	
antei	6 7 8 9	
	Validation Rule for A182 -Operating Brakes must be reported for all equipment	
B026	-Operating Brakes (A182) must be 1 for non-articulated equipment	with
•	an Axle Count (A024) equal to 4	
	ECP Brake Type	B327
		5327
	Indicates the type of electronic controlled pneumatic brake used on the equipment	
	Permissible Values for B327	
A146	N Not Equipped	
ed on the	O Overlay - Both ECP & Air Brake	
	S Stand Alone - ECP Only	

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			Built Country BO
ECP Brake Builder		B328	The country where the equipment was constructed
	he electronic controlle	d pneumatic brake used on the	Data is Confidential. Permissible Values for B031
equipment			CA Canada MX Mexico
Permissible Values fo	r B328		US United States
	Air Brake		
WABT WABTEC			Rebuilt Country B1
			The country where the equipment was re-constructed
Brake Cylinder Moun	t Type	B540	Permissible Values for B170
Identifies the location	of the brake cylinder		CA Canada MX Mexico
Permissible Values for	r B540		US United States
B Body Mounted			
T Truck Mounte			FRA Reflectorization B0
alidation Rule for B5		/ for all equipment built or	Indicates the equipment owner assumes responsibility for applying
	fter January 1, 2016		reflectorization tape
rebuilt on or a	inter January 1, 2010		Permissible Values for B096
Air Brake Model Nun	iber	ABMD	P Reflectorization Plan
Air Brake Model			W Reflectorization Waiver
Permissible Values for			
26C	26C8	26CDW	Air Hose Arrangement B52
26CF	26DX	26L	The type of trainline air hose arrangement
27A	AB	ABC	Permissible Values for B524
ABD	ABDW	ABDWP	<ul> <li>A S-424 Angle Cock Location</li> <li>B S-425 Angle Cock Location on Cars Equipped with AAR Type F Coupl</li> </ul>
ABDX	AC1B	D22	C S-426 Angle Cock Location on Cars with Floating Sills
D22A	D22AR	D22BR	D S-427 Angle Cock and Air Brake Hose Location on Cars with Excessiv
KE5	L2	L3 (obsolete)	Overhang Preventing Compliance with AAR Standards
LN3 (obsolete)	U12	U12B	E S-428 Angle Cock Location on Cars Equipped with AAR Type F Coupl
U12BC	U12BD		and Cushioned Underframe
Equipment Builder		A035	F S-4003 (Former Standard)
			G S-4003x (Former Standard Retrofitted to Meet All Dimensions Exception
	manufacturer of the eq	uipment	Height)
Permissible Values for ACF American	Car & Foundry		H S-4003-05 (Current Standard Train Line Arrangement for Cars with I Shank Couplers)
	l Company		I S-4021 Angle Cock and Brake Hose Location on Cars with EOCC (E a
	Car & Foundry		F)
D BOMBARI			J S-4021 Coupler Mounted Bracket End Arrangement
EMD ElectroMo	otive Diesel		K S-4028 Train Line Arrangement with Displaceable Union on Cars wit
NIPP Nippon-Sh	naryo		EOCC and Couplers Not Exceeding 45 in. in Length
NSC National S	teel Car		L S-4029 Train Line Arrangement with Displaceable Union on Cars wit
	ar & Manufacturing		EOCC and Couplers Exceeding 45 in. in Length
PS Pullman-S			M S-4030 Trolley Arrangement on Cars with EOCC and E-Shank Couple
	s Car Company		Validation Rule for B524
TLGA Talgo Ame UNKN Unknown	tilld		-Air Hose Arrangement must be reported for this equipment if it is Built or Rebuilt on or after April 22, 2014.
Validation Rule for A	035		NOTES:
		y 1, 2010 cannot have a	<ul> <li>If any of the following conditions apply, Air Hose Arrangement (B524) mu</li> </ul>
	uilder of Unknown	-	be reported for cars Built or Rebuilt on or after April 22, 2014:
		or after July 1, 2010 cannot have	° Draft Gear Type (B073) at any location is C or E.
	t Builder Code of OWN		<ul> <li>Connected Unit Count (A020) is reported.</li> </ul>
		1ULT only if the equipment has	<ul> <li>Outside Length (OSLG) is greater than or equal to 70 feet (840</li> </ul>
multiple unit	5.		inches). • The overhang is greater than 5 feet 6 inches (66 inches). Overhar
Duilden tet Ool		5667	<ul> <li>The overhang is greater than 5 feet 6 inches (66 inches). Overhan calculated as follows:</li> </ul>
Builder Lot Code		B030	<ul> <li>Calculated as follows:</li> <li>0.5 * (Outside Length, in inches, minus Truck Center Length, in</li> </ul>
· · · · · · · · · · · · · · · · · · ·	a group of equipment	built by one manufacturer under	inches, minus 31 inches)
the same contract	Maluard		<ul> <li>For all other equipment, reporting Air Hose Arrangement is optic</li> </ul>
	. Value does not carry	forward for Single Clone / Multi-	
Clone. Validation Rule for	B030		4-Pressure ABT Receiver Eqpd B53
		ne 28, 2012 must have a value for	Identifies if the equipment is equipped with a 4-pressure air brake test rece
Builder Lot C		ne 20, 2012 must have a value ior	
			Value does not carry forward for Single Clone / Multi-Clone.
			Permissible Values for B539
			E Equipped

# Umler

A128

A316

# **Data Specification Manual**

#### Ν Not Equipped

### NOTES:

 An "E" will be system generated if a 4-Pressure ABT is reported on the equipment.

Cost **Original Cost** A184 The original manufacturer selling price Data is Confidential. Value does not carry forward for Single Clone / Multi-Clone Range of Values for A184 Minimum Maximum 99999999 0 Validation Rule for A184 -Original Cost must be equal to the Ledger Value if there are no Additions & Betterments. -Original Cost must be equal to the Ledger Value if Additions & Betterments Indicator is not reported. -Railroad marked freight cars except MISC, LOCO, TRLR, CONT, CHSS, STWH, EOTD, and PSGR are required to have an Original Cost -Private marked freight cars except MISC, LOCO, TRLR, CONT, CHSS, STWH, EOTD, and PSGR are required to have an Original Cost if Built Date (BLDT) is on or after January 1, 2015 NOTES: • Original Cost is never altered. It is the cost of the equipment to the original owner. For railroad-marked cars, report in US dollars the original ledger value of the original owner For cars rebuilt, report the cost prescribed in MR Interchange Rule 88 and Circular Letter OT-24 The original cost is used in the settlement of AAR Interchange Rule 107 Office Manual.

- For connected unit cars report the total original cost for all units in the set.
- Numeric, applicable to all railroad-marked cars Also, applicable to privately marked covered hopper (LO) cars.
- Raise all cents to the next dollar, e.g. \$5,501.02 = 0005502

		Range of Valu	ues fo
Ledger Value	A150	Minimum	M
The sum of or	ginal cost and additions & betterments	1	99
Clone.	ential. Value does not carry forward for Single Clone / Multi-	Validation Ru -When enteri A&B Type (	ng ar
Range of Valu		reported	
Minimum	Maximum		
0 Validation Ru	9999999 e for A150	A&B Date Do	ne
-Original C	ost must be equal to the Ledger Value if there are no Additions	The date of th	ne inc
& Bet	terments.	Data is Confid	lentia
-Ledger Va	lue must equal the Original Cost (A184) plus the additions &	Clone.	
better	ments, if Total A&B (A003) has been reported. Otherwise	Range of Valu	ues fo
Ledge	r Value should equal Original Cost (A184).	Minimum	м
		1/1/1900	12
Total A&B	A003	Validation Ru	ıle fo
System genera dollars	ited sum of all reported amounts in A&B Amount (A317), in US	-When en value	e in al
Input. V	ential. System Generated Field. This element is not eligible for alue does not carry forward for Single Clone / Multi-Clone.	-Addition (BLD] -Addition:	Т).
Range of Valu	es for A003	-Audition:	SQD
Minimum	Maximum		
0	99999999	А&В Туре	
NOTES:		The type of in	idivid
	-marked cars, report the sum of all additions and betterments	Data is Confid	lentia
	he car. This value is for record keeping purposes only and will not	Clone.	
	report Ledger Value.	Permissible V	
•	Cars report the additions and betterments as qualified under AAR a Nule 107 for determination of settlement value.	GNRL G	enera

- o Additions are costs of all new components applied subsequent to the date the car was built or rebuilt and carried in the capital investment account.
- Betterments are costs of all improvements of components of existing equipment through the substitution of superior parts for inferior parts subsequent to the date the car was built of rebuilt.
- For connected unit cars report the total Truck Location A for all units in the set

#### Ind for Pos/Neg Total A&B

A code in	dicati	ng the	e positi	ve or n	egativ	/e adju	istme	nt to	the ori	gina	l cost	of the
equipn	nent											
	a		-	-								

Data is Confidential. System Generated Field. This element is not eligible for Input. Value does not carry forward for Single Clone / Multi-Clone.

# Permissible Values for A128

Negative Ρ Positive N

# A&B Pos/Neg Ind

A code indicating the positive or negative adjustment to the individual addition and betterment

Data is Confidential. Value does not carry forward for Single Clone / Multi-Clone

#### Permissible Values for A316

Negative Ρ Positive

#### Validation Rule for A316

-When entering an individual Addition & Betterment, you must enter a value in all 4 fields.

-The A&B Indicator is required when Additions & Betterments are reported.

-The A&B Indicator must not be reported if Additions & Betterments are not reported.

# A&B Amount A317 The amount of the individual addition and betterment added to or subtracted from the original cost of the equipment Data is Confidential. Value does not carry forward for Single Clone / Multi-Clone. for A317 Maximum 999999 for A317 n individual addition & betterment; A&B Date Done (A319), .8), A&B Pos/Neg Ind (A316), and A&B Amount (A317) must be A319 ndividual addition and betterment ial. Value does not carry forward for Single Clone / Multifor A319 Maximum 2/31/9999 or A319 ing an individual Addition & Betterment, you must enter a all 4 fields. Betterment Date Done cannot be earlier than Built Date Betterments Date Done cannot be later than today's date. A318 dual addition and betterment as defined by Rule 107 ial. Value does not carry forward for Single Clone / Multi-

es for A318

eral - Capitalized Additions and Betterments

<sup>- 241 -</sup>=Conditionally Mandatory June 2024 Mandatory =Used in ETC Generation = Affects Rating



# **Data Specification Manual**

INIT Initial load of historical A&B amount as of Umler 4.6 implementation date

# Validation Rule for A318

- -For each equipment, only one Individual A&B Type can have a value of INIT.
- -When entering an individual Addition & Betterment, you must enter a value in all 4 fields.

# **Car Management**

#### **Pool Number**

Unique number used to indicate the grouping of equipment for a particular purpose

Used for Transportation Codes. This element is not eligible for Input. Value does not carry forward for Equipment Group Change / Add Back.

User Routing Instructions	TCUR
The routing instruction reported by the user	
Used for Transportation Codes.	
Permissible Values for TCUR	
2 Trailer Service Rule 2	
G Contaminated commodity service	
M Mark canceled	
O Owner requested return	
U Unassigned equipment	
NOTES:	
For further explanation reference Appendix E.	
Umler Transportation Code	TCOD
The type of assigned service, empty routing or restriction of the equ	ipment
System Generated Field. Used for Transportation Codes. This element	ent is not
eligible for Input.	
NOTES:	
<ul> <li>For further explanation reference Appendix E.</li> </ul>	
Transportation Cond Code	TCCD
The AAR or FRA interchange restriction code	
System Generated Field. Used for Transportation Codes. This elem	ent is not
eligible for Input.	
NOTES:	
<ul> <li>For further explanation reference Appendix E.</li> </ul>	
Mechanical Restriction	TCME
User reported or system generated type of mechanical restriction Used for Transportation Codes.	
Permissible Values for TCME	
S Scrap	
X AAR Interchange Restriction	
Y FRA Interchange Prohibited	
NOTES:	
For further explanation reference Appendix D.1	
- To Further explanation reference Appendix D.1	
Mech Restriction Reason	TCMR

- Restricted Due to Truck Side Frames
- Ρ т **Restricted Due to Trucks Bolsters**
- Restricted by AAR or Owner U
- W Restricted Due to Wheels
- Х Restricted Due to Scrap or Early Warning
- Restricted Due to Umler Conflict (Not Valid for User Input) 7

### NOTES:

**Clearance Exception** 

- For further explanation reference Appendix D.2.
- The assignment of the Transportation Codes S\_, SX, XA, XZ and YA generate • the Rate Indicator Code 6 to the CHARM file to zero (0) rate the car hire and

P001	the Rate Inc mileage rat	dicator Code 6 to the CHARM file to zero (0) rate the c e.	ar hire and:
		Train Service	
/alue	Restricted Spe		B180
TCUR	Describes the	maximum restricted speed the equipment can travel	when empty
	Range of Valu	es for B180	
	<u>Minimum</u> 5	Maximum 95	
	Restricted Spe	eed Loaded	B181
	-	maximum restricted speed the equipment can travel	when loaded
	Range of Valu Minimum 5	es for B181 Maximum 95	
TCOD	Shove Car to F	Post	B189
nent		car must be moved to rest by locomotive	D105
is not	Permissible Validation Rul	alues for B189	ust be
TCCD	Shava Adi Ca	r to Post	B188
is not	Shove Adj. Ca	adjacent car must be shoved to rest by locomotive	D100
		alues for B188	
	Train Position	Sensitive	B211
TCME	Indicates there	e is a physical reason, limiting its position on a train	
	Permissible Va Y Yes	alues for B211	
	End of Train C	Inly	B277
	Indicates the e AAR RP-200	equipment must be placed at the end of the train (incl 01)	uding per
TCMR	Permissible Va Y Yes	alues for B277	
T CIVIIX	Check Trailing	Tonnage	B044
	Indicates the e	equipment has restrictions on trailing tonnage	
	Permissible Va Y Yes	alues for B044	
	Coupler Restr	iction	B278
	Special Train S	ervice Code WI	
	Permissible Va Y Yes	alues for B278	

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The explanation of the Mechanical Restriction (TCME)

Restricted Due to Air Brakes Restricted Due to Axles

**Restricted Due to Couplers Yokes** 

Restricted Due to Draft Gears

Restricted Due to Trucks

Restricted Due to Age (Over 40-AAR, Over 50-FRA)

Restricted Due to Journal Bearing and Journal Lubrication

**Restricted Due to Couplers and Couplers Parts** 

Used for Transportation Codes. Permissible Values for TCMR

Α В

С D

F G

J

Ν

# B275 June 2024



# Data Specification Manual

B252

A147

A294

B199

B351

B352

**B350** 

#### 71 71 Inches Describes equipment containing nonstandard dimension 72 72 Inches Permissible Values for B275 73 73 Inches А Excessive Outside Extreme Height (A185) 74 74 Inches Excessive Outside Extreme Width (A186) в 76 76 Inches Ρ Passenger equipment with Undercarriage Exceptions below 3 ft 4-1/2 78 78 Inches in. 96 96 Inches Passenger equipment with both Excessive Outside Extreme Width Q 99 Axle Space Unknown (A186) (calculated for swingout) and Undercarriage Exceptions below 3 ft 4-1/2 in. **Truck Axle Count Owner-Provided Loaded Net Braking Ratio** B552 The number of axles per truck Indicates an alternate minimum loaded net braking ratio provided by owner (in Range of Values for B252 Maximum Minimum percent). Δ Range of Values for B552 Validation Rule for B252 Minimum Maximum - Sum of Truck Axle Counts must equal Axle Count (A024) 8.5 14.0 NOTES: **Journal Size** Owner may enter a documented alternative minimum loaded net braking ratio in this field that is greater than the system calculated Loaded Net The size of the journal bearing Braking Ratio (B551). Permissible Values for A147 When reported, the Owner-Provided Loaded Net Braking Ratio will be used 3-3/4 X 7 В 4-1/4 X 8 C 5 X 9 Α in PTC stopping distance calculations. D 5-1/2 X 10 6-1/2 X 12 Е 6X11 F A change in value for the following elements will cause the Owner-Provided 6-1/2X9 G 7 X 12 н 7 X 14 К Loaded Net Braking Ratio to reset to blank: Μ 7 X 9 Rebuilt Date (RBDT) Gross Rail Load/Weight (A266) Wheel Diameter Equipment Type Code (UMET) The diameter of the wheels Empty/Load Device Eqpd (B075) Permissible Values for A294 30 Inches 33 Inches 28 28 Inches 30 33 **Owner-Provided Empty Braking Ratio B554** 36 36 Inches 38 38 Inches Indicates an owner supplied alternate empty braking ratio (in percent) Validation Rule for A294 Range of Values for B554 -UnStarred Cars with Gross Weight of 286,000 lbs. and Increased Gross Minimum Maximum Rail Load of 2 must have a Wheel Diameter of 36 inches 15.0 38.0 -UnStarred Cars with Gross Weight of 286,000 lbs. and Increased Gross NOTES: Rail Load of 2 must have a Wheel Diameter of either 36 or 38 inches Owner may enter a documented alternative minimum loaded net braking -Cars with an Increased Gross Rail Load of 1 and Journal of G or M must ratio in this field that is greater than the system calculated Loaded Net have a Wheel Diameter of 38 inches Braking Ratio (B551). -If Connected Unit Count (A020) is not reported, different Wheel When reported, the Owner-Provided Loaded Net Braking Ratio will be used Diameters cannot be reported in PTC stopping distance calculations. A change in value for the following elements will cause the Owner-Provided **Stability Device Equipped** Loaded Net Braking Ratio to reset to blank: Indicates a stability device is present on the truck Rebuilt Date (RBDT) Permissible Values for B199 Gross Rail Load/Weight (A266) Yes Equipment Type Code (UMET) Empty/Load Device Eqpd (B075) **Bolster Component ID** Bolster Component ID from Component Registry **Truck Components** Data is Confidential. This element is not eligible for Input. Value does not carry forward for Single Clone / Multi-Clone. **Axle Spacing Distance B020** Describes the distance between axles on the same truck Sideframe Component ID Permissible Values for B020 Side Frame Component ID from Component Registry 154 Inches 154 Data is Confidential. This element is not eligible for Input. Value does not carry 53 53 Inches forward for Single Clone / Multi-Clone. 54 Inches 54 55 55 Inches Wheelset Component ID 60 60 Inches 61 61 Inches Component ID from Component Registry 62 62 Inches Data is Confidential. This element is not eligible for Input. Value does not carry 63 Inches 63 forward for Single Clone / Multi-Clone. 64 64 Inches 65 65 Inches 66 66 Inches 68 68 Inches 70 70 Inches

Mandatory	=Used in ETC Generation
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= Affects Rating

=Conditionally Mandatory



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	Draft System Components	F70HT F71CHT	Type F Obsolete (Rule 18) - F70HT Type F (Rule 18) - F71CHT
oupler Code	A057	F72HT	Type F (Rule 18) - F72HT
efines the equ	uipment coupler type	F73AC	Type F (Rule 18) - F73AC
	lues for A057	F73AE	Type F (Rule 18) - F73AE
BE60AHT	Type E (Rule 16) - BE60AHT	F73AHT	Type F (Rule 18) - F73AHT
BEGOBHT	Type E Obsolete (Rule 16) - BE60BHT	F73AHTE	Type F (Rule 18) - F73AHTE
BE63AHT	Type E Obsolete (Rule 16) - BE63AHT	F73BE	Type F (Rule 18) - F73BE
BE63HT		F73HTE	Type F Obsolete (Rule 18) - F73HTE
	Type E (Rule 16) - BE63HT	F79BHT	Type F Obsolete (Rule 18) - F79BHT
BE67HT	Type E (Rule 16) - BE67HT	F79BHTE	Type F Obsolete (Rule 18) - F79BHTE
E42BEX	Type E/F (Rule 17) - E42BEX	F79CC	Type F (Rule 18) - F79CC
E50ARE	Type E/F (Rule 17) - E50ARE	F79CE	Type F (Rule 18) - F79CE
E50BEX	Type E/F (Rule 17) - E50BEX	F79CHT	Type F (Rule 18) - F79CHT
E60CC	Type E (Rule 16) - E60CC	F79CHTE	Type F (Rule 18) - F79CHTE
E60CE	Type E (Rule 16) - E60CE	F79DE	
E60CEX	Type E (Rule 16) - E60CEX		Type F (Rule 18) - F79DE
E60CHT	Type E (Rule 16) - E60CHT	FF205E	Type F (Rule 18) - FF205E
E60CHTE	Type E (Rule 16) - E60CHTE	FF218AE	Type F (Rule 18) - FF218AE
E60CHTQ	Type E (Rule 16) - E60CHTQ	FR201E	Type F (Rule 18) Rotary - FR201E
E60DC	Type E (Rule 16) - E60DC	FR205AE	Type F (Rule 18) Rotary - FR205AE
E60DE	Type E (Rule 16) - E60DE	FR205BE	Type F (Rule 18) Rotary - FR205BE
E60EE	Type E (Rule 16) - E60EE	FR205E	Type F (Rule 18) Rotary - FR205E
E61	Type E Obsolete (Rule 16) - E61	FR206E	Type F (Rule 18) Rotary - FR206E
E67AHT	Type E (Rule 16) - E67AHT	FR206EA	Type F (Rule 18) Rotary - FR206EA
E67BC	Type E (Rule 16) - E67BC	FR207AE	Type F (Rule 18) Rotary - FR207AE
E67BE	Type E (Rule 16) - E67BE	FR207E	Type F (Rule 18) Rotary - FR207E
E67BHT	Type E (Rule 16) - E67BHT	FR208AE	Type F (Rule 18) Rotary - FR208AE (without wear i
E67BHTE	Type E (Rule 16) - E67BHTE	FR208E	Type F (Rule 18) Rotary - FR208E (with wear insert
E67CC	Type E (Rule 16) - E67CC	FR209E	Type F (Rule 18) Rotary - FR209E
E67CE		FR301E	Type F (Rule 18) Rotary - FR301E
	Type E (Rule 16) - E67CE	FR304E	Type F (Rule 18) Rotary - FR304E (with wear plate)
E68AHT	Type E/F Obsolete (Rule 17) - E68AHT	FR304WE	Type F (Rule 18) Rotary - FR304WE (without wear
E68AHTE	Type E/F Obsolete (Rule 17) - E68AHTE	FROTARY	Type E/F Rotary - FROTARY
E68BC	Type E/F (Rule 17) - E68BC	FSPEC	Type F Special - FSPEC
E68BE	Type E/F (Rule 17) - E68BE	FUNK	Type F Unknown - FUNK
E68BHT	Type E/F (Rule 17) - E68BHT	PUNK	Passenger Unknown
E68BHTE	Type E/F (Rule 17) - E68BHTE	S700AE	Type E (Rule 16) - S700AE
E68BHTQ	Type E/F (Rule 17) - E68BHTQ		
E68CE	Type E/F (Rule 17) - E68CE	SBE60CC	Type E (Rule 16) - SBE60CC
E68DE	Type E/F Obsolete (Rule 17) - E68DE	SBE60CE	Type E (Rule 16) - SBE60CE
E69AE	Type E/F (Rule 17) - E69AE	SBE60DC	Type E (Rule 16) - SBE60DC
E69AHTE	Type E/F (Rule 17) - E69AHTE	SBE60DE	Type E (Rule 16) - SBE60DE
E69BE	Type E/F (Rule 17) - E69BE	SBE60DREX	Type E (Rule 16) - SBE60DREX
E69CE	Type E/F (Rule 17) - E69CE	SBE60EE	Type E (Rule 16) - SBE60EE
E69CEX	Type E/F (Rule 17) - E69CEX	SBE60EEX	Type E (Rule 16) - SBE60EEX
E69HTE	Type E/F (Rule 17) - E69HTE	SBE67BC	Type E (Rule 16) - SBE67BC
E69LCE	Type E/F (Rule 17) - E69LCE	SBE67BE	Type E (Rule 16) - SBE67BE
EB7AHT	Type E (Rule 16) - EB7AHT	SBE67CC	Type E (Rule 16) - SBE67CC
EF204CE	Type E/F (Rule 17) - EF204CE	SBE67CE	Type E (Rule 16) - SBE67CE
EF306CE	Type E/F (Rule 17) - EF306CE	SBE67CREX	Type E (Rule 16) - SBE67CREX
EF511CE	Type E/F (Rule 17) - EF511CE	SBE67DE	Type E (Rule 16) - SBE67DE
EF511DE	Type E/F (Rule 17) - EF511DE	SBE68BC	Type E/F (Rule 17) - SBE68BC
EF511LCE	Type E/F (Rule 17) - EF511LCE	SBE68BE	Type E/F (Rule 17) - SBE68BE
		SBE68CE	Type E/F (Rule 17) - SBE68CE
EF511WE	Type E/F (Rule 17) - EF511WE	SBE68CREX	Type E/F (Rule 17) - SBE68CREX
EF528WE	Type E/F (Rule 17) - EF528WE	SBE68DE	Type E/F (Rule 17) - SBE68DE
EFROTARY	Type E/F Rotary - EFROTARY	SBE68WEX	Type E/F (Rule 17) - SBE68WEX
EFSPEC	Type E/F Special - EFSPEC	SBE69AE	Type E/F (Rule 17) - SBE69AE
EFUNK	Type E/F Unknown - EFUNK	SBE69BE	Type E/F (Rule 17) - SBE69BE
EK323CE	Type E (Rule 16) - EK323CE (Long Travel)		
ESPEC	Type E Special - ESPEC	SBE69BREX	Type E/F (Rule 17) - SBE69BREX
EUNK	Type E Unknown - EUNK	SBE69CE	Type E/F (Rule 17) - SBE69CE
F70BHT	Type F Obsolete (Rule 18) - F70BHT	SE60CC	Type E (Rule 16) - SE60CC
F70BHTE	Type F Obsolete (Rule 18) - F70BHTE	SE60CE	Type E (Rule 16) - SE60CE
F70CC	Type F (Rule 18) - F70CC	SE60CHT	Type E (Rule 16) - SE60CHT
F70CE	Type F (Rule 18) - F70CE	SE60CHTE	Type E (Rule 16) - SE60CHTE
F70CHT	Type F (Rule 18) - F70CHT	SE60DC	Type E (Rule 16) - SE60DC
F70CHTE	Type F (Rule 18) - F70CHTE	SE60DE	Type E (Rule 16) - SE60DE
F70DE	Type F (Rule 18) - F70DE	SE60DEX	Type E (Rule 16) - SE60DEX
		SE60EE	Type E (Rule 16) - SE60EE

SE67BC	Type E (Rule 16) - SE67BC
SE67BE	Type E (Rule 16) - SE67BE
SE67BHT	Type E (Rule 16) - SE67BHT
SE67BHTE	Type E (Rule 16) - SE67BHTE
SE67CC	Type E (Rule 16) - SE67CC
SE67CE	Type E (Rule 16) - SE67CE
SE68BC	Type E/F (Rule 17) - SE68BC
SE68BE	Type E/F (Rule 17) - SE68BE
SE68BHT	Type E/F (Rule 17) - SE68BHT
SE68BHTE	Type E/F (Rule 17) - SE68BHTE
SE68CE	Type E/F (Rule 17) - SE68CE
SE69AE	Type E/F (Rule 17) - SE69AE
SE69BE	Type E/F (Rule 17) - SE69BE
SE69CE	Type E/F (Rule 17) - SE69CE
SF70CC	Type F (Rule 18) - SF70CC
SF70CE	Type F (Rule 18) - SF70CE
SF70CHT	Type F (Rule 18) - SF70CHT
SF70CHTE	Type F (Rule 18) - SF70CHTE
SF70DE	Type F (Rule 18) - SF70DE
SF79CC	Type F (Rule 18) - SF79CC
SF79CE	Type F (Rule 18) - SF79CE
SF79CHT	Type F (Rule 18) - SF79CHT
SF79CHTE	Type F (Rule 18) - SF79CHTE
SF79DE	Type F (Rule 18) - SF79DE
TUNK	Transit Unknown

### Validation Rule for A057

- -If Rotary Coupler Style is reported, then Coupler Code must be a rotary coupler.
- -If Coupler Code is a rotary coupler, then Coupler Style must be R (Rotary).
- -Coupler Code of Type E Obsolete (Rule 16) can only be reported if the car was built or rebuilt before July 31, 2015
- -Coupler Code of Type E/F Obsolete (Rule 17) can only be reported if the car was built or rebuilt before July 31, 2015
- -Coupler Code of Type F Obsolete (Rule 18) can only be reported if the car was built or rebuilt before July 31, 2015
- -Coupler Code of FROTARY or EFROTARY cannot be reported for cars Built or Rebuilt on or after August 12, 2014.

#### NOTES:

- Obsolete: All Type D couplers are obsolete and should report code DOBS; cars with this coupler code will be restricted in interchange as discussed below.
- Unknown: If the coupler code is unknown or if the code stamped on the coupler is illegible, the code BUNK FUNK, EFUNK, or LOCOUNK should be reported.
- Special: Codes ESPEC, FSPEC, and EFSPEC have been created to decline coupler bodies that have been manufactured specifically for the equipment owner and are not listed in the attached table.
- The codes FROTARY and EFROTARY cannot be reported for equipment Built or Rebuilt since August 12, 2014.

Coupler Style B058	Draft Gear Group/Cushion Unit Pocket B562
Describes the basic coupler design of the equipment Permissible Values for B058	Draft Gear Group/Cushion Unit Pocket value as listed in AAR Field Manual Interchange Rule 21 and 59
<ul> <li>B Bottom Shelf D Double Shelf</li> <li>L Drawbar Rotary M Drawbar</li> <li>P Plain R Rotary</li> <li>Validation Rule for B058</li> <li>If Draft System Type (B073) is H (Hydraulic) then Coupler Style (B058) cannot be reported as M (Solid Drawbar) or L (Rotary Drawbar)</li> <li>If Draft System Type (B073) is not Center Of Car or End Of Car, Inches of Travel (B061) cannot be reported</li> <li>If Draft System Type (B073) of Center Of Car or End Of Car is reported then Inches of Travel (B061) must also be reported</li> <li>If Draft System Type (B073) is E then Coupler Style (B058) cannot be reported as L or R</li> </ul>	<ul> <li>Carry forward for Single Clone / Multi-Clone / Restencil / Add-Back / Equipment Group Change.</li> <li>Permissible Values for B562</li> <li>EOC-1,EOC-1D, EOC-1B, EOC-2, EOC-2D, EOC-2B, EOC-3, EOC-3B,EOC-4, EOC-4B, EOC-5, EOC-5D, EOC-5B, EOC-6, EOC-6D, EOC-6B, EOC-7, EOC-7B, EOC-8, EOC- 8B, EOC-8F, EOC-9, EOC-9B, EOC-9D, EOC-9C, EOC-10D, EOC-10D, EOC-10D, EOC-11D, EOC-11D, EOC-11D, EOC-11D, EOC-11D, EOC-12D, EOC-12D, EOC-12B, EOC-13B, EOC-14, EOC-14B, EOC-15, EOC-15D, EOC-15B, EOC-16, EOC-16D, EOC-19B, EOC-17, EOC-17D, EOC-17B, EOC-18, EOC-22B, EOC-23B, EOC-23B, EOC-24, EOC-24B, EOC-25E, EOC-26B, EOC-26F, EOC-27D, EOC-27E, COC-13, EOC-22B, EOC-23B, EOC-24, EOC-25E, EOC-26B, EOC-26F, EOC-27D, EOC-27E, COC-1, COC-2, COC-3, COC-4, COC-5, COC-6, COC-7, COC-8 (AAR Rule 59).</li> <li>A, B, C, D, E, F, G, H, J, K, L, M, N, P, Q, R, S, Z (AAR Rule 21).</li> <li>Validation Rule(s) for B562</li> </ul>
Inches of Travel B061	
●=Mandatory ▲=Used in ETC Generation == Affects Rating	245 – *=Conditionally Mandatory June 2024

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Specific	ation Manual
	The number of inches a draft system will travel
	Affects Rating.
	Range of Values for B061
	Minimum Maximum
	1 30
	Validation Rule for B061
	-If Draft System Type (B073) is not Center Of Car or End Of Car, Inches of
	Travel (B061) cannot be reported
	-If Draft System Type (B073) of Center Of Car or End Of Car is reported
	then Inches of Travel (B061) must also be reported
	-Inches of Travel cannot be greater than 20 for equipment with a Built
	Date (BLDT) on or after January 1, 1974
	Duft for the Tax
	Draft System Type B073
	Describes the draft gear/underframe cushion type
	Permissible Values for B073
	C Cushioning at Center of Car (COC)
	E Cushioning at End of Car (EOC)
	S Standard Draft Gear
	X Devices with less than 6 inches buff travel approved under AAR Standard
	S-060
	Y Devices with 6 to 10 inches of buff travel approved under AAR Standard S-060
	Validation Rule for B073
	- If Draft System Type (B073) is Standard Draft Gear (S), Inches of Travel
ary	(B061) cannot be reported
ury	- If Draft System Type (B073) is reported as C, E, X, or Y then Inches of
tary).	Travel (B061) must also be reported
e car	- If Draft System Type (B073) of X, or Y is reported then Draft Gear
	Group/Cushion Unit Pocket (B562) cannot be reported
the	- If Draft System Type (B073) X is reported, the Inches of Travel (B061)
	value must be greater than or equal to 1 and less than 6
e car	- If Draft System Type (B073) Y is reported, the Inches of Travel (B061)
	value must be greater than or equal to 6 and less than or equal to 10
Built	-If Draft System Type (B073) is S then Draft Gear Group/Cushion Unit
	Pocket (B562) may only be A, B, C, D, E, F, G, H, J, K, L, M, N, P, Q, R, S,
	or Z (AAR Rule 21)
BS;	-If Draft System Type (B073) is E then Draft Gear Group/Cushion Unit
ed	Pocket (B562) may only be EOC-1,EOC-1D, EOC-1B, EOC-2, EOC-2D,
	EOC-2B, EOC-3, EOC-3B,EOC-4, EOC-4B, EOC-5, EOC-5D, EOC-5B, EOC-
ne	6, EOC-6D, EOC-6B, EOC-7, EOC-7B, EOC-8, EOC-8B, EOC-8F, EOC-9,
be	EOC-9B, EOC-9D, EOC-9E, EOC-10, EOC-10D, EOC-10B, EOC-10F, EOC-
	11, EOC-11D, EOC-11B,EOC-12, EOC-12D, EOC-12B, EOC-13, EOC-13B,
2	EOC-14, EOC-14B, EOC-15, EOC-15D, EOC-15B, EOC-16, EOC-16D,

EOC-14, EOC-14B, EOC-15, EOC-15D, EOC-15B, EOC-16, EOC-16D, EOC-16B, EOC-17, EOC-17D, EOC-17B, EOC-18, EOC-18D, EOC-18B, EOC-19, EOC-19B, EOC-20, EOC-20B, EOC-21, EOC-21B, EOC-22, EOC-22B, EOC-23, EOC-23B, EOC-24, EOC-24B, EOC-25E, EOC-26B, EOC-26F, or EOC-27D, or EOC-27E (AAR Rule 59)

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# Data Specification Manual

- -Draft Gear Group/Cushion Unit Pocket (B562) is mandatory for equipment built on or after June 13, 2019, unless Draft System Type (B073) is reported as X or Y
- -If Draft Gear Group/Cushion Unit Pocket (B562) is not equal to A, B, C, D, E, F, G, H, J, K, L, M, N, P, Q, R, S, or Z, then Cushion Unit Type (B563) must be populated
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-6, EOC-7, EOC-7B, EOC-8B, EOC-8B, EOC-9, EOC-9B, EOC-9D, EOC-10, EOC-10B, EOC-10D, EOC-14, EOC-14B, EOC-18D, EOC-23, EOC-23B, EOC-24, EOC-25E, EOC-26B, or EOC-27D then the Cushion Unit Type (B563) must be 1
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-9E, EOC-26F, or EOC-27E, then the Cushion Unit Type (B563) must be 2
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-11, EOC-12, EOC-13, EOC-13B, EOC-15, EOC-15B, EOC-15D, EOC-17, EOC-17B, EOC-17D, EOC-18, EOC-18B, EOC-19, EOC-19B, EOC-20, EOC-20B, EOC-21, EOC-21B, EOC-22, EOC-22B, EOC-24B, COC-3, COC-5, or COC-7 then the Cushion Unit Type (B563) must be 1 or 2
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-8F or EOC-10F then the Cushion Unit Type (B563) must be 2 or 3 -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-5, EOC-5B,
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-5, EOC-5B, EOC-5D, EOC-6, EOC-6B, EOC-6D EOC-11B, EOC-11D, EOC-12B, EOC-12D, or COC-4 then the Cushion Unit Type (B563) must be 1, 2, or 3 -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-16, EOC-16B,
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-16, EOC-16B, EOC-16D, or COC-1 then the Cushion Unit Type (B563) must be 1, 2, or 4 -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-2B, EOC-2D,
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-2B, EOC-2D, EOC-3, EOC-3B, EOC-4, EOC-4B, or COC-2 then the Cushion Unit Type (B563) must be 1, 2, 3, or 4
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-1, EOC-1B, EOC-1D, or EOC-2 then the Cushion Unit Type (B563) must be 1, 2, 3, 4, or S
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-8 then the Cushion Unit Type (B563) must be 1, 2, 3, 4, or 5
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-1D, EOC-2, EOC-2D, EOC-2B, EOC-3, EOC-3B, EOC-5, EOC-5D, EOC-5B, EOC-6D, EOC-7, EOC-7B, EOC-9, EOC-9B, EOC-9D, EOC-9E, EOC-10D, EOC-11B, EOC-11D, EOC-12D, EOC-14, EOC-14B, EOC-15, EOC-15D, EOC-15B, EOC-16D, EOC-17D, EOC-23, EOC-23B, EOC-27D, or EOC-27E then the Inches of Travel (B061) must be 10
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-16, EOC-16B, EOC-19, EOC-19B, EOC-22, EOC-22B, or EOC-25E then the inches of travel must be 12
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-20 or EOC-20B then the Inches of Travel (B061) must be 14
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-1B, EOC-4, EOC-4B, EOC-6, EOC-6B, EOC-8, EOC-8B, EOC-8F, EOC-10, EOC-10B, EOC-10F, EOC-12, EOC-12B, EOC-13, EOC-13B, EOC-17, EOC-17B, EOC-18, EOC-18D, EOC-18B, EOC-21, EOC-21B, EOC-24, or EOC-24B then the Inches of Travel (B061) must be 15
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-2, COC-3, COC-4, COC-5, COC-6, or COC-8 then the Inches of Travel (B061) must be 20
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-1, and Cushion Unit Type (B563) is 1 or 2, then the Inches of Travel (B061) must be 20
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-1, and Cushion Unit Type (B563) is 4, then the Inches of Travel (B061) must be 18
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-7, and Cushion Unit Type (B563) is 2, then the Inches of Travel (B061) must be 20
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-7, and Cushion Unit Type (B563) is 1, then the Inches of Travel (B061) must be 30
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-1 then the Inches of Travel (B061) must be 10, 12, or 15
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-26, then the Inches of Travel (B061) must be 18

#### Note:

Reference AAR Field Manual Interchange Rule(s) 21 and 59.

Cushion Unit Type	B563
Cushion Unit Type value as listed in AAR Field Manual Interchange 59	Rule 21 and
Carry forward for Single Clone / Multi-Clone / Restencil / Add-Back Group Change. Permissible Values for B563 1 – Type 1 2 – Type 2 3 – Type 3	: / Equipment

- 4 Type 4 5 – Type 5
- S Type S

### Validation Rule(s) for B563

- Cushion Unit Type (B563) is mandatory for equipment built on or after June 13, 2019.
- -If Draft Gear Group/Cushion Unit Pocket (B562) is not equal to A, B, C, D, E, F, G, H, J, K, L, M, N, P, Q, R, S, or Z, then Cushion Unit Type (B563) must be populated.
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-6, EOC-7, EOC-7B, EOC-8, EOC-8B, EOC-9, EOC-9B, EOC-9D, EOC-10, EOC-10B, EOC-10D, EOC-14, EOC-14B, EOC-18D, EOC-23, EOC-23B, EOC-24, EOC-25E, or EOC-26B then the Cushion Unit Type (B563) must be 1.
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-9E, EOC-26F, or EOC-27E, then the Cushion Unit Type (B563) must be 2
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-11, EOC-12, EOC-13, EOC-13B, EOC-15, EOC-15B, EOC-15D, EOC-17, EOC-17B, EOC-17D, EOC-18, EOC-18B, EOC-19, EOC-19B, EOC-20, EOC-20B, EOC-21, EOC-21B, EOC-22, EOC-22B, EOC-24B, COC-3, COC-5, or COC-7 then the Cushion Unit Type (B563) must be 1 or 2.
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-8F or EOC-10F then the Cushion Unit Type (B563) must be 2 or 3.
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-5, EOC-5B, EOC-5D, EOC-6, EOC-6B, EOC-6D EOC-11B, EOC-11D, EOC-12B, EOC-12D, or COC-4 then the Cushion Unit Type (B563) must be 1, 2, or 3.
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-16, EOC-16B, EOC-16D, or COC-1 then the Cushion Unit Type (B563) must be 1, 2, or 4.
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-2B, EOC-2D, EOC-3, EOC-3B, EOC-4, EOC-4B, or COC-2 then the Cushion Unit Type (B563) must be 1, 2, 3, or 4.
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is EOC-1, EOC-1B, EOC-1D, or EOC-2 then the Cushion Unit Type (B563) must be 1, 2, 3, 4, or S.
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-8 then the Cushion Unit Type (B563) must be 1, 2, 3, 4, or 5.
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-1, and Cushion Unit Type (B563) is 1 or 2, then the Inches of Travel (B061) must be 20.
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-1, and Cushion Unit Type (B563) is 4, then the Inches of Travel (B061) must be 18.
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-7, and Cushion Unit Type (B563) is 2, then the Inches of Travel (B061) must be 20.
- -When the Draft Gear Group/Cushion Unit Pocket (B562) is COC-7, and Cushion Unit Type (B563) is 1, then the Inches of Travel (B061) must be 30.

#### Note:

Reference AAR Field Manual Interchange Rule(s) 21 and 59.

# Coupler Component ID

# Coupler Component ID from Component Registry

Data is Confidential. This element is not eligible for Input. Value does not carry forward for Single Clone / Multi-Clone.

Cushioning Unit Component ID	B361
Component ID from Component Registry	

Data is Confidential. This element is not eligible for Input. Value does not carry forward for Single Clone / Multi-Clone.

# Brake System Components

# **Emergency Brake Valve CID**

#### Component ID from Component Registry

=Conditionally Mandatory

Data is Confidential. This element is not eligible for Input. Value does not carry

**B354** 

**B353** 



# Data Specification Manual

forward for Single Clone / Multi-Clone.			
Emergency Valve COTS Date	B567	Commercial Lessee CIF	B048
Brake valve emergency portion recondition date		The Customer Identification File (CIF) number for a commercial lessee at	а
System generated element. This element is not eligible for Input. Value	ue does not	specific location	
carry forward for Single Clone / Multi-Clone.			
NOTES: • Emergency Value COTS Date is system generated from a Emergency	av Brako	Umler Effective Date	EFDT
<ul> <li>Emergency Valve COTS Date is system-generated from a Emergency Valve Inspection.</li> </ul>	LY DIAKE	The date the rating activity (pre-registration, modification, etc.) is expect occur	ed to
Emergency Valve OEM Warranty Date	B568	This element is not eligible for Query. Does not Carry Forward.	
Brake valve emergency portion Original Equipment Manufacturer wa	irranty date	Validation Rule for EFDT -Effective Date cannot be set to more than 13 months in the future.	
System generated element. This element is not eligible for Input. Value	ue does not	NOTES:	
carry forward for Single Clone / Multi-Clone. NOTES:		Effective Date will default to the 1st of the following month that equip	oment
Emergency Valve OEM Date is system-generated from a Emergence	cy Brake	is registered	
Valve Inspection.		Inspection	
Emergency Valve Part Number	B569	Inspection	
	0303	ABT Due Date (Repair Track)	DU13
Brake valve emergency portion part number System generated element. This element is not eligible for Input. Value	ua daos not	The due date of the air brake test per AAR Field Manual Rule 3	
carry forward for Single Clone / Multi-Clone.	ue does not	System Generated Field. This element is not eligible for Input. Value doe carry forward for Add Back.	es not
<ul> <li>Emergency Valve Part Number is system-generated from a Emerge Valve Inspection</li> </ul>	ency Brake	ABT 5-8 Year Due Date	DU58
Valve Inspection.		The 5-8 year due date for the air brake test (ABT) after the ABT Due Date	
Service Brake Valve CID	B357	(Repair Track)	
Component ID from Component Registry		System Generated Field. This element is not eligible for Input. Value doe	es not
Data is Confidential. This element is not eligible for Input. Value does	s not carry	carry forward for Add Back.	
forward for Single Clone / Multi-Clone.			
			DTDN
Service Valve COTS Date	B564	The date the inspection was completed; used for all inspection types repr	orted
Brake valve service portion recondition date		on equipment	
System generated element. This element is not eligible for Input. Value	ue does not	Value does not carry forward for Single Clone / Multi-Clone / Add Back. Validation Rule for DTDN	
carry forward for Single Clone / Multi-Clone. NOTES:		-The inspection date must not be 60 days before the Build Date	
<ul> <li>Service Valve COTS Date is system-generated from a Service Brake</li> </ul>	Valve		
Inspection.		Inspection Due Date	INDD
		The due date of the next inspection; used for all inspection types reported	d on
Service Valve OEM Warranty Date	B565	equipment	
Brake valve service portion Original Equipment Manufacturer warran	•	System Generated Field. This element is not eligible for Input. Value doe carry forward for Add Back.	es not
System generated element. This element is not eligible for Input. Valu carry forward for Single Clone / Multi-Clone.	ue does not		
NOTES:		Inspection Performer	PERF
Service Valve OEM Date is system-generated from a Service Brake	Valve	The SCAC that completed the inspection; used for all inspection types rep	
Inspection.		on equipment	
Service Valve Part Number	B566	Value does not carry forward for Single Clone / Multi-Clone / Add Back.	
	B300		
Brake valve service portion part number System generated element. This element is not eligible for Input. Value	ua daos not	Inspection Reporter	REPT
carry forward for Single Clone / Multi-Clone.	ue uoes not	The SCAC that reported the inspection; used for all inspection types repo	rted on
NOTES:		equipment	
<ul> <li>Service Valve Part Number is system-generated from a Service Bra Inspection.</li> </ul>	ike Valve	Value does not carry forward for Single Clone / Multi-Clone / Add Back.	
		Location/SPLC	SPLC
Slack Adjuster CID	B359	The SPLC of the inspecting location; used for all inspection types reported	d on
Component ID from Component Registry		equipment	
Data is Confidential. This element is not eligible for Input. Value doe forward for Single Clone / Multi-Clone.	es not carry	Value does not carry forward for Single Clone / Multi-Clone / Add Back.	
			B523
Miscellaneous		Indicates the type of test device used to perform the Air Brake Test	*
Commercial Owner CIF	B049	Value does not carry forward for Single Clone / Multi-Clone / Add Back.	
The Customer Identification File (CIF) number for a commercial owner	er at a	Permissible Values for B523 A Automatic (Non 4-Pressure)	
specific location			
Image: Second		247 – #=Conditionally Mandatory Jun	e 2024
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B575

# Data Specification Manual

- P Automatic (4-Pressure)
- Validation Rule for B523

Manual

-Air Brake Test Device (B523) must be reported for Air Brake Test inspection reported on or after December 10, 2020

reported on or after December 10, 2020	
Insp Service Valve COTS Date	B570
Brake valve service portion recondition date	
<ul> <li>Value does not carry forward for Single Clone / Multi-Clone / NOTES:</li> <li>Reports of 9999 will be allowed in case the date is illegible cannot be replaced immediately.</li> <li>Valid date format: MMYY</li> </ul>	
Insp Service Valve OEM Warranty Date	B571
Brake valve service portion Original Equipment Manufacturer	r warranty date
<ul> <li>NOTES:</li> <li>Reports of 999999 will be allowed in case the date is illegit cannot be replaced immediately.</li> <li>Valid date format: MMYYYY</li> </ul>	ble and the valve
Insp Service Valve Part Number	B572
Brake valve service portion part number	
Value does not carry forward for Single Clone / Multi-Clone /	Add Back.
Insp Emergency Valve COTS Date	B573
Brake valve emergency portion recondition date	
<ul> <li>Value does not carry forward for Single Clone / Multi-Clone / NOTES:</li> <li>Reports of 9999 will be allowed in case the date is illegible cannot be replaced immediately.</li> <li>Valid date format: MMYY</li> </ul>	
Insp Emorgonou Valvo OEM Warrantu Dato	857/

Insp Emergency Valve OEM Warranty Date	B574
Brake valve emergency portion Original Equipment Manufacturer wa	rranty date

System generated element. This element is not eligible for Input. Value does not carry forward for Single Clone / Multi-Clone.

# NOTES:

- Reports of 999999 will be allowed in case the date is illegible and the valve cannot be replaced immediately.
- Valid date format: MMYYYY

# Insp Emergency Valve Part Number Brake valve emergency portion part number

System generated element. This element is not eligible for Input. Value does not carry forward for Single Clone / Multi-Clone.

Insp Service Valve Location Mandatory	B576
Brake valve service portion location	•
Value does not carry ferward for Single Clone / Multi-Clone	

. Value does not carry forward for Single Clone / Multi-Clone.

Insp Emergency Valve Location Mandatory	B577
Brake valve emergency portion location reported on an emergency	brake valve
inspection	•
Value does not correctory forward for Single Clans / Multi Clans	

Value does not carry forward for Single Clone / Multi-Clone.

# Umler®

# EOT Devices

# Data Specification Manual

General
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Mechanical Designation (UMMD)250
Equipment Type Code (UMET)
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Built Date (BLDT)
Rebuilt Flag (RBFL)250
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Lessee (LESE)
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Maintenance Party (MNPT)250
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# Umler

# **Data Specification Manual**

# Genera

Status Code Mandatory	USCD
Identifies the current operational state	•
Does not Carry Forward.	
Permissible Values for USCD	

INACTIVE

PRE-REGISTERED Ρ

ACTIVE

NOTES:

А

- For Restencil and Clone process the initial Status of a car should be Pre-Registered.
- All Add-Back processes should initially set the Status to Pre-Registered
- A Pre-registered car will automatically have its Status changed to Active for the initial change when TRAIN detects three (3) movements on the car
- If the Status changes to Active due to movement and the car was created from a Restencil, the Prior Equipment ID (PRID) or source car will have its status changed to Inactive automatically by Umler

Equipment ID	0001	
The equipmen	t stenciled number	
Validation Rul -Equipment Nu NOTES:	e <b>for 0001</b> umber must not be larger than 6 digits (i.e., 999999)	
	ID includes the mark and number stenciled on the equipment. be up to 4 characters and number up to 6 digits (i.e., 19).	
When addir	ars can be added or updated in a transaction. ng an equipment record, ensure that Prior Equipment ID (PRID) is	
	nless the equipment is new.	$\neg$
	esignation Mandatory UMMD	
Equipment des	scription without physical dimensions	
	eneration. Used for Transportation Codes.	
	alues for UMMD D-Two-Way Sensing and Braking Unit (SBT)	
Equipment Ty	pe Code UMET	
	eric code that describes the physical attributes of equipment	
	ated Field. This element is not eligible for Input.	
NOTES:		
	r to Appendix I for More information Regarding ETC Generation	
Built Date Ma	ndatory BLDT	
The date the c	onstruction of the equipment is complete	
Data is Confide	ential. Used for Transportation Codes. Value does not carry	
	for Single Clone / Multi-Clone.	
Range of Value		
Minimum	Maximum	
	12/31/9999	
Validation Rul	et equipment's Built Date (BLDT) must match for restenciling	
-	et equipment s built bate (BEDT) must match for restencining	
NOTES:	lic for railroad marked equipment.	
	ed unit cars report the oldest car in the set.	
Rebuilt / ILS D	ate RBDT	
The date the re	e-construction of the equipment is complete	
Data is Confide	ential. Value does not carry forward for Single Clone/Multi-Clone.	.
Range of Value	es for RBDT	
Minimum	Maximum	
1/1/1900	12/31/9999	
<ul><li>NOTES:</li><li>Railroad car</li></ul>	rs applicable only to cars meeting status as provided in both STE	3
•=Mandatory	▲=Used in ETC Generation = Affects Rating	- 25

Accounting Rules, and the AAR Mechanical Interchange Rule 88, Office Manual.

- Private cars -- applicable to all cars meeting AAR Mechanical Interchange Rule 88, Section C, Office Manual and Sections A and B of the Field Manual.
- For connected unit cars report the oldest car in the set. Do not report Rebuilt Date unless car has been approved by the AAR.

Rebuilt Flag	RBFL
Identifies the equipment is nearing its end of life cycle	

Data is Confidential. System Generated Field. This element is not eligible for Input.

# Permissible Values for RBFL

No Υ Ν Yes

Owner Mandatory	UMOW
Primary reporting mark of the railroad or private company owning	the car 🔎

Value does not carry forward for Single Clone / Multi-Clone / Single Restencil / Multi-Restencil.

# NOTES:

• Report the primary reporting mark of the railroad or private company owning the car. When car's lease or lien is held by a bank, trust holder, capital lease company, etc. not having an assigned mark, report the primary reporting mark affiliated with the stenciled reporting mark.

#### Lessee

LESE

### The reporting mark of the company leasing the equipment Value does not carry forward for Single Clone / Multi-Clone / Single Restencil / Multi-Restencil.

# Validation Rule for LESE

-Umler Owner (UMOW) and Lessee are not allowed to be equal

### NOTES:

• In order to assign privately marked cars to a pool, a railroad reporting mark must be reported.

Equipment Group Mandatory	0002
Identifies the various major car types	•
Used for Transportation Codes. Affects Rating	ļ.
Maintananaa Bartu	MANDE

Maintenance Party **MNPT** The parent reporting mark of the company responsible for the maintenance and repairs of the equipment Does not Carry Forward.

Mark	Owner Category	B201
The co	ompany that owns the stenciled mark on the car	
Syster	n Generated Field. This element is not eligible for Input.	Value does not
C	carry forward for Single Restencil / Multi-Restencil / Equip	oment Group
Change /Add Back.		
Permi	ssible Values for B201	
В	US Private	
С	Canadian Private	
F	Foreign Private	
Н	Canadian Class II	
I.	Canadian Class I	
J	Mexican Class I	
К	Canadian Class III	
М	Mexican Private	
N	US Private Steamship	
0	Canadian Private Steamship	
Р	Mexican Private Steamship	
Q	Foreign Private Steamship	
R	US Class II Railroad	
U	US Class I Railroad	

IS Class I Railroad v US Class III Railroad

50 – =Conditionally Mandatory

# Umler

**B063** 

B135

B137

B062

A070

USAT

B083

B174

B177

June 2024

**EOT Devices Data Specification Manual** w Mexican Class II Railroad • Subject to Restricted in Interchange, goes into effect 90 days after Conflict Mexican Class III Railroad Υ Status occurs Subject to Deletion, goes into effect 365 days after Conflict Status occurs NOTES: This value is stored in the Umler Database for informational purposes and is **Date of Original Conflict** retrieved from the Roadmark Registry. The date the equipment was originally placed in the current conflict PRID **Prior Equipment ID** System Generated Field. This element is not eligible for Input. The previous reporting mark and number of the equipment **Next Conflict Status** Value does not carry forward for Single Clone / Multi-Clone. Validation Rule for PRID Identifies the next escalation level of an equipment in active conflict -Prior and target equipment's Built Date (BLDT) must match System Generated Field. This element is not eligible for Input. Value does not -The Prior Equipment ID (0001) must belong to the same or comparable carry forward for Add Back. Equipment Group (0002) as the current car initial and number Permissible Values for B135 NOTES: 1 Subject to Zero-Rating Subject to Restricted in Interchange • Prior ID enables equipment records to share the same historical lineage. 2 Equipment Identification Number (EIN) is a generated id that enables these 3 Subject to Deletion equipment records to share inspections and transaction history. NOTES: Subject to Zero-Rating, goes into effect 30 days after Conflict Status occurs Last Update Date B122 Subject to Restricted in Interchange, goes into effect 90 days after Conflict Status occurs Date of the last Umler element change Subject to Deletion, goes into effect 365 days after Conflict Status occurs System Generated Field. This element is not eligible for Input. **Notice Indicator** B082 **Equipment Add Date** Identifies equipment in error in Umler Notice Management Date the reporting mark and number was added to the Umler system System Generated Field. This element is not eligible for Input. System Generated Field. This element is not eligible for Input. **Conflict Status Next Date Status Change Reason** USCR The date the conflict status will be escalated Identifies the reason for the current operational state System Generated Field. This element is not eligible for Input. Does not Carry System Generated Field. This element is not eligible for Input. Value does not carry forward for Add Back. Forward Permissible Values for USCR **Rate Indicator** Initial Load Т Movement М Indicates the rate type applicable to the unit Status Changed Manually 0 System Generated Field. Used for Transportation Codes. Affects Rating. This R Restencil element is not eligible for Input. Does not Carry Forward. NOTES: Permissible Values for A070 If movement is detected on equipment, status is changed to Active. Zero-Rated Due to Conflict Errors 0 If an equipment record is changed to Active, any prior equipment record is Zero-Rated - Scrap (S\_,SX), AAR Overage (XA), FRA Overage (YA), Umler 6 placed in Inactive status Conflict - CHR 1/Tarriff 6007 (XZ). Zero-Rated Private Owner Election to Zero Rate [See Private Zero Rate (B150)]. NOTES: USCT **Status Change Date** • If unit is zero-rated, correction of conflicts will reinstate the appropriate rate Identifies the effective date of the current operational state indicator code. System Generated Field. This element is not eligible for Input. Does not Carry Forward. **First Movement Date Equipment Identification** EINN The first movement date under the stenciled mark of the equipment This element is not eligible for Input. Does not Carry Forward. Unique equipment identifier regardless of stenciled mark System Generated Field. This element is not eligible for Input. **Equipment Add Company** NOTES: The reporting mark of the company that added the equipment Specify the Prior ID (PRID) on equipment records to ensure the historical System Generated Field. This element is not eligible for Input. lineage is preserved. Equipment with the same EIN share history and inspections. **Registration Reason Conflict Status** B050 The code indicating the reason this equipment is added Identifies the escalation level of equipment in active conflict Does not Carry Forward. Permissible Values for B174 System Generated Field. This element is not eligible for Input. Value does not Add-Back carry forward for Add Back. А Ν New Ρ Pending Restencil Permissible Values for B050 R Restencil Subject to Zero-Rating 1 2 Subject to Restricted in Interchange **Restencil Program Ind** Subject to Deletion 3 Identifies the equipment is under a restencil program NOTES: Permissible Values for B177 Subject to Zero-Rating, goes into effect 30 days after Conflict Status occurs

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=Conditionally Mandatory

= Affects Rating

Mandatory A=Used in ETC Generation

# EOT Devices



Data	Specification Manual
Y Yes	Builder Lot Code B030
Serial Number	A234 A unique identifier for a group of equipment built by one manufacturer under the same contract
Manufacturer's Serial Number	Data is Confidential. Value does not carry forward for Single Clone / Multi-
Range of Values for A234	Clone.
Minimum         Maximum           1000         999999	Validation Rule for B030 -Equipment built or rebuilt on or after June 28, 2012 must have a value for
	Builder Lot Code
	B064 Built Country B031
A code that designates the reason the equipment has been deleted	The country where the equipment was constructed
Value does not carry forward for Add Back. Permissible Values for B064	Data is Confidential.
A Restenciled	Permissible Values for B031
D Destroyed or wrecked	CA Canada MX Mexico
L Lease terminated, removed from fleet	US United States
P Retired unserviceable beyond economic repair	
R Rebuilt S Sold Serviceable	Battery Composition B556
W Over age retired for dismantling	
Y Error, reporting did not exist	Indicates the type of composition in the internal battery Permissible Values for B556
Z Other	A Lead Acid
	P Lithium-Iron Phosphate
Specification	
	NOTES:
EOT Internal Data Logging can plug in a laptop and download multiple fie	This element is used to identify the battery composition within the EOTD
locomotive event recorder). The fields include: GPS lat/long, battery	All EOTD internal batteries are non-spillable.
voltage, speed, brake pipe pressure, light on/off, emergency valve stat	
	lithium. All EOTD batteries comply.
Permissible Values for B080 Y Yes	
1 Tes	GPS Equipped B557 Indicates the presence of a global positioning device through the following
ECP Brake Equipped	B347 communication method.
Indicates whether an EOTD is equipped for ECP type brakes	Permissible Values for B557
Value does not carry forward for Equipment Group Change.	3G Cellular 3G 4G Cellular 4G
Permissible Values for B347 Y Yes	5G Cellular 5G
r tes	NE Not Equipped SA Satellite
Equipment Builder	A035
Identifies the original manufacturer of the equipment	Validation Rule for B557
Permissible Values for A035	-GPS Equipped cannot be Cellular 3G if Built Date (BLDT) is on or after January 1, 2019
1 QUANTUM	
2 GLENAYRE (DSL)	NOTES:
4 PULSE ELEC. INC.	
5 WABTEC	• This element is used to identify whether the device contains cellular and
7 U.S. & S	GPS device capabilities. When new cellular technologies are deployed
8 NOT USED 9 NORFOLK SOUTHERN RWY	cellular companies plan for older technologies to expire.
B BALDWIN-LIMA-HAMILTON	Cellular 2G expired on January 1, 2018, and 3G is planned to expire
DPS DPS Electronics	January 1, 2019.
INVS Invensys Rail Corporation	
PRMK Progress Rail	Radio Wattage B558
SIEM Siemens	Indicates the device radio transmitter wattage
UNKN Unknown	Permissible Values for B558
Validation Rule for A035	2 2W
-Equipment Builder must be populated if the Built Date (BLDT) is July	5 5W 1, 8 8W
2010 or newer -Equipment built or rebuilt on or after July 1, 2010 cannot have a	
-Equipment built or rebuilt on or after July 1, 2010 cannot have a Equipment Builder of Unknown	<ul><li>NOTES:</li><li>This element is to identify the radio wattage.</li></ul>
-Equipment with a Built Date (BLDT) on or after July 1, 2010 cannot h	
an Equipment Builder Code of OWNER RAILROAD. -Equipment Builder can have a value of MULT only if the equipment h	Remote Disable B559
multiple units.	Indicates the device can be disabled remotely
	Permissible Values for B559
	N Not Equipped

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=Conditionally Mandatory

### **EOT Devices**



# **Data Specification Manual** 1

**B560** 

Y Yes

#### NOTES:

 This element is used to identify whether the device is capable of being remotely disabled.

**Remote Asset Health Monitoring** 

Indicates the equipment contains an asset health and status monitoring

#### accessible remotely Permissible Values for B560

- Е
- Equipped Not Equipped Ν

#### Validation Rule for B560

- If Remote Asset Health Monitoring Equipment is Equipped then GPS Equipped (B557) cannot be Not Equipped.

#### NOTES:

This element is used to identify whether the device is capable of remote asset health monitoring, e.g. battery level. Providing battery level enables EOTD Managers to prioritize finding low battery level devices higher than those that are not. Devices with deplenished battery power cannot send GPS pings.

B561

### NOTES:

- Supports improving shipping weights and understanding how much devices weigh for safety
- This element is used to identify the total weight of an EOT device including the air hose

	Cost	For connection set
<b>Original Cost</b>		A184
The original m	anufacturer selling price	Ind for Pos/
	ential. Value does not carry forward for Single Clon	e / Multi- equipme
Range of Valu	es for A184	Data is Conf
Minimum	Maximum	Input.
0	9999999	Permissible
Validation Rul	e for A184	N Neg
-Original C	ost must be equal to the Ledger Value if there are r	
& Bett	erments.	A&B Pos/Ne
-Original C	ost must be equal to the Ledger Value if Additions	& A code indic
Better	ments Indicator is not reported.	and bette
	narked freight cars except MISC, LOCO, TRLR, CONT , EOTD, and PSGR are required to have an Original	Data is cuili
-Private ma	arked freight cars except MISC, LOCO, TRLR, CONT,	CHSS, STWH, Permissible
,	and PSGR are required to have an Original Cost if E	Built Date N Neg
(BLDT)	) is on or after January 1, 2015	Validation F

#### NOTES:

- Original Cost is never altered. It is the cost of the equipment to the original owner.
- For railroad-marked cars, report in US dollars the original ledger value of the original owner For cars rebuilt, report the cost prescribed in MR Interchange Rule 88 and Circular Letter OT-24
- The original cost is used in the settlement of AAR Interchange Rule 107 Office Manual.
- For connected unit cars report the total original cost for all units in the set.
- Numeric, applicable to all railroad-marked cars Also, applicable to privately marked covered hopper (LO) cars.

Raise all cents to the next dollar, e.g. \$5	,501.02 = 0005502
Ledger Value	A150
The sum of original cost and additions & b	
Data is Confidential. Value does not carry	
Clone.	
Range of Values for A150	
Minimum         Maximum           0         99999999	
Validation Rule for A150	
-Original Cost must be equal to the Leo	lger Value if there are no Additions
& Betterments.	
-Ledger Value must equal the Original betterments, if Total A&B (A003) I	
Ledger Value should equal Origina	•
Total A&B	A003
System generated sum of all reported amo dollars	ounts in A&B Amount (A317), in US
Data is Confidential. System Generated Fi Input. Value does not carry forward Range of Values for A003	8
Minimum Maximum	
0 99999999	
<ul> <li>NOTES:</li> <li>For railroad-marked cars, report the suite</li> </ul>	n of all additions and bottormonts
applied to the car. This value is for reco	
<ul> <li>For private Cars report the additions an</li> </ul>	d betterments as qualified under AAR
interchange Rule 107 for determination	
<ul> <li>Additions are costs of all new compo</li> </ul>	
<ul> <li>the car was built or rebuilt and carrie</li> <li>Betterments are costs of all improve</li> </ul>	
equipment through the substitution	
subsequent to the date the car was b	uilt of rebuilt.
For connected unit cars report the total	Truck Location A for all units in the
set	
Ind for Pos/Neg Total A&B	A128
A code indicating the positive or negative a equipment	adjustment to the original cost of the
Data is Confidential. System Generated Fi	-
Input. Value does not carry forward	for Single Clone / Multi-Clone.
Permissible Values for A128 N Negative P Positive	
A&B Pos/Neg Ind	A316
A code indicating the positive or negative a and betterment	adjustment to the individual addition
Data is Confidential. Value does not carry	forward for Single Clone / Multi-
Clone. Permissible Values for A316	
N Negative P Positive	
Validation Rule for A316	
-When entering an individual Addition & B all 4 fields.	etterment, you must enter a value in
-The A&B Indicator is required when Addit	ions & Betterments are reported.
-The A&B Indicator must not be reported i	f Additions & Betterments are not
reported.	
A&B Amount	A317
The amount of the individual addition and from the original cost of the equipment	betterment added to or subtracted
Data is Confidential. Value does not carry	
Clone.	

Mandatory A=Used in ETC Generation

=Conditionally Mandatory



# Data Specification Manual

Range of Valu		The AAR or FRA interchange restriction code
Minimum	Maximum	System Generated Field. Used for Transportation Codes. This element is not
1 /alidation Ru	999999 le for A317	eligible for Input.
	ng an individual addition & betterment; A&B Date Done (A319),	<ul><li>NOTES:</li><li>For further explanation reference Appendix E.</li></ul>
	A318), A&B Pos/Neg Ind (A316), and A&B Amount (A317) must be	• For further explanation reference Appendix E.
reported		Mechanical Restriction TCME
	4210	User reported or system generated type of mechanical restriction
&B Date Do		Used for Transportation Codes.
	ne individual addition and betterment Iential. Value does not carry forward for Single Clone / Multi-	Permissible Values for TCME
Clone.	iential. Value does not carry for ward for single clone / Multi-	S Scrap
Range of Valu	ues for A319	X AAR Interchange Restriction NOTES:
Minimum	Maximum	For further explanation reference Appendix D.1
1/1/1900	12/31/9999	
/alidation Ru		Mech Restriction Reason TCMR
	itering an individual Addition & Betterment, you must enter a in all 4 fields.	The explanation of the Mechanical Restriction (TCME)
	and Betterment Date Done cannot be earlier than Built Date	Used for Transportation Codes.
(BLDT	Γ).	Permissible Values for TCMR
-Additions	s & Betterments Date Done cannot be later than today's date.	X         Restricted Due to Scrap or Early Warning           Z         Restricted Due to Umler Conflict (Not Valid for User Input)
		Z Restricted Due to Umler Conflict (Not Valid for User Input) NOTES:
A&B Type	A318	<ul> <li>For further explanation reference Appendix D.2.</li> </ul>
	Idividual addition and betterment as defined by Rule 107	<ul> <li>The assignment of the Transportation Codes S_, SX, XA, XZ and YA generate</li> </ul>
Data is Confid Clone.	lential. Value does not carry forward for Single Clone / Multi-	the Rate Indicator Code 6 to the CHARM file to zero (0) rate the car hire an
	/alues for A318	mileage rate.
	eneral - Capitalized Additions and Betterments	
INIT In	itial load of historical A&B amount as of Umler 4.6 implementation	Miscellaneous
	ate	Commercial Owner CIF B049
/alidation Ru	ile for A318 equipment, only one Individual A&B Type can have a value of	The Customer Identification File (CIF) number for a commercial owner at a
INIT.	equipment, only one multitudal A&B Type can have a value of	
INTL.		specific location
	tering an individual Addition & Betterment, you must enter a	specific location
-When en	itering an individual Addition & Betterment, you must enter a in all 4 fields.	Specific location Commercial Lessee CIF B048
-When en	in all 4 fields.	Commercial Lessee CIF B048 The Customer Identification File (CIF) number for a commercial lessee at a
-When en		Commercial Lessee CIF B048
-When en value	car Management	Commercial Lessee CIF B048 The Customer Identification File (CIF) number for a commercial lessee at a specific location
-When en value Pool Number	car Management	Commercial Lessee CIF       B048         The Customer Identification File (CIF) number for a commercial lessee at a specific location         Umler Effective Date       EFDT
-When en value Pool Number Jnique numb purpose	e in all 4 fields. Car Management P001 Der used to indicate the grouping of equipment for a particular	Commercial Lessee CIF       B048         The Customer Identification File (CIF) number for a commercial lessee at a specific location         Umler Effective Date       EFDT         The date the rating activity (pre-registration, modification, etc.) is expected to
-When en value Pool Number Jnique numb purpose Jsed for Tran	e in all 4 fields. Car Management P001 Deer used to indicate the grouping of equipment for a particular resportation Codes. This element is not eligible for Input. Value	Commercial Lessee CIF       B048         The Customer Identification File (CIF) number for a commercial lessee at a specific location         Umler Effective Date       EFDT         The date the rating activity (pre-registration, modification, etc.) is expected to occur
-When en value Pool Number Jnique numb purpose Jsed for Tran	e in all 4 fields. Car Management P001 Der used to indicate the grouping of equipment for a particular	Commercial Lessee CIF       B048         The Customer Identification File (CIF) number for a commercial lessee at a specific location         Umler Effective Date       EFDT         The date the rating activity (pre-registration, modification, etc.) is expected to
-When en value Pool Number Jnique numb purpose Jsed for Tran does no	e in all 4 fields.  Car Management P001 Per used to indicate the grouping of equipment for a particular esportation Codes. This element is not eligible for Input. Value t carry forward for Equipment Group Change / Add Back.	Commercial Lessee CIF       B048         The Customer Identification File (CIF) number for a commercial lessee at a specific location       Image: Commercial lessee at a specific location         Umler Effective Date       EFDT         The date the rating activity (pre-registration, modification, etc.) is expected to occur         This element is not eligible for Query. Does not Carry Forward.
-When en value Pool Number Jnique numb purpose Jsed for Tran does no Jser Routing	e in all 4 fields.  Car Management P001 Provide the grouping of equipment for a particular Poportation Codes. This element is not eligible for Input. Value t carry forward for Equipment Group Change / Add Back. Instructions TCUR	Commercial Lessee CIF       B048         The Customer Identification File (CIF) number for a commercial lessee at a specific location       Image: Commercial lessee at a specific location         Umler Effective Date       EFDT         The date the rating activity (pre-registration, modification, etc.) is expected to occur       Image: Commercial lessee at a specific location         This element is not eligible for Query. Does not Carry Forward.       Validation Rule for EFDT         -Effective Date cannot be set to more than 13 months in the future.       NOTES:
-When en value Pool Number Unique numb purpose Used for Tran does no User Routing The routing in	r in all 4 fields.   Car Management  P001  rer used to indicate the grouping of equipment for a particular  rsportation Codes. This element is not eligible for Input. Value t carry forward for Equipment Group Change / Add Back.  Instructions  TCUR  rstruction reported by the user	Commercial Lessee CIF       B048         The Customer Identification File (CIF) number for a commercial lessee at a specific location       Image: Commercial lessee at a specific location         Umler Effective Date       EFDT         The date the rating activity (pre-registration, modification, etc.) is expected to occur       Image: Commercial lessee at a specific location         This element is not eligible for Query. Does not Carry Forward.       Validation Rule for EFDT         -Effective Date cannot be set to more than 13 months in the future.       NOTES:         • Effective Date will default to the 1st of the following month that equipment
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-When en value Pool Number Unique numb purpose Used for Tran does no User Routing The routing in Used for Tran Permissible V	e in all 4 fields.	Commercial Lessee CIF       B048         The Customer Identification File (CIF) number for a commercial lessee at a specific location       Image: Commercial Lessee at a specific location         Umler Effective Date       EFDT         The date the rating activity (pre-registration, modification, etc.) is expected to occur       Image: Commercial Lessee at a specific location         This element is not eligible for Query. Does not Carry Forward.       Validation Rule for EFDT         -Effective Date cannot be set to more than 13 months in the future.       NOTES:         • Effective Date will default to the 1st of the following month that equipment is registered
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-When en value va	e in all 4 fields.	Commercial Lessee CIF       B048         The Customer Identification File (CIF) number for a commercial lessee at a specific location       Image: Commercial Lessee at a specific location         Umler Effective Date       EFDT         The date the rating activity (pre-registration, modification, etc.) is expected to occur       Is expected to occur         This element is not eligible for Query. Does not Carry Forward.       Validation Rule for EFDT         -Effective Date cannot be set to more than 13 months in the future.       NOTES:         • Effective Date will default to the 1st of the following month that equipmen is registered       Inspection         Inspection Date Done       DTDN         The date the inspection was completed; used for all inspection types reported on equipment       Value does not carry forward for Single Clone / Multi-Clone / Add Back.         Validation Rule for DTDN       -The inspection date must not be 60 days before the Build Date         Inspection Due Date       INDD         The due date of the next inspection; used for all inspection types reported on equipment       System Generated Field. This element is not eligible for Input. Value does not carry forward for Single Core provement of the



# **EOT Devices**

# Data Specification Manual

on equipment	
Value does not carry forward for Single Clone / Multi-Clone / Add	Back.
Inspection Reporter	REPT
The SCAC that reported the inspection; used for all inspection type equipment	es reported on
Value does not carry forward for Single Clone / Multi-Clone / Add	Back.
Location/SPLC	SPLC

The SPLC of the inspecting location; used for all inspection types reported on equipment

Value does not carry forward for Single Clone / Multi-Clone / Add Back.



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Empty/Load Device Eqpd (B075) Remote Monitoring Device (B176) Intermediate Conn Style (B115) Equipment Builder (A035) Builder Lot Code (B030) Built Country (B031) Rebuilt Country (B170) Cost Original Cost (A184) Ledger Value (A150) Total A&B (A003) Ind for Pos/Neg Total A&B (A128) A&B Pos/Neg Total A&B (A128) A&B Done (A316) A&B Date Done (A319) A&B Type (A318) Car Management Pool Number (P001) User Routing Instructions (TCUR) Umler Transportation Code (TCCD) Transportation Code (TCCD) Mechanical Restriction (TCMR) Sys Gen Routing Inst (TCGR) Truck Components Axles Spacing Distance (B020)	259 260 260 261 261 261 261 261 262 262 262 262 262
Empty/Load Device Eqpd (B075) Remote Monitoring Device (B176) Intermediate Conn Style (B115) Equipment Builder (A035) Builder Lot Code (B030) Built Country (B031) Rebuilt Country (B170) Cost Original Cost (A184) Ledger Value (A150) Total A&B (A003) Ind for Pos/Neg Total A&B (A128) A&B Pos/Neg Ind (A316) A&B Amount (A317) A&B Date Done (A319) A&B Type (A318) Car Management Pool Number (P001) User Routing Instructions (TCUR) Umler Transportation Code (TCCD) Transportation Code (TCCD) Transportation Code (TCCD) Mechanical Restriction (TCMR) Sys Gen Routing Inst (TCGR) Truck Components Axles Spacing Distance (B020) Truck Axle Count (B252)	259 260 261 261 261 261 261 261 262 262 262 262
Empty/Load Device Eqpd (B075) Remote Monitoring Device (B176) Intermediate Conn Style (B115) Equipment Builder (A035) Builder Lot Code (B030) Built Country (B031) Rebuilt Country (B170) <b>Cost</b> Original Cost (A184) Ledger Value (A150) Total A&B (A003) Ind for Pos/Neg Total A&B (A128) A&B Pos/Neg Ind (A316) A&B Amount (A317) A&B Date Done (A319) A&B Date Done (A319) A&B Type (A318) <b>Car Management</b> Pool Number (P001) User Routing Instructions (TCUR) Umler Transportation Code (TCOD) Transportation Code (TCOD) Mechanical Restriction (TCME) Mech Restriction Reason (TCMR) Sys Gen Routing Inst (TCGR) <b>Truck Components</b> Axles Spacing Distance (B020) Truck Axle Count (B252)	259 260 260 261 261 261 261 261 261 262 262 262 262
Empty/Load Device Eqpd (B075) Remote Monitoring Device (B176) Intermediate Conn Style (B115) Equipment Builder (A035). Builder Lot Code (B030) Built Country (B031) Rebuilt Country (B170) <b>Cost</b> Original Cost (A184) Ledger Value (A150) Total A&B (A003). Ind for Pos/Neg Total A&B (A128) A&B Pos/Neg Ind (A316) A&B Amount (A317) A&B Date Done (A319) A&B Date Done (A319) A&B Type (A318). <b>Car Management</b> Pool Number (P001). User Routing Instructions (TCUR) Umler Transportation Code (TCCD). Transportation Cond Code (TCCD). Mechanical Restriction (TCME). Mech Restriction Reason (TCMR) Sys Gen Routing Inst (TCGR). <b>Truck Components</b> Axles Spacing Distance (B020). Truck Axle Count (B252). Journal Size (A147). Wheel Diameter (A294).	2599 2600 2611 2611 2611 2611 2611 2612 2622 262
Empty/Load Device Eqpd (B075) Remote Monitoring Device (B176) Intermediate Conn Style (B115) Builder Lot Code (B030) Built Country (B031) Rebuilt Country (B170) <b>Cost</b> Original Cost (A184) Ledger Value (A150) Total A&B (A003) Ind for Pos/Neg Total A&B (A128) A&B Pos/Neg Ind (A316) A&B Amount (A317) A&B Date Done (A319) A&B Type (A318) <b>Car Management</b> Pool Number (P001) User Routing Instructions (TCUR) Umler Transportation Code (TCCD) Transportation Cond Code (TCCD) Mechanical Restriction (TCME) Mech Restriction Reason (TCMR) Sys Gen Routing Inst (TCGR) <b>Truck Components</b> Axles Spacing Distance (B020) Truck Axle Count (B252) Journal Size (A147) Wheel Diameter (A294) Stability Device Equipped (B199)	259 260 261 261 261 261 261 261 261 262 262 262
Empty/Load Device Eqpd (B075) Remote Monitoring Device (B176) Intermediate Conn Style (B115) Equipment Builder (A035) Builder Lot Code (B030) Built Country (B031) Rebuilt Country (B170) <b>Cost</b> Original Cost (A184) Ledger Value (A150) Total A&B (A003) Ind for Pos/Neg Total A&B (A128) A&B Pos/Neg Ind (A316) A&B Pos/Neg Ind (A316) A&B Date Done (A319) A&B Type (A318) <b>Car Management</b> Pool Number (P001) User Routing Instructions (TCUR) Umler Transportation Code (TCCD) Transportation Code (TCCD) Transportation Code (TCCD) Mechanical Restriction (TCMR) Sys Gen Routing Inst (TCGR) Truck <b>Components</b> Axles Spacing Distance (B020) Truck Axle Count (B252) Journal Size (A147) Wheel Diameter (A294) Stability Device Equipped (B199)	2599 2600 2611 2611 2611 2612 2612 2622 2622
Empty/Load Device Eqpd (B075) Remote Monitoring Device (B176) Intermediate Conn Style (B115) Equipment Builder (A035) Builder Lot Code (B030) Built Country (B031) Rebuilt Country (B170) <b>Cost</b> Original Cost (A184) Ledger Value (A150) Total A&B (A003) Ind for Pos/Neg Total A&B (A128) A&B Pos/Neg Ind (A316) A&B Date Done (A319) A&B Date Done (A319) A&B Date Done (A319) A&B Type (A318) <b>Car Management</b> Pool Number (P001) User Routing Instructions (TCUR) Umler Transportation Code (TCOD) Transportation Code (TCOD) Transportation Code (TCOD) Transportation Code (TCOD) Mechanical Restriction (TCME) Mech Restriction Reason (TCMR) Sys Gen Routing Inst (TCGR) Axles Spacing Distance (B020) Truck <b>Components</b> Axles Spacing Distance (B020) <b>Commercial Owner CIF</b> (B049)	2599 2600 2611 2611 2611 2611 2612 2622 2622
Empty/Load Device Eqpd (B075) Remote Monitoring Device (B176) Intermediate Conn Style (B115) Equipment Builder (A035) Builder Lot Code (B030) Built Country (B031) Rebuilt Country (B170) <b>Cost</b> Original Cost (A184) Ledger Value (A150) Total A&B (A003) Ind for Pos/Neg Total A&B (A128) A&B Pos/Neg Ind (A316) A&B Amount (A317) A&B Date Done (A319) A&B Date Done (A319) A&B Type (A318) <b>Car Management</b> Pool Number (P001) User Routing Instructions (TCUR) Umler Transportation Code (TCOD) Transportation Code (TCCD) Mechanical Restriction (TCME) Mech Restriction Reason (TCMR) Sys Gen Routing Inst (TCGR) Truck Components Axles Spacing Distance (B020) Truck Axle Count (B252) Journal Size (A147) Wheel Diameter (A294) Stability Device Equipped (B199) <b>Miscellaneous</b>	259 260 260 261 261 261 261 261 262 262 262 262 262
Empty/Load Device Eqpd (B075) Remote Monitoring Device (B176) Intermediate Conn Style (B115) Equipment Builder (A035) Builder Lot Code (B030) Built Country (B031) Rebuilt Country (B170) <b>Cost</b> Original Cost (A184) Ledger Value (A150) Total A&B (A003) Ind for Pos/Neg Total A&B (A128) A&B Pos/Neg Ind (A316) A&B Date Done (A319) A&B Date Done (A319) A&B Date Done (A319) A&B Type (A318) <b>Car Management</b> Pool Number (P001) User Routing Instructions (TCUR) Umler Transportation Code (TCOD) Transportation Code (TCOD) Transportation Code (TCOD) Transportation Code (TCOD) Mechanical Restriction (TCME) Mech Restriction Reason (TCMR) Sys Gen Routing Inst (TCGR) Axles Spacing Distance (B020) Truck <b>Components</b> Axles Spacing Distance (B020) <b>Commercial Owner CIF</b> (B049)	259 260 260 261 261 261 261 261 262 262 262 262 262
Empty/Load Device Eqpd (B075) Remote Monitoring Device (B176) Intermediate Conn Style (B115) Equipment Builder (A035) Builder Lot Code (B030) Built Country (B031) Rebuilt Country (B170) <b>Cost</b> Original Cost (A184) Ledger Value (A150) Total A&B (A003) Ind for Pos/Neg Total A&B (A128) A&B Pos/Neg Ind (A316) A&B Amount (A317) A&B Date Done (A319) A&B Type (A318) <b>Car Management</b> Pool Number (P001) User Routing Instructions (TCUR) Umler Transportation Code (TCCD) Transportation Code (TCCD) Transportation Code (TCCD) Mechanical Restriction (TCME) Mech Restriction Reason (TCMR) Sys Gen Routing Inst (TCGR) Truck Components Axles Spacing Distance (B020) Truck Axle Count (B252) Journal Size (A147) Wheel Diameter (A294) Stability Device Equipped (B199) <b>Miscellaneous</b> Commercial Owner CIF (B048)	2599 2600 2611 2611 2611 2612 2621 2622 2622
Empty/Load Device Eqpd (B075) Remote Monitoring Device (B176) Intermediate Conn Style (B115) Equipment Builder (A035) Builder Lot Code (B030) Built Country (B031) Rebuilt Country (B170) <b>Cost</b> Original Cost (A184) Ledger Value (A150) Total A&B (A003) Ind for Pos/Neg Total A&B (A128) A&B Pos/Neg Ind (A316) A&B Amount (A317) A&B Date Done (A319) A&B Type (A318) <b>Car Management</b> Pool Number (P001) User Routing Instructions (TCUR) Umler Transportation Code (TCCD) Transportation Code (TCCD) Transportation Code (TCCD) Mechanical Restriction (TCME) Mech Restriction Reason (TCMR) Sys Gen Routing Inst (TCGR) Truck Components Axles Spacing Distance (B020) Truck Axle Count (B252) Journal Size (A147) Wheel Diameter (A294) Stability Device Equipped (B199) <b>Miscellaneous</b> Commercial Owner CIF (B048)	2599 2600 2611 2611 2611 2612 2621 2622 2622
Empty/Load Device Eqpd (B075) Remote Monitoring Device (B176) Intermediate Conn Style (B115) Builder Lot Code (B030) Built Country (B031) Rebuilt Country (B031) Rebuilt Country (B170) <b>Cost</b> Original Cost (A184) Ledger Value (A150) Total A&B (A003) Ind for Pos/Neg Total A&B (A128) A&B Pos/Neg Ind (A316) A&B Date Done (A319) A&B Date Done (A319) A&B Date Done (A319) A&B Type (A318). <b>Car Management</b> Pool Number (P001) User Routing Instructions (TCUR) Umler Transportation Code (TCCD) Transportation Code (TCCD) Transportation Reason (TCMR) Sys Gen Routing Inst (TCGR). <b>Truck Components</b> . Axles Spacing Distance (B020) Truck Axle Count (B252) Journal Size (A147). Wheel Diameter (A294) Stability Device Equipped (B199) <b>Miscellaneous</b> Commercial Lessee CIF (B049) Commercial Commercial	2599 2600 2611 2611 2611 2612 2621 2621 2622 2622 2622 2622 2622 2622 2622 2622 2622 2622 2622 2622 2622 2622 2623 2633 2633 2633 2633 2633 2633 2633 2634 2644 264

Inspection Date Done (DTDN)	
Inspection Due Date (INDD)	
Inspection Performer (PERF)	
Inspection Reporter (REPT)	
Location/SPLC (SPLC)	
Air Brake Test Device (B523)	

Mandatory

# Umler®

# **Data Specification Manual**

International state       Iminum       Maximu         Identifies the current operational state       Iminum       Maximu         Does not Carry Forward.       Permissible Values for USCD       A         A ACTIVE       I       INACTIVE       Pereficience         P PREFICIENCE       NOTES:       • For Restencil and Clone process the initial Status of a car should be Pre-fregistered       • Rebuilt/Increased       • Rebuilt/Increased         • All Add-Back processes should initially set the Status to Pre-Registered       • Rebuilt/Increased       • Rebuilt/Increased         • If the Status changes to Active due to movement and the car was created       • For connected unit       • Data is Confidential.         Equipment ID       0001       The equipment stendled number       • Data is Confidential.       • Pre-Resible Values for Nonool         • Equipment ID       0001       • Contrest on the argo on tarry forward for Transportation Codes.       • Pre-missible Values for UMND         • Tors sportation Codes.       • Permissible Values for UMND       • Noo Y       • Viel dees not carry for Yowerd for Single Coner / Multi-Restenci.         • Mater mask to a consportation Codes.       • Premissible Values for UMND       • Report the primary one value data is confidential.         • Suit Date Mandatory       BLDT       • Noo Y       • Value dees not carry for Yowerd for Single Conerelation         •	Data Specific	ation Manual
Identifies the current operational state       Iminum       Maximu         Obes not Carry Forward.       Permissible Values for USCD       A         A ACTVE       I       INACTVE         Permissible Values for USCD       A       A         A ACTVE       I       INACTVE         P PREREGISTERED       NOTEs:       •         • IA Add-Back processes should initially set the Status of a car should be Pre-Registered       •         • All Add-Back processes should initially set the Status of a car should be Pre-Registered       •         • If the Status changes to Active due to movement and the car was created       •         • If the Status changes to Active due to movement and the car was created       •         • If the Status changes to Active due to movement and the car was created       •         • If the Status changes to Active due to movement and the car was created       •         • Validation Rule for 0001       -         -Equipment ID       0001         The equipment stenciled number       •         • Validation Rule for 0001       -         -Equipment Number must not be larger than 6 digits (i.e., 999999)       •         NOTEs:       •         • Up to 500 cars can be added or updated in a transaction.       •         When adding an equipment record, ensure thap rior Equip	General	
Identifies the current operational state       I/1/1900       12/31         Does not Carry Forward.       INACTIVE       INACTIVE         Permissible Values for USCD       A CATIVE       INACTIVE         NOTES:       INACTIVE       Rebuilt Date must Neeling in the initial Status of a car should be Pre- Registered.       Reference initial Status of a car should be Pre- Registered and I andomatically have its Status changed to Active for the initial change when TRAIN detects three (3) movements on the car       Raif add Back processes should initially set the Status to Pre-Registered         A ACTIVE       I All Add-Back processes should initially set the Status changed to Active due to movement and the car was created from a Restencil, the Prior Equipment ID (PRID) or source car will have its status changed to inactive automatically by Umier       Rebuilt Flag         Equipment ID includes the mark and number two to be larger than 6 digits (i.e., ABCD99999).       Oto Cars can be added or updated in a transaction.       No         Merkanical Designation Mondotory       UMMD       Owner Mandatory         St Steel Wheel Set       Equipment Type Code       UMET         Built Date Mandotory       UMMT         Data is Confidential. Used for Transportation Codes.       Permissible Values for Transportation Codes.         Permissible Values for BLDT       Maite Restencil         St Steel Wheel Set       Equipment Type Code         Buit Date Mandotory       UMET	Status Code Mandatory USCD	Range of Values for RBDT
Does not Carry Forward.       Permissible Values for USD         A ACTIVE       I NACTIVE         P PRE-RESISTERED	Identifies the current operational state	
P       PRE-REGISTERED         NOTES:       - Rebuilt Date must         • All Add-Back processes should initially set the Status to Pre-Registered       • A Pre-registered car will automatically have its status changed to Active for the initial change when TRAIN detects three (3) movements on the car       • Private cars - applic Accounting Rules, a Manual.         • All Add-Back processes should initially set the Status changed to Active for the initial change when TRAIN detects three (3) movements on the car       • Private cars - applic Accounting Rules, a Manual.         • All Add-Back processes should initially set the Status changed to Active for the initial change when TRAIN detects three (3) movements on the car       • Private cars - applic Accounting Rules, a Manual.         • If the Status changes to Active due to movement and the car was created for a Respensible values for UMI       • For connected unit.         • Cauipment 1D       0001       • Private cars - applic Manual.         • Validation Rule for 0001       • For connected unit.       • Private cars - applic Manual.         • Cauipment 1D       0001       • Private cars - applic Manual.         • Validation Rule for 0001       • Private cars - applic Manual.       • Private cars - applic Manual.         • For connected unit carw was created for mark and number was created field.       • Private cars - applic Manual.         • Up to 500 cars can be added or updated in a transaction.       • Multi-Restencl.         • Mechanical Designation Mandotory	Permissible Values for USCD	1/1/1900   12/31/999 Validation Rule for RBDT -Rebuilt/Increased Life
<ul> <li>A counting Rules, a Manual.</li> <li>A accounting Rules, a Manual.</li> <li>A counting Rules, a Manual.</li> <li>A counting Rules, a Manual.</li> <li>A counting Rules, a Manual.</li> <li>A pre-registered ar will automatically bave its Status changed to Active for the initial change when TRAIN detects three (3) movements on the car was created from a Restencil, the Prior Equipment ID (PRID) or source car will have its status changed to Inactive automatically by Umler</li> <li>Equipment ID</li> <li>The equipment stenciled number</li> <li>Validation Rule for 0001</li> <li>-Equipment ID includes the mark and number stenciled on the equipment. Marks can be up to 4 characters and number up to 6 digits (i.e., 999999)</li> <li>NOTES:</li> <li>Equipment ID includes the mark and number stenciled on the equipment to Code.</li> <li>When adding an equipment record, ensure that Prior Equipment ID (PRID) is reported, unless the equipment is new.</li> <li>Mechanical Designation Mandatory</li> <li>Used for Transportation Codes.</li> <li>Equipment Type Code</li> <li>Multi Date Musel for Transportation Codes.</li> <li>Permissible Values for Transportation Codes.</li> <li>Please Refer to Appendix I for More information Regarding ETC Generation</li> <li>Maintenance Party</li> <li>Fue adue for BLDT</li> <li>Built Date Musel for Transportation Codes.</li> <li>Please Refer to Appendix I for More information Regarding ETC Generation</li> <li>Please Refer to Appendix I for More information Regarding ETC Generation</li> <li>Maintenance Party</li> <li>Fue adue for BLDT</li> <li>Built Date must not be in the future for equipment in Active Status -Prior and larget equipment's Built Date (BLDT) must match for restenciling.</li> <li>Mark Owner Category</li> <li>The company that own System Generated Field.</li> <li>The apprint perporting mark of Value does not Carry forward for the requipment. Suilt Date (BLDT) must</li></ul>	P PRE-REGISTERED	
<ul> <li>A Theregoties Lange when TRAIN detects there (3) movements on the car will have its status change of Active due to movement and the car was created from a Restencil, the Prior Equipments on the Car will have its status change of Active due to movement and the car was created from a Restencil, the Prior Equipment (D (PRID) or source car will have its status change of the Status change of Active due to movement and the car was created from a Restencil, the Prior Equipment (D (PRID) or Source car will have its status change of the Active due to movement and the car was created from a Restencil, the Prior Equipment (D (PRID) or Source car will have its status change of the Active for UD (PRID) in Primsible Values for N N (P Y)</li> <li>Equipment ID includes the mark and number stenciled on the equipment in C (PRID) is reported, unless the equipment is new.</li> <li>Mechanical Designation Mandetory UMMD Equipment description without physical dimensions (Permissible Values for UMMD ST Steel Wheel Set (Permissible Values for EDT (Permissible Values for EDT (Permissible Value for Transportation Codes. Value does not carry for ward for Single Clone / Multi-Clone.</li> <li>Range of Value for BUT (Permissible Value for Transportation Codes. Value does not carry for ward for Single Clone / Multi-Clone.</li> <li>Permissible Values for BUT (Permissible Value for Transportation Codes. Value does not carry for ward for single Clone / Multi-Clone.</li> <li>Permissible Value for Transportation Codes. Value does not carry forward for Single Clone / Multi-Clone.</li> <li>Permissible Value for Transportation Codes. Value does not carry forward for the equipment is a</li></ul>	Registered.	Accounting Rules, and the Manual.
status changed to Inactive automatically by Umler         Equipment ID       0001         The equipment stenciled number       0001         Validation Rule for 0001       -Equipment Number must not be larger than 6 digits (i.e., 999999)         NOTES:       Qwner Mandatory         Permissible Values for Mondotory       UMMD         Equipment ID includes the mark and number stenciled on the equipment. Marks can be up to 4 characters and number up to 6 digits (i.e., ABCD99999).       Worer Mandatory         When adding an equipment record, ensure that Prior Equipment ID (PRID) is reported, unless the equipment is new.       Image of Values for Mondatory         Wechanical Designation Mandatory       UMMD         Equipment Type Code       UMET         An alpha numeric code that describes the physical attributes of equipment System Generated Field. This element is not eligible for Input.       Value does not carry for Multi-Restencil.         NOTES:       • Please Refer to Appendix I for More information Regarding ETC Generation       • Uset for Transportation Codes. Value does not carry forward for Single Clone / Multi-Clone.       • Notes:         Built Date must be within the last 99 years       • Notes in the future for equipment in Active Status -Prior and target equipment's Built Date (BLDT) must match for restenciling       • Maintenance Party The congent the Greated File carry forward for Change / Add Ba         Permissible Values for BLDT       • Data is public for railroad marked equipment.	<ul><li>the initial change when TRAIN detects three (3) movements on the car</li><li>If the Status changes to Active due to movement and the car was created</li></ul>	<ul> <li>Private cars applicable Rule 88, Section C, Offic</li> <li>For connected unit cars Date unless car has been</li> </ul>
Equipment ID       0001         The quipment stenciled number       Used is Confidential. S         Validation Rule for 0001       .Equipment Number must not be larger than 6 digits (i.e., 999999)         NOTES:       • Equipment ID includes the mark and number stenciled on the equipment. Marks can be up to 4 characters and number up to 6 digits (i.e., A&CD999999).       • Up to 500 cars can be added or updated in a transaction.       • When adding an equipment record, ensure that Prior Equipment ID (PRID) is reported, unless the equipment is new.       • Walue does not carry for Multi-Restencil.         Mechanical Designation Mandatory       UMMD         Equipment Type Code       UMET         An alpha numeric code that describes the physical attributes of equipment       • Used for Transportation Codes.         Permissible Values for BLDT       • Please Refer to Appendix I for More information Regarding ETC Generation         Built Date Mandatory       BLDT         The date the construction of the equipment is complete       •         Data is Confidential. Used for Transportation Codes.       Value does not carry forward for Single Clone / Multi-Clone.         Range of Values for BLDT       •       •         Minimum       Maximum       1/1/1/190         Jult Date must be within the last 99 years       •         • Data is public for railroad marked equipment.       •         • Prior and target equipment's Built Date (BLDT		
The equipment stenciled number       Input.         Validation Rule for 0001       -Equipment Number must not be larger than 6 digits (i.e., 999999)         NOTES:       • Equipment ID includes the mark and number stenciled on the equipment. Marks can be up to 4 characters and number up to 6 digits (i.e., ARCD999999).       • Owner Mandatory         • Up to 500 cars can be added or updated in a transaction.       • When adding an equipment record, ensure that Prior Equipment ID (PRID) is reported, unless the equipment is new.       • No Y Y         Mechanical Designation Mandatory       UMIND         Equipment description without physical dimensions       •         Used for Transportation Codes.       •         Permissible Values for UMMD       ST         ST       Stele Wheel Set         Equipment Type Code       UMET         An alpha numeric code that describes the physical attributes of equipment       •         System Generated Field. This element is not eligible for Input.       •         NOTES:       •       •         Built Date Mandatory       BLDT       •         The date the construction of the equipment is complete       •       •         •       Plaas is Confidential. Used for Transportation Codes.       Value does not carry for ward for Single Clone / Multi-Clone.         Range of Values for BLDT       •       •       • <t< td=""><td>Equipment ID 0001</td><td></td></t<>	Equipment ID 0001	
Intervention       Permissible Values for         Validation Rule for 0001		
NOTES: <ul> <li>Equipment ID includes the mark and number stenciled on the equipment. Marks can be up to 4 characters and number up to 6 digits (i.e., ABCD999999).</li> <li>Up to 500 cars can be added or updated in a transaction.</li> <li>When adding an equipment record, ensure that Prior Equipment ID (PRID) is reported, unless the equipment is new.</li> </ul> <li>Mechanical Designation Mandatory         <ul> <li>Used for Transportation Codes.</li> <li>Permissible Values for UMMD</li> <li>ST Steel Wheel Set</li> </ul> </li> <li>Equipment Type Code         <ul> <li>Mark addit of the equipment is not eligible for Input.</li> <li>NOTES:</li> <li>Please Refer to Appendix I for More information Regarding ETC Generation</li> <li>Built Date Mandatory             <ul> <li>Built Date Mandatory</li> <li>Maintenance Party</li> <li>The date the construction of the equipment is complete</li> <li>Data is Confidential. Used for Transportation Codes. Value does not carry forward for Single Clone / Multi-Clone.</li> <li>Range of Values for BLDT             <ul> <li>Maintenance Party</li> <li>The parent reporting mark of mark of the equipment in Active Status</li> <li>-Prior and target equipment's Built Date (BLDT) must match for restenciling</li> <li>Data is public for railroad marked equipment.</li> <li>For connected unit cars report the oldest car in the set.</li> <li>Permissibe Values for B</li> <li>US Private</li> </ul> </li> </ul></li></ul></li>	Validation Rule for 0001	Permissible Values for RBF
ABCD99999). Ulture does not carry for Multi-Restencil. Walue does not carry for Multi-Restencil. Walue does not carry for Multi-Restencil. MOTES: Parmissibe Values for UMMD ST Steel Wheel Set Equipment Type Code UMET An alpha numeric code that describes the physical attributes of equipment System Generated Field. This element is not eligible for Input. NOTES: Please Refer to Appendix I for More information Regarding ETC Generation Built Date Mandatory Inte date the construction of the equipment is complete Data is Confidential. Used for Transportation Codes. Range of Values for BLDT Minimum Maximum 1/1/1900 12/31/9999 Validation Rule for BLDT Built Date must be within the last 99 years -Built Date must be within the last 99 years -Built Date must be within the last 99 years -Built Date must be within the last 99 years -Built Date must be within the last 99 years -Built Date must be company the oldest car in the set. Rebuilt / LIS Date Rebuilt / LIS Date Value does not carry for BLDT Value for Transportation Codes. Autor Addition Rule for BLDT Minimum NoTES: Data is public for railroad marked equipment. Rebuilt / LIS Date Rebuilt / LIS Date Value does not carry for BUDT Rebuilt / LIS Date Value does not carry for BUDT Value for Intervention for an reparate fiel Carry forward for Change / Add Ba Permissibe Values for BUDT Rebuilt / LIS Date Rebuilt / LIS Date Value does not carry for BUDT Value for Transportation Codes. Rebuilt / LIS Date Value does not carry for BUDT	NOTES:	Owner Mandatory
<ul> <li>When adding an equipment record, ensure that Prior Equipment ID (PRID) is reported, unless the equipment is new.</li> <li>Mechanical Designation Mandatary</li> <li>Mump</li> <li>Equipment description without physical dimensions</li> <li>Used for Transportation Codes.</li> <li>Permissible Values for UMMD</li> <li>ST Steel Wheel Set</li> <li>Equipment Type Code</li> <li>MIET</li> <li>An alpha numeric code that describes the physical attributes of equipment</li> <li>System Generated Field. This element is not eligible for Input.</li> <li>NOTES:</li> <li>Please Refer to Appendix I for More information Regarding ETC Generation</li> <li>Built Date Mandatary</li> <li>Built Date Mandatary</li> <li>Built Date Mandatary</li> <li>Built Date Maximum</li> <li>Maximum</li> <li>Maximum</li> <li>Maximum</li> <li>Maintenance Party</li> <li>The age of Values for BLDT</li> <li>Built Date must not be in the future for equipment in Active Status</li> <li>Prior and target equipment's Built Date (BLDT) must match for restenciling</li> <li>NOTES:</li> <li>Data is public for railroad marked equipment.</li> <li>For connected unit cars report the oldest car in the set.</li> <li>Rebuilt / LLS Date</li> <li>RBDT</li> </ul>		Primary reporting mark of Value does not carry forwa
Mechanical Designation Mandatory       UMMD         Equipment description without physical dimensions       owning the car. Wh         Equipment description without physical dimensions       owning the car. Wh         Used for Transportation Codes.       Permissible Values for UMMD         ST       Steel Wheel Set         Equipment Type Code       UMET         An alpha numeric code that describes the physical attributes of equipment       System Generated Field. This element is not eligible for Input.         NOTES:       • Please Refer to Appendix I for More information Regarding ETC Generation         Built Date Mandatory       BLDT         The date the construction of the equipment is complete       •         Data is Confidential. Used for Transportation Codes. Value does not carry forward for Single Clone / Multi-Clone.       •         Range of Values for BLDT       •         Built Date must not be in the future for equipment in Active Status       •         • Prior and target equipment's Built Date (BLDT) must match for restenciling       •         NOTES:       •       Data is public for railroad marked equipment.         • For connected unit cars report the oldest car in the set.       •       Mark Owner Category The company that own System Generated Fiel         Rebuilt / ILS Date       RBDT       *       System Generated Fiel		
Equipment description without physical dimensions <ul> <li>Equipment description without physical dimensions</li> <li>Used for Transportation Codes.</li> </ul> <ul> <li>Permissible Values for UMMD</li> <li>ST Steel Wheel Set</li> </ul> Equipment Type Code <ul> <li>UMET</li> <li>An alpha numeric code that describes the physical attributes of equipment</li> <li>System Generated Field. This element is not eligible for Input.</li> </ul> UMET <ul> <li>An alpha numeric code that describes the physical attributes of equipment</li> <li>System Generated Field. This element is not eligible for Input.</li> <li>NOTES:             <ul> <li>Please Refer to Appendix I for More information Regarding ETC Generation</li> <li>Value does not carry for Multi-Restencil.</li> <li>Value does not carry forward for Single Clone / Multi-Clone.</li> <li>Range of Values for BLDT             <ul> <li>Maintenance Party</li> <li>The parent reporting neported.</li> </ul> </li> <li>Maintenance Party         <ul> <li>The parent reporting neported.</li> <li>Maintenance Party</li> <li>The parent reporting neported.</li> <li>Maintenance Party</li> <li>The parent reporting neported.</li> <li>Maintenance Party</li> <li>The parent reporting neported.</li> <li>Maintenance Party&lt;</li></ul></li></ul></li></ul>	reported, unless the equipment is new.	<ul> <li>Report the primary report owning the car. When c</li> </ul>
Used for Transportation Codes. Permissible Values for UMMD ST Steel Wheel Set Equipment Type Code An alpha numeric code that describes the physical attributes of equipment System Generated Field. This element is not eligible for Input. NOTES: Please Refer to Appendix I for More information Regarding ETC Generation Built Date Mandatory The date the construction of the equipment is complete Data is Confidential. Used for Transportation Codes. Value does not carry forward for Single Clone / Multi-Clone. Range of Values for BLDT Minimum Maximum 1/1/1900 12/31/9999 Validation Rule for BLDT Built Date must pe within the last 99 years -Built Date must not be in the future for equipment in Active Status -Prior and target equipment's Built Date (BLDT) must match for restenciling NOTES: Data is public for railroad marked equipment. Frior connected unit cars report the oldest car in the set. Rebuilt / ILS Date Rebuilt / ILS Date		capital lease company, e
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Identities the valuesEquipment Type CodeUMETAn alpha numeric code that describes the physical attributes of equipmentUsed for TransportationSystem Generated Field. This element is not eligible for Input.LesseeNOTES:•Please Refer to Appendix I for More information Regarding ETC GenerationBuilt Date MandatoryBLDTThe date the construction of the equipment is complete•Data is Confidential. Used for Transportation Codes. Value does not carry forward for Single Clone / Multi-Clone.•Range of Values for BLDT•MinimumMaximum 1/1/190012/31/9999Validation Rule for BLDT•-Built Date must be within the last 99 years -Built Date must not be in the future for equipment in Active Status • Prior and target equipment's Built Date (BLDT) must match for restencilingMark Owner Category The company that own System Generated Fiel carry forward for Change / Add Ba Permissible Values for BRebuilt / ILS DateRBDT		Equipment Group Mandat
An alpha numeric code that describes the physical attributes of equipment         System Generated Field. This element is not eligible for Input.         NOTES:         • Please Refer to Appendix I for More information Regarding ETC Generation         Built Date Mandatory         The date the construction of the equipment is complete         Data is Confidential. Used for Transportation Codes. Value does not carry forward for Single Clone / Multi-Clone.         Range of Values for BLDT         Minimum       Maximum         1/1/1900       12/31/9999         Validation Rule for BLDT         -Built Date must be within the last 99 years         -Built Date must not be in the future for equipment in Active Status         -Prior and target equipment's Built Date (BLDT) must match for restenciling         NOTES:         • Data is public for railroad marked equipment.         • For connected unit cars report the oldest car in the set.         Rebuilt / ILS Date       RBDT		Used for Transportation Co
System Generated Field. This element is not eligible for Input. NOTES: Please Refer to Appendix I for More information Regarding ETC Generation Built Date Mandatory Built Date Mandatory Built Date Mandatory Built Date Mandatory Data is Confidential. Used for Transportation Codes. Value does not carry forward for Single Clone / Multi-Clone. Range of Values for BLDT Minimum Maximum 1/1/1900 12/31/9999 Validation Rule for BLDT -Built Date must be within the last 99 years -Built Date must be within the last 99 years -Built Date must not be in the future for equipment in Active Status -Prior and target equipment's Built Date (BLDT) must match for restenciling NOTES: Data is public for railroad marked equipment. For connected unit cars report the oldest car in the set. Rebuilt / ILS Date Rebuilt / ILS Date Notes -Built Date must be within the last 99 years -Built Date must not be in the future for equipment in Active Status -Prior and target equipment's Built Date (BLDT) must match for restenciling NOTES: Data is public for railroad marked equipment. For connected unit cars report the oldest car in the set. Rebuilt / ILS Date Rebuilt / ILS Date Rebuilt / ILS Date Rebuilt / ILS Date Notes 		
<ul> <li>NOTES:</li> <li>Please Refer to Appendix I for More information Regarding ETC Generation</li> <li>Built Date Mandatory</li> <li>BLDT</li> <li>The date the construction of the equipment is complete</li> <li>Data is Confidential. Used for Transportation Codes. Value does not carry forward for Single Clone / Multi-Clone.</li> <li>Range of Values for BLDT</li> <li>Minimum Maximum</li> <li>1/1/1900 12/31/9999</li> <li>Validation Rule for BLDT</li> <li>Built Date must be within the last 99 years</li> <li>Built Date must be within the last 99 years</li> <li>Built Date must not be in the future for equipment in Active Status</li> <li>Prior and target equipment's Built Date (BLDT) must match for restenciling</li> <li>NOTES:</li> <li>Data is public for railroad marked equipment.</li> <li>For connected unit cars report the oldest car in the set.</li> <li>Rebuilt / ILS Date</li> <li>RBDT</li> </ul>		
Built Date Mandatory       BLDT         The date the construction of the equipment is complete       •         Data is Confidential. Used for Transportation Codes. Value does not carry forward for Single Clone / Multi-Clone.       •         Range of Values for BLDT       •         Minimum       Maximum         1/1/1900       12/31/9999         Validation Rule for BLDT       •         -Built Date must be within the last 99 years       •         -Built Date must be in the future for equipment in Active Status       •         •Prior and target equipment's Built Date (BLDT) must match for restenciling       •         NOTES:       •         • Data is public for railroad marked equipment.       •         • For connected unit cars report the oldest car in the set.       •         Rebuilt / ILS Date       RBDT		Value does not carry forwa
Data is Confidential. Used for Transportation Codes. Value does not carry forward for Single Clone / Multi-Clone.       NOTES:         Range of Values for BLDT       Minimum       Maximum         1/1/1900       12/31/9999       Maintenance Party         Validation Rule for BLDT       -Built Date must be within the last 99 years       -Built Date must not be in the future for equipment in Active Status         -Prior and target equipment's Built Date (BLDT) must match for restenciling       Mark Owner Category         NOTES:       • Data is public for railroad marked equipment.         • For connected unit cars report the oldest car in the set.       RBDT         Rebuilt / ILS Date       RBDT	Please Refer to Appendix I for More information Regarding ETC Generation	Validation Rule for LESE
Interdate the construction of the equipment is complete         Data is Confidential. Used for Transportation Codes. Value does not carry forward for Single Clone / Multi-Clone.         Range of Values for BLDT         Minimum       Maximum         1/1/1900       12/31/9999         Validation Rule for BLDT       Maintenance Party         -Built Date must be within the last 99 years       The parent reporting ment in Active Status         -Prior and target equipment's Built Date (BLDT) must match for restenciling       Mark Owner Category         NOTES:       • Data is public for railroad marked equipment.         • For connected unit cars report the oldest car in the set.       RBDT         Rebuilt / ILS Date       RBDT		-Umler Owner (UMOW)
MinimumMaximum1/1/190012/31/9999Validation Rule for BLDT-Built Date must be within the last 99 years-Built Date must not be in the future for equipment in Active Status-Prior and target equipment's Built Date (BLDT) must match for restencilingNOTES:• Data is public for railroad marked equipment.• For connected unit cars report the oldest car in the set.Rebuilt / ILS DateRebuilt / ILS Date <td>Data is Confidential. Used for Transportation Codes. Value does not carry forward for Single Clone / Multi-Clone.</td> <td>In order to assign privat</td>	Data is Confidential. Used for Transportation Codes. Value does not carry forward for Single Clone / Multi-Clone.	In order to assign privat
Validation Rule for BLDT       repairs of the equip         -Built Date must be within the last 99 years       Does not Carry Forwar         -Built Date must not be in the future for equipment in Active Status       Does not Carry Forwar         -Prior and target equipment's Built Date (BLDT) must match for restenciling       Mark Owner Category         NOTES:       Data is public for railroad marked equipment.       System Generated Fiel carry forward for Change / Add Ba         Rebuilt / ILS Date       RBDT       B US Private	-	Maintenance Party
<ul> <li>Built Date must not be in the future for equipment in Active Status</li> <li>Prior and target equipment's Built Date (BLDT) must match for restenciling</li> <li>NOTES:</li> <li>Data is public for railroad marked equipment.</li> <li>For connected unit cars report the oldest car in the set.</li> <li>Rebuilt / ILS Date</li> <li>RBDT</li> <li>Mark Owner Category</li> <li>The company that own</li> <li>System Generated Fiel carry forward for Change / Add Ba</li> <li>Permissible Values for B US Private</li> </ul>	Validation Rule for BLDT	The parent reporting mark repairs of the equipment
restenciling     The company that own       NOTES:     Data is public for railroad marked equipment.     System Generated Fiel carry forward for Change / Add Ba       Rebuilt / ILS Date     RBDT     B US Private	-Built Date must not be in the future for equipment in Active Status	Does not Carry Forward.
NOTES:       System Generated Fiel         • Data is public for railroad marked equipment.       System Generated Fiel         • For connected unit cars report the oldest car in the set.       Change / Add Ba         Rebuilt / ILS Date       RBDT         B       US Private		Mark Owner Category
For connected unit cars report the oldest car in the set.      Rebuilt / ILS Date      RBDT      B      US Private      Change / Add Ba      Permissible Values for     B      US Private		System Generated Field. T
Rebuilt / ILS Date RBDT B US Private		carry forward for Sing Change / Add Back.
	Rebuilt / ILS Date RBDT	Permissible Values for B20 B US Private
Data is Confidential. Value does not carry forward for Single Clone / Multi- F Foreign Private	· -	C Canadian Private F Foreign Private

ange	of	Val	ues	for	RBDT
unge	01	v u	ucs	.01	NDDI

num Maximum

#### 900 12/31/9999

ion Rule for RBDT built/Increased Life Service Date must be after the Built Date (BLDT) built Date must not be more than 70 years after the Built Date (BLDT)

- oad cars -- applicable only to cars meeting status as provided in both STB ounting Rules, and the AAR Mechanical Interchange Rule 88, Office ual.
- te cars -- applicable to all cars meeting AAR Mechanical Interchange 88, Section C, Office Manual and Sections A and B of the Field Manual.
- connected unit cars report the oldest car in the set. Do not report Rebuilt unless car has been approved by the AAR.

Date unless car has been approved by the AAR.	
Rebuilt Flag	RBFL
Identifies the equipment is nearing its end of life cycle	
Data is Confidential. System Generated Field. This element is no Input.	t eligible for
Permissible Values for RBFL	
N No Y Yes	
Owner Mandatory	UMOW
Primary reporting mark of the railroad or private company ownir	ig the car 🔎
Value does not carry forward for Single Clone / Multi-Clone / Sir Multi-Restencil.	ıgle Restencil /
NOTES:	
<ul> <li>Report the primary reporting mark of the railroad or private or owning the car. When car's lease or lien is held by a bank, trus</li> </ul>	• •
capital lease company, etc. not having an assigned mark, repo	-
reporting mark affiliated with the stenciled reporting mark.	
Equipment Group Mandatory	0002
Identifies the various major car types	•
Used for Transportation Codes. Affects Rating.	
Lessee	LESE
The reporting mark of the company leasing the equipment	
Value does not carry forward for Single Clone / Multi-Clone / Sir Multi-Restencil.	ıgle Restencil /
Validation Rule for LESE -Umler Owner (UMOW) and Lessee are not allowed to be equa NOTES:	il
<ul> <li>In order to assign privately marked cars to a pool, a railroad remust be reported.</li> </ul>	porting mark
Maintenance Party	MNPT
The parent reporting mark of the company responsible for the m repairs of the equipment	aintenance and
Does not Carry Forward.	
Mark Owner Category	B201
The company that owns the stenciled mark on the car	
System Generated Field. This element is not eligible for Input. V	
carry forward for Single Restencil / Multi-Restencil / Equip	ment Group
Change / Add Back.	
Permissible Values for B201 B US Private	
C Canadian Private	
F Foreign Private	

Т

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NOTES:

NOTES:

Last Update Date

Equipment Add Date

**Status Change Reason** 

Forward. Permissible Values for USCR

Μ

0

R

NOTES:

Initial Load

Movement

Restencil

placed in Inactive status.

**Status Change Date** 

Status Changed Manually

Date of the last Umler element change

**Prior Equipment ID** 

Validation Rule for PRID

Canadian Class I

Mexican Class I

Canadian Class III

**Mexican Private** 

US Private Steamship

**US Class II Railroad** 

US Class I Railroad US Class III Railroad

**Canadian Private Steamship** 

Mexican Private Steamshin

Foreign Private Steamship

Mexican Class II Railroad

Mexican Class III Railroad

retrieved from the Roadmark Registry.

The previous reporting mark and number of the equipment Value does not carry forward for Single Clone / Multi-Clone.

-Prior and target equipment's Built Date (BLDT) must match

equipment records to share inspections and transaction history.

Date the reporting mark and number was added to the Umler system

• If movement is detected on equipment, status is changed to Active.

Identifies the effective date of the current operational state

If an equipment record is changed to Active, any prior equipment record is

System Generated Field. This element is not eligible for Input. Does not Carry

System Generated Field. This element is not eligible for Input.

System Generated Field. This element is not eligible for Input.

Identifies the reason for the current operational state

• This value is stored in the Umler Database for informational purposes and is

-The Prior Equipment ID (0001) must belong to the same or comparable

Equipment Group (0002) as the current car initial and number

Prior ID enables equipment records to share the same historical lineage. Equipment Identification Number (EIN) is a generated id that enables these

Umler®

B050

B063

B135

# Data Specification Manual

#### NOTES:

 Specify the Prior ID (PRID) on equipment records to ensure the historical lineage is preserved. Equipment with the same EIN share history and inspections.

#### **Conflict Status**

# Identifies the escalation level of equipment in active conflict

System Generated Field. This element is not eligible for Input. Value does not carry forward for Add Back.

#### Permissible Values for B050

- 1 Subject to Zero-Rating
- 2 Subject to Restricted in Interchange
- 3 Subject to Deletion

#### NOTES:

PRID

B122

B082

USCR

- Subject to Zero-Rating, goes into effect 30 days after Conflict Status occurs
- Subject to Restricted in Interchange, goes into effect 90 days after Conflict Status occurs
- Subject to Deletion, goes into effect 365 days after Conflict Status occurs

### **Date of Original Conflict**

The date the equipment was originally placed in the current conflict

# System Generated Field. This element is not eligible for Input.

### Next Conflict Status

Identifies the next escalation level of an equipment in active conflict	
identifies the next escalation level of an equipment in active conflict	

System Generated Field. This element is not eligible for Input. Value does not carry forward for Add Back.

#### Permissible Values for B135

- 1 Subject to Zero-Rating
- 2 Subject to Restricted in Interchange
- 3 Subject to Deletion

### NOTES:

- Subject to Zero-Rating, goes into effect 30 days after Conflict Status occurs
- Subject to Restricted in Interchange, goes into effect 90 days after Conflict Status occurs
- Subject to Deletion, goes into effect 365 days after Conflict Status occurs

#### Notice Indicator

Identifies equipment in error in Umler Notice Management System Generated Field. This element is not eligible for Input.

#### **Conflict Status Next Date**

The date the conflict status will be escalated

System Generated Field. This element is not eligible for Input. Value does not carry forward for Add Back.

# Rate Indicator

# Indicates the rate type applicable to the unit System Generated Field. Used for Transportation Codes. Affects Rating. This

element is not eligible for Input. Does not Carry Forward.

#### Permissible Values for A070

- 0 Zero-Rated Due to Conflict Errors
- 6 Zero-Rated Scrap (S\_SX), AAR Overage (XA), FRA Overage (YA), Umler Conflict - CHR 1/Tarriff 6007 (XZ). Zero-Rated Private Owner Election to Zero Rate [See Private Zero Rate (B150)].
- If unit is zero-rated, correction of conflicts will reinstate the appropriate rate indicator code.

irst Movement Date
The first movement date under the stenciled mark of the equipment

 System Generated Field. This element is not eligible for Input. Does not Carry Forward.
 Conflict - C to Zero Ra

 Equipment Identification
 EINN

 Unique equipment identifier regardless of stenciled mark
 • If unit is zero-raindicator code.

 System Generated Field. This element is not eligible for Input.
 • First Movement I

■=Mandatory ▲=Used in ETC Generation = Affects Rating - 258 - =Conditionally Mandatory

USCT

B062

B137

B062

A070

USAT

June 2024

# Umler®

Data Specification Manual

Equipment Add Company	B083	Specification	
The reporting mark of the company that added the equipment	DU05	Truck Count	B256
System Generated Field. This element is not eligible for Input.		The total number of trucks on the equipment	
		System Generated Field. This element is not eligible for	nput.
Registration Reason	B174	Range of Values for B256	
The code indicating the reason this equipment is added		Minimum Maximum 1 1	
Does not Carry Forward.			
Permissible Values for B174		Axle Count Mandatory	A024
A Add-Back N New P Pending Restencil R Restencil		The total number of axles on the equipment	•
i rending nestencii n nestencii		Range of Values for A024	
		Minimum Maximum	
Restencil Program Ind	B177	2 999	
dentifies the equipment is under a restencil program			
Permissible Values for B177		Validation Rule for A024	
Y Yes		-Axle Count for an articulated car must be greater the	an or equal to
Delete Reason Code	B064	((Connected Unit Count x 2) + 2)	
A code that designates the reason the equipment has been deleted		-Axle Count for a draw bar connected car must be gro (Connected Unit Count x 4)	eater than or equal to
/alue does not carry forward for Add Back.			
Permissible Values for B064		Wheel Bearing Type Mandatory	B191
A Restenciled		Indicates the wheel bearing code for the equipment	•
D Destroyed or wrecked		Permissible Values for B191	
L         Lease terminated, removed from fleet           P         Retired unserviceable beyond economic repair		P Plain R Roller	
R Rebuilt		Validation Rule for B191	
S Sold Serviceable		-Cars with Plain Bearings will have a Transportation C Transportation Condition Code (TCCD) of either	
W Over age retired for dismantling		-Equipment cannot have Plain Bearings if Built Date (	
Y Error, reporting did not exist		January 1, 1993	
Z Other			
Waight		Brake Shoe Type Mandatory	B026
Weight		Indicates the type of brake shoe on the equipment	•
Fare Weight Mandatory	A259	Permissible Values for B026	
The equipment weight on rail when empty, sometimes referred to	as Light	C Tread Conditioning H High Friction Composite	
Weight, reported in pounds Affects Rating.	•	L Low Friction Composite/Cast Iron	
Range of Values for A259			
Minimum Maximum		Non-Rail Connector Eqpd	B295
9000 15000		Bogey Coupler Equipped	<b>A</b>
NOTES:		Used in ETC Generation.	
<ul> <li>Do not report an average Tare Weight for car series, except for F</li> </ul>	Pre-	Permissible Values for B295	
Registered cars <ul> <li>When cars are made active, the actual Tare Weight must be record</li> </ul>	orded	Y Yes	
when cars are made active, the actual rare weight must be rect	Jideu	CC Side Bearing Type	A146
Neighing Status Mandatory	A289	Indicates the travel range of the constant contact side be	-
ndicates the weight information is an estimate or an actual measu	rement 🔎	equipment	anngs instaneu on th
/alue does not carry forward for Single Clone / Multi-Clone.		Permissible Values for A146	
Permissible Values for A289		LC Long Travel Constant Contact	
A Actual E Estimated		SC Short Travel Constant Contact	
/alidation Rule for A289 When Status Code changes to Active or Inactive Weighing Status n	nust ho	Front Read Data Sector	
When Status Code changes to Active or Inactive Weighing Status n reported as Actual (A) or Verified (V) within 60 days of Status Cod		Empty/Load Device Eqpd	B075
		Indicates a system that determines if the equipment is en then varies the braking forces accordingly	npty or loaded, and
Dimension		Permissible Values for B075	
	A120	Y Yes	
Height of Bogey Mandatory	AIZU		
Height Of Bogie	•	Remote Monitoring Device	B176
Displayed in feet and inches on the Web. Stored in inches. Range of Values for A120		Indicates the equipment is equipped with a location mor	itoring device
Minimum Maximum		Permissible Values for B176	
2 ft 6 inches 5 ft 0 inches		Y Yes	
		•	



Data Specification Manual

Indicates the method by which two or more pieces of equipment are connected?         EMC         ENCL Composition           Permissible Values for B115         Anticulate Connector         ElectroNotive Composition           Anticulate Connector         Canado and the connector Style must not be reported for single unit equipment         EVAIL         EVAIL           -Intermediate Connector Style must not be reported for single unit equipment         Anticulate Connector Style must not be reported for single unit equipment         Frequent and metrics and the connector Style must not be reported for single unit equipment         EVAIL         Frequent and metrics and the connector Style must not be reported for single unit equipment         EVAIL         Frequent and metrics and the connector Style must not be reported for single unit equipment         EVAIL         Frequent and metrics and the connector Style must not be reported for single unit equipment         EVAIL         Frequent and metrics and the connector Style must not be reported for single unit equipment         EVAIL         Frequent and metrics and the connector Style must not be reported for single unit equipment         EVAIL         Frequent and the connector Style must not be reported for single unit equipment for and the connector style must not be reported for single unit equipment         EVAIL         Frequent and the connector style must not be reported for single unit equipment for and the connector style must not be reported for single unit equipment         EVAIL         EVAIL         EVAIL         EVAIL         EVAIL         EVAIL         EVAIL         EVAIL </th <th>Indicates the method by which two or more pieces of equipment are connected         EMC         ElectroMotive Corporation           Permissible Values for Bils         Anticulated Connector         ETIS         QUANTUM           A Anticulate Connector Style is required for multi unit equipment         F         CANADIAN LOCOMOTIVE CO.           Intermediate Connector Style is required for multi unit equipment         F         CANADIAN LOCOMOTIVE CO.           Equipment         A035         F         CANADIAN LOCOMOTIVE CO.           Equipment         A035         F         CANADIAN LOCOMOTIVE CO.           Equipment         A035         F         CANADIAN LOCOMOTIVE CO.           Coldentifies the original manufacture of the equipment         A035         FREE         FREE         FREE         FREE         FREE         FREE         Freehauf Corporation           2         GLENATRE [SSL]         GE         GEREAT Electrik         GE         GEREAT Electrik         GEC         GEC Alshom           3         MCI USED         GEREAT Electrik         GEC         GEC Alshom         GEC Alshom         GEC Connector         GEC Alshom         GEC Alshom</th> <th>/ari</th> <th>East Rail Car Division ElectroMotive Diesel - Asea Brown Bavari</th> <th>EASX EMAB</th> <th>B115</th> <th>ate Conn Style</th> <th>Intermedia</th>	Indicates the method by which two or more pieces of equipment are connected         EMC         ElectroMotive Corporation           Permissible Values for Bils         Anticulated Connector         ETIS         QUANTUM           A Anticulate Connector Style is required for multi unit equipment         F         CANADIAN LOCOMOTIVE CO.           Intermediate Connector Style is required for multi unit equipment         F         CANADIAN LOCOMOTIVE CO.           Equipment         A035         F         CANADIAN LOCOMOTIVE CO.           Equipment         A035         F         CANADIAN LOCOMOTIVE CO.           Equipment         A035         F         CANADIAN LOCOMOTIVE CO.           Coldentifies the original manufacture of the equipment         A035         FREE         FREE         FREE         FREE         FREE         FREE         Freehauf Corporation           2         GLENATRE [SSL]         GE         GEREAT Electrik         GE         GEREAT Electrik         GEC         GEC Alshom           3         MCI USED         GEREAT Electrik         GEC         GEC Alshom         GEC Alshom         GEC Connector         GEC Alshom	/ari	East Rail Car Division ElectroMotive Diesel - Asea Brown Bavari	EASX EMAB	B115	ate Conn Style	Intermedia
Permissible Values for B15         EMD         ElectroMotive Disel           Articulation Relic Connector         EMD         ElectroMotive Disel           Articulation Relic Connector Style is required for multi-unit equipment         F         CANADIAN LOCMOTIVE CO.           -intermediate Connector Style is required for multi-unit equipment         F         CANADIAN LOCMOTIVE CO.           -intermediate Connector Style is required for single unit         F         F         CANADIAN LOCMOTIVE CO.           Equipment         A335         F         F         Canadian LocMotive Disel           Equipment         A335         F         F         F         CANADIAN LOCMOTIVE CO.           Coll Charling the original manufacturer of the equipment         A335         F         F         F         CANADIAN LOCMOTIVE CO.           Coll Charling the original manufacturer of the equipment         G         CANADIAN LOCMOTIVE CO.         G           3         GLENAYRE         G         G         CANADIANCE CONTECO.         G           4         PULSE BLIC INC.         G         G         GANA         G         G           5         WAMERC         G         G         G         G         G           6         Anticulation Canadian Connenon connet connet connet connet connet connenon conn	Permissible Values for 8115         EMD         ElectroMotive Dised           A Articulation Rule for 8115         QUANTIW           -Intermediate Connector Skyle is required for multi-unit equipment         EVAN         EVAN EVAN EVAN EVAN EVAN EVAN EVAN EVAN		ElectroMotive Corporation	EMC	-	·	
A       Articulated Connector       LIS       QUANTOM         D       Development Connector Style       Evens Products       F         -Intermediate Connector Style instant to the reported for single unit equipment       F       CANADAN LOC MOTIVE CO.         -Intermediate Connector Style instant to the reported for single unit equipment       F       CANADAN LOC MOTIVE CO.         Equipment Builder       A035       F       CANADAN LOC MOTIVE CO.         Equipment Builder       A035       F       CANADAN LOC MOTIVE CO.         2       GENAVE (SOL)       G       DAVENDOR TO COMOTIVE CO.         2       GENAVE (SOL)       G       DAVENDOR TO COMOTIVE CO.         3       GENAVE (SOL)       G       GAVENDOR TO COMOTIVE CO.         4       PULSE ELC. INC.       GEN       General Materia Transportation Corp G         5       MARINON       GEN       General Steel       General Steel         6       HARMON       GEN       General Materia Transportation Corp any         7       U.S. & S       General Materia Transportation Corp any       GEN       General Materia Transportation Corp any         7       GENA       S       General Materia Materia Transportation Corp any       GEN       General Materia Materia         6       MARMON	A Attualized Connector       EIIS         D Dravbarc Connector Super Connector Super multi-unit equipment       F         -Intermediate Connector Style inst not be reported for single unit equipment       F         -Intermediate Connector Style must not be reported for single unit equipment       F         Equipment Builder       A035         Equipment Builder       A035         Context Style must not be reported for single unit equipment       F         Context Style must not be reported for single unit equipment       F         Context Style must not be reported for single unit equipment       F         Context Style must not be reported for single unit equipment       F         Context Style must not be reported for single unit equipment       F         Context Style must not be reported for single unit equipment       F         Context Style must not be reported for single unit equipment       F         Context Style must not be reported for single unit equipment       F         Context Style must not be reported for single unit equipment       F         Context Style must not be reported for single unit equipment       F         Context Style must not be reported for single unit equipment       F         Context Style must not be reported for single unit equipment       F         Context Style must not be reported for single unit equipment       F </td <td></td> <td>ElectroMotive Diesel</td> <td>EMD</td> <td>ces of equipment are connected</td> <td>, , ,</td> <td></td>		ElectroMotive Diesel	EMD	ces of equipment are connected	, , ,	
D         Drawbar Connector           -Intermediate Connector Style is required for multi-unit equipment         -Intermediate Connector Style must not be reported for single unit           -Intermediate Connector Style is required for multi-unit equipment         -Intermediate Connector Style must not be reported for single unit           -Intermediate Connector Style is required for multi-unit equipment         -Intermediate Connector Style is required for single unit           -Intermediate Connector Style is required for multi-unit equipment         -Intermediate Connector Style is required for single unit           -Intermediate Connector Style is required for multi-unit equipment         -Intermediate Connector Style is required for multi-unit equipment           -Intermediate Connector Style is required for multi-unit equipment         -Intermediate Connector Style is required for multi-unit equipment           -Intermediate Connector Style is required for multi-unit equipment         -Intermediate Connector Style is required for multi-unit equipment           -Intermediate Connector Style is required for multi-unit equipment         -Intermediate Connector Style is required for multi-unit equipment           -Intermediate Connector Style is required for multi-unit equipment         -Intermediate Connector Style is required for multi-unit equipment           -Intermediate Connector Style is required for multi-unit equipment         -Intermediate Connector Conneconter	D         Drawbar Connector           Villation Rule for P115         -Intermediate Connector Style is required for multi-unit equipment           -Intermediate Connector Style must not be reported for single unit equipment         Freight Car America           -Intermediate Connector Style must not be reported for single unit equipment         Preight Car America           Equipment         A035           Equipment         A035           Preight Car Linglered for MUST         GENAVRE (Corporation Corporation Corpo		QUANTUM	ETIS			
Validation Rule for B115         F         CAMDMA DLCDMON TO ECO.           -Intermediate Connector Style is required for single unit equipment         Freight Car America FGRW         FREIGRW           Equipment Builder         A035         Freight Car America FGRW         FREIGRW           Explorent Builder         A035         Freight Car America FGRW         FREIGRW           Prisoble Values for A015         Freight Car America FGRW         FREIGRW         FREIGRW           Prisoble Values for A015         Freight Car America FGRW         FREIGRW         FREIGRW           Stentifies for A015         GERMATRE (Ost)         F         Freight Car America FGRW         FREIGRW           Stentifies for A015         GERMATRE (Ost)         GER         General Steel         GER           Stentifies for A015         GER         General Steel         GER         General Motors Disel Division           GER         General Motors Disel Division         GRX         Georgetown Rail Equipment Company           ACC         American Car Company         GUH         Guiderson Treiton Works           ACC         American Car Faromdry         GUH         Guiderson Treiton Works           ACC         American Car Faromdry         GUH         Guiderson Treiton Works           ACC         American Caracomotive Compa	Validation Rule for #115       F       CANADIAN ILCOUNTYE CO.         -Intermediate Connector Style must not be reported for single unit equipment       FRIGRW       FRIGRW         -Intermediate Connector Style must not be reported for single unit equipment       FRIGRW       FRIGRW         Equipment       A035       FRIGRW       FRIGRW         Equipment       A035       FRIGRW       FRIGRW         2       GLENAYRE       GEAMAYRE (DSL)       GATX       General American Transportation Corp         3       GLENAYRE       GEC       GERMAYRE (DSL)       GATX       General American Transportation Corp         4       PULSE LELC. INC.       GEC       GEC Schemal Steel       GIAB       Greenbirer         5       WARTEC       GLOB Schemal Steel       GIAB       Greenbirer       GIAB         7       U.S. & S       GMDD       GRUE       GRUE       GGUE       GRUE       GGUE       GGUE <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>						
Intermediate Connector Style is required for multi unit equipment    Intermediate Connector Style is required for single unit     equipment     FRIGW      FRIGW     F	-Intermediate Connector Style is required for multi-unit equipment -Intermediate Connector Style must not be reported for single unit equipment Equipme						
Intermediate Connector Style must not be reported for single unit     equipment     equipment     forw     Findaw	-Intermediate Connector Style must not be reported for single unit equipment Equipment		0		or multi-unit equipment		
equipment         FM         Paramis Mode           Equipment Builder         A035         FMC Carparition         FMC Carparition           Equipment Builder         A035         FMC Carparition         FMC Carparition           Equipment Builder         A035         FMC Carparition         FMC Carparition           Identifies the original manufacturer of the equipment         Image: Carparition         GMC Carparition         GMC Carparition           2         GLENAVRE (SU)         General American Transportation Corp         General Electric           3         GLENAVRE (SU)         GENERAL Status         GENERAL Status           4         PULSE ELEC. INC.         GENERAL Motion         GENERAL Motion           5         WASPEC         GENERAL Motion         GENERAL Motion           6         HARMON         GENERAL Motion         GENERAL Motion           7         U.S. & S         GENERAL Motion         GENERAL Motion           8         NOT USED         GENERAL Motion         GENERAL Motion           8         NOT USED         GENERAL Motion         GENERAL Motion           9         NOROCIS SOUTHERN RWY         GENERAL Motion         GENERAL Motion           ALC         American Transportation         GUN Status         GENERAL Motion <td>equipment         FMX         FMXCC         &lt;</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>	equipment         FMX         FMXCC         <						
Equipment Builder         A035         FRCE         Freight Car Engineering           Identifies the original mandacturer of the equipment         •         Freight Car Engineering         F           2         GLEAMTRE (Dst.)         G         G         DAVENPORT LOC.ONDITY CO.           3         GLEAMTRE (Dst.)         G         General Electric         General American Transportation Corp           4         PULSE ELEC. INC.         GENAMTRE (Dst.)         GENAMTRE (Dst.)         GENAMTRE (Dst.)           5         WARMON         GENAMTRE (Dst.)         GENAMTRE (Dst.)         GENAMTRE (Dst.)           6         HARMON         GENAMTRE (Dst.)         GENAMTRE (Dst.)         GENAMTRE (Dst.)           7         U.S. & S         GMIN (Dst.)         GENAMTRE (Dst.)         GENAMTRE (Dst.)           8         NOT USED         GMIN (Dst.)         GENAMTRE (Dst.)         GENAMTRE (Dst.)           6         CAC         American Crans (Dst.)         GENAMTRE (Dst.)         GENAMTRE (Dst.)           7         U.S. & S         GUN (Dst.)         GUN (Dst.)         GENAMTRE (Dst.)           8         NOT USED         GENAMTRE (Dst.)         GENAMTRE (Dst.)         GENAMTRE (Dst.)           7         U.S. & S         GUN (Dst.)         GUN (Dst.)	Equipment Builder         A035           identifies the original manufacturer of the equipment <ul> <li>FREE</li> <li>Freight Carlopartion</li> <li>GENAYRE</li> <li>GENAYRE</li> <li>GENAYRE</li> <li>GENAYRE</li> <li>GERVARE</li> <li>GERVARE</li></ul>					,	
Equipment Builder         A035         FREU         Freinauf Corporation           Permissible Values for A035         0         DAVENORT LOCOMOTIVE CO.           3         GERNAYRE         GERNAYRE         GERNAYRE           4         PULSE ELC. INC.         GERNAYRE         GERNAYRE           5         WARTC         GERNAYRE         GERNAYRE           6         HARMON         GERNAYRE         GERNAYRE           7         U.S. & S         GERNAYRE         GERNAYRE           8         MOTUSED         GREN         General Steel           7         U.S. & S         GMAD         GREN         General Materia Steel Nation           8         MOTUSED         GREN         General Materia Steel Nation           9         NORFOLK SOUTHERN RWY         GREN         General Materia Steel Nation           ACCC         American Care Company         GSWI         Guiderson Inter           ACCC         American Care Stoudry         GUINA         Guiderson The Materia           ALCC         Alloy Crafts Company         GUINA         Guiderson The Materia           ALCC         Alloy Crafts Company         Hallow         GUINA         Guiderson The Materia           ALCC         Alloy Crafts Company	Equipment Builder         A03           Identifies the original manufacture of the equipment              G               Guessal and		•			-	
identifies the original manufacture of the equipment         G         DAVENPORT ICONOTIVE CO.           Permissible Justes for AD33         GENATRE (BSL)         GENATRE (BSL)           4         PULSE FLC. INC.         GENATRE (BSL)         GE           5         WABTC         GENATRE (BSL)         GE           6         HARMON         GENS         General Steel           7         U.S. & S         General Steel         General Mators Dised Division           7         U.S. & S         Greenal Mators Dised Division         GREX           8         NOTUSED         GREX         Georgetown Rail Equipment Company           9         NORFOLK SOUTHER NWY         GREX         Georgetown Rail Equipment Company           ACC         Accurate Industries         GUND         General Mators Division           ACC         Accurate Industries         GUND         Gunderson Infec           ALCC         American Locomotive Company         H         HEELETC. NOTIVE DIVISION, GENERAL MOTORS           ALCO         American Locomotive Company         H         HEELETC. NOTIVE DIVISION, GENERAL MOTORS           ALCO         American Locomotive Company         H         HEELETC. NOTIVE DIVISION, GENERAL MOTORS           ALCO         American Locomotive Company         H	Identifies the original manufacture of the equipment         G         DAVENPORT LOCOMOTIVE CO.           Permissible Values for A035         GENAYRE         GENAYRE           2         GEENAYRE         GEC         GEC Alsthom           3         GEENAYRE         GEC         GEC Alsthom           5         WASTEC         GENS         General Steel           6         HARMON         GMB         Greenbrier           7         U.S. & S         GMD         General Steel           8         NOT USED         GREX         General More Internet Company           9         NORFOLK SOUTHERN RWY         GREX         GCUIF Railer           ACC         Accurate Industries         GULF         GULF Railer           ACC         Accurate Industries         GUND         Gunderson Inc           ALCC         Alloy Crafts Company         GUND         Gunderson Inc           ALCC         Alloy Crafts Company         GUND         Gunderson Inc           ALCC         Alloy Crafts Company         HWMB         Hamburg Fab Shop           ALST         Alstom         HAB         Hasce           ALC         Alloy Crafts Company         HWMB         Hamburg           BLB         BALDWIN-LIMA-HAM				A035	t Builder	Equipment
Permissible Values for AD35         General American Transportation Corp           2         GEENAYRE           3         GEENAYRE           4         PULSE FLIC. INC.           5         WABTEC           6         HARMON           7         U.S. & S           8         NOT USED           9         NORACK SOUTHERN RWY           ACC         American Crane Company           CAC         General Motors Diseal Division           CAC         General Motors Diseal Division           CAC         American Crane Company           CAC         Accorate Industries           CAC         Accorate Industries           CACC         Accorate Industries           CACC         American Care & Foundry           CALC         Alor Carls Company           ALCC         Alor Conatore	Permissible Values for A035         GATX         General American Transportation Corp           2         GLENAYRE (DSL)         GE         General Electric           3         GLENAYRE         GEC         GEC Alsthom           4         PULSE ELEC. INC.         GE         GED         GENAYRE           5         WABTEC         GIDB         GIDB         GiDBal Lot           6         HARMON         GMDD         General Motors Diesel Division           7         U.S.& S         GMDD         General Motors Diesel Division           8         NOT USED         GRVD         GRVD         GRVD         GRVD         GRVD           9         NORFOLK SOUTHERN RWY         GRVD         GRVD         GSVI         Gunderson Southwest Inc           ACC         American Crane Company         GUUF         GUIF         GUIF         GUIF         GUIF         GUIF         GUIF         GUIF         GUIF         GUID         Gunderson Inc         GUA         GUA <t< td=""><td></td><td>•</td><td></td><td>pment 🐞</td><td>he original manufacturer of the equi</td><td>Identifies t</td></t<>		•		pment 🐞	he original manufacturer of the equi	Identifies t
GLENAVRE (DSG)         GE         General Electric           3         GLENAVRE         GEC         GEC Alshom           4         PULSE ELC.INC.         GENS         General Steel           5         WARTC         GLOB         Global Lot           6         HAMON         GMB         Greenbier           7         U.S. & S         GRDD         General Mators Dissib Division           8         NOT USED         GREX         Georgetown Rail Equipment Company           9         NORCULK SOUTHERN RWY         GROW         Goreen Mators Southers Inc.           ACC         American Cane Company         GSW         Gunderson Southers Inc.           ACC         American Care Company         GULF         Gunderson Inc.           ACC         American Care Sonther Company         H         ELECTON-MOTIVE DIVISION, GENERAL MOTORS           ALCO         American Loconotive Company         H         ELECTON-MOTIVE DIVISION, GENERAL MOTORS           ALCO         Allon         HAMB         Hansco         HAMB           ALCO         Allon         HAMA         Hansco         HAME           Allon         HAMB         Hansce         HAMA         Hansco           ALTN         Alston         HAMAM	2     GENAVRE (DSL)     GE     General Steel       3     GENAVRE     GEC     GECAlshom       4     PULSE ELEC. INC.     GLNB     GIDB     Global Lot       5     WABTEC     GLNB     GIDB     Global Lot       6     HARMON     GMB     Greenbrier       7     U.S. & S     GMDD     General Motors Diesel Division       8     NOT USED     GREX     Georgetown Rail Equipment Company       9     NORFOLK SOUTHEN RWY     GRCV     Greenville Steel Car       ACC     American Crane Company     GSC     Greenville Steel Car       ACC     American Crase Company     GULM     Gunderson Southwest Inc       ACC     American Crase Foundry     GUND     Gunderson Inc       ALCC     Alor Crafts Company     GUND     Gunderson Inc       ALCC     Alor Crafts Company     H     ELECTRO-OTIVE DIVISION, GENERAL M       ALCA     Alor Oratica     HAMB     Hamburg Fab Shop       ALCA     Alor Oratington     HB     Haskel & Baker       ALWO     Alco-OF     HAMB     Harscol       ALCA     Alor Morthington     HES     Heiser       ALWO     Alco-Works     HT     Hawburg Sab Shop       BLH     Baidwin Lincamative     HIX     H	)					
3     GEC Marker       4     PULSE FLEC. INC.     GENS     General Steel       5     WARTEC     GLOB     Global Lut       6     HARMON     GMB     Greenbrier       7     U.S. & S     GMDO     General Steel       8     NOT USED     GROV     Grove       8     NOT USED     GROV     Grove       8     NORFOLK SOUTHERN RWY     GROV     Grove       ABB     Assa Brown Bavari     GS     Greenville Steel Car       ACC     Ancrian Cara & Foundry     GUIM     Gunderson Trenton Works       ACC     Accriante Industries     GUIND     Gunderson Trenton Works       ALCC     Alor Cartiste Industries     GUIND     Gunderson Trenton Works       ALCC     Alor Cartiste Industries     GUIND     Gunderson Trenton Works       ALCC     Alor Cartiste Industries     GUINM     Gunderson Trenton Works       ALCC     Alor Cartiste Industries     HABB     Harsco       ALCC     Alor Cartiste Industries     HINH     Hamburg Tab Shop	3     GLENAYRE     GEC     GECA Ishom       4     PUISE FLEC. INC.     GENS     G						
5     WARTEC     Global Lot       6     HARMON     GMB     Greenbrier       7     U.S. & S     GMDD     General Motors Diesel Division       8     NOT USED     GR2X     Georgetown Rail Equipment Company       9     NORFOLX SOUTHERN RWY     GR2X     Georgetown Rail Equipment Company       ACC     American Crace Company     GSC     Greenville Steel Car       ACC     American Crace Koundry     GUHA     GUHA     Gunderson Southwest Inc       ACC     American Crace Koundry     GUNA     Gunderson Term Works       ACC     American Locomotive Company     H     ELCTRO-MUNE DIVISION, GENERAL MOTORS       ALCO     Alor Graft Scompany     HAMB     Hamburg Tab Shop       ALCC     Alor Craft Scompany     HABS     Harsca       ALCO     Alor Graft Scompany     H     ELCTRO-MUNE DIVISION, GENERAL MOTORS       ALCO     Alor Graft Scompany     HABS     Harsca       ALCO     Alor Graft Scompany     H     ELCTRO-MUNE DIVISION, GENERAL MOTORS       ALCO     Alor Graft Scompany     H     ELCTRO-MUNE DIVISION, GENERAL MOTORS       ALCO     Alor Graft Scompany     H     ELCTRO-MUNE DIVISION, GENERAL MOTORS       ALTN     Altorn     HABS     Harsca       ALTN     Altorn     HABS	5     WABTEC     GLOB.     GIobal Lot:       6     HARMON     GMB     Greenbrier       7     U.S. & S     GMD     General Motors Diesel Division       8     NOT USED     GREX     Georgetwan Rail Equipment Company       9     NORFOLK SOUTHERN RWY     GROV     Grove       ABB     Asea Brown Bavari     GSC     Greenville Stell Car       ACC     American Care Company     GSWI     Gunderson Southwest Inc       ACC     Anerican Care Company     GUNA     Gunderson - Trenton Works       ACC     Anerican Care Stoundry     GUNA     Gunderson - Mexico       ALCC     Alloy Crafts Company     GUNA     Gunderson - Mexico       ALCO     Alloy Crafts Company     HARS     Harsco       ALCO     Alloy Crafts Company     H     ELECTRO-MOTIVE DIVISION, GENERAL M       ALCO     Alto Aco-GE     HARS     Harsco       ALTN     Altoona     HB     Haskell Baker       ALTN     Altoona     HB     Haskell Baker       BERW     Berwick Forge     HST     Hawker Siddeley       BERW     Baldwin Lindoutries     HST     HANGON Corporation       BLW     Baldwin Lindoutries     I     FAIRBANKS MORSE       BL     Boldwin Lindoutries     I <td< td=""><td></td><td>GEC Alsthom</td><td>GEC</td><td></td><td>( )</td><td></td></td<>		GEC Alsthom	GEC		( )	
6     HANNON     GMB     Greenbire       7     U.S. & S     GMDD     General Motors Diese Division       9     NORTUSED     GREX     Georgetown Rail Equipment Company       9     NORACUK SOUTHERN RWY     GREX     Georgetown Rail Equipment Company       9     NORACUK SOUTHERN RWY     GREX     Georgetown Rail Equipment Company       9     NORACUK SOUTHERN RWY     GREX     Georgetown Rail Equipment Company       ACC     Accurate Industries     GUIF     Guid Railcar       ACC     Accurate Industries     GUND     Gunderson Inc       ALCO     American Locomotive Company     H     ELECTRO-MOTIVE DIVISION, GENERAL MOTORS       ALCO     Alcor GE     HAMB     Hamburg Fab Shop       ALT     Alstom     HAB     Harstop       ALT     Alstom     HAB     Hamburg Fab Shop       ALT     Alstom     HBI     Haskell & Baker       ALTN     Alston     HBI     Haskell & Baker       ALTN     Alston     HBA     HBA       BEW     Berkvick Forge     HST     HBAKERSIGADEN       BUW     Bakdwin Locomotive Works     ICC     Industrial Ecoromotive Works       BL     Boldwin Locomotive Works     ICC     International Car Company       BUW     Bakdiwin L	6     HARMON     GMB     Greenbrier       7     U.S. & S     GMDD     General Motors Diesel Division       9     NORFOLK SOUTHERN RWY     GROV     Grove       9     NORFOLK SOUTHERN RWY     GROV     Grove       9     NORFOLK SOUTHERN RWY     GROV     Grove       ALC     American Crane Company     GSVI     Gunderson Southwest Inc       ACCI     Accurate Industries     GUNA     Gunderson - Trenton Works       ACCA     American Crane K Poundry     GUNN     Gunderson - Mexico       ALCC     Alloy Crafts Company     GUNA     Gunderson - Mexico       ALCC     Alloy Crafts Company     H     ELECRO-MOTIVE DIVISION, GENERAL M       ALCE     Alco Cef     HAMB     Hamburg Fab Shop       ALTN     Altsom     HARS     Harsco       ALTN     Altsom     HB     Hasburg       B BADWIN-LIMA-HAMILTON     HPA     HARS     Harsco       BETH     Bethiehem Car Works     HVU     HVU     HVU       BUW     Boldwin Locomotive Works     I     CG       BLW     Baldwin Locomotive Works     ICC     Interrational Car Company       BVW     Boldwin Locomotive Works     ICC     Interrational Car Company       BVW     Boldwin Locomotive Works		General Steel	GENS			
7     U.S. & S     GMDD     General Motors Discel Division       8     NOT USED     GREX     Georgetown Rail Equipment Company       9     NORFOLK SOUTHERN RWY     GROV     Grove       ABB     Asea Brown Bavari     GSC     Greenville Steel Car       ACC     Ancirate Industries     GUUF     Guldrason Southwest Inc       ACCI     Accurate Industries     GUUF     GUIR Guidrason Southwest Inc       ACCI     Accurate Industries     GUND     Gunderson Inc       ALCC     Alory Crafts Company     GUND     Gunderson Inc       ALCC     Alory Crafts Company     H     ELECTRACONTYE DIVISION, GENERAL MOTORS       ALCE     Aloro Craft Company     H     ELECTRACONTYE DIVISION, GENERAL MOTORS       ALCE     Aloro Craft Company     HAB     Haskell & Baker       ALTN     Alstom     HAB     Haskell & Baker       ALTN     Alstom     HB     Haskell & Baker       ALTN     Alstom     HB     Haskell & Baker       BLWD     BlowNin-LinA-HAMILTON     HPA     HPA Monon Corporation       BERH     Bethehem Car Works     HT     Hawker Siddeley       BLH     Boldwin Lina Hamilton     IBH     Industrial Brown Hoist       BLW     Boldwin Lina Hamilton     IBH     Industrial Brown Hois	7     U.S. & 3     GMDD     General Motors Diesel Division       8     NOT USED     GREX     Georgetown Rail Equipment Company       9     NORFOLK SOUTHERN RWY     GROV     Grove       ABB     Asea Brown Bavari     GSC     Greenville Steel Car       ACC     American Crane Company     GSWI     Gunderson Southwest Inc       ACC     Accurate Industries     GUND     Gunderson - Trenton Works       ACF     AcFit Sompany     GUND     Gunderson - Trenton Works       ALCO     Alloy Crafts Company     GUND     Gunderson - Mexico       ALCO     Alloy Crafts Company     H     ELECTRO-MOTIVE DIVISION, GENERAL M       ALCO     Alco-GE     HAMB     Hamburg Fab Shop       ALTN     Altoona     HAB     Harsco       ALTN     Altoona     HB     Hasker Siddeley       BLWD     Alco-GE     HIX     Hamburg       BLWD     Altonint     HB     Hasker Siddeley       BLWD     Altonintal Houstries     HIX     Hamburg       BLWD     Baldwin Lacomotive Works     HST     HAKS MonsE       BLW     Baldwin Lacomotive Works     HST     Haker Siddeley       BLW     Baldwin Lacomotive Works     I     CG       BLW     Boldwin Lacomotive Works     J </td <td></td> <td>Global Lot</td> <td>GLOB</td> <td></td> <td>WABTEC</td> <td>5</td>		Global Lot	GLOB		WABTEC	5
S         NOTUSED         GREX         Georgetown Rail Equipment Company           9         NORFOLK SOUTHERN RWY         GROV         Grove           9         NORFOLK SOUTHERN RWY         GROV         Grove           ABB         Asea Brown Bavari         GSC         Greenville Steel Car           ACCC         Accurate Industries         GULF         GUIR Guiderson Inc           ACCT         Accurate Industries         GUNM         Gunderson Inc           ALCC         Alloy Craft Company         GUNM         Gunderson Inc           ALCC         Alloy Craft Company         GUNM         Gunderson Inc           ALCO         Alco-GE         HAMB         Hamburg Fab Shop           ALSE         Alco-GE         HAMB         Hamburg Fab Shop           ALTN         Altoona         HB         Haskeli & Baker           ALWO         Alco-Worthington         HB         Haskeli & Baker           ALWO         Alco-Worthington         HB         Haskeli & Baker           BEWW         Berwick Forge         HST         Hawker Siddeley           BEWW         Baddwin LimarkHAMITON         HPA         HPA Mawnor Anerica Compariton           BLW         Baldwin LimarkHAMITON         IBH         Industri	B         NOT USED         GREX         Georgetown Rail Equipment Company           9         NORFOLK SOUTHERN RWY         GROV         Grove           9         NORFOLK SOUTHERN RWY         GROV         Grove           ABB         Asses Brown Bavari         GSC         Greenville Steel Car           ACC         Accurate Industries         GULF         Gulf Raitcar           ACC         Accurate Industries         GUNA         Gunderson - Trenton Works           ACC         Accurate Industries         GUNM         Gunderson - Mexico           ALCC         Alocy Crafts Company         GUNM         Gunderson - Mexico           ALCC         Alocy Crafts Company         H         HELETRO-MOTIVE DIVISION, GENERAL M           ALCC         Alocy Crafts Company         H         Harson           ALC         Alocy Crafts Company         H         HELS           ALC         Alocy Crafts Company         H         HELS           ALST         Alstom         HARS         Harson           ALST         Alstona         H         HELS           HUN         Aluvachits         Bababac         HUN           ALC         Ally Crafts Company         HVN           BLB         Bolse		Greenbrier	GMB		HARMON	6
9         NORFOLK SOUTHERN RWY         GROV         Grow         Entities           ABB         Asea Brown Bavari         GSC         Greenville Steel Car           ACC         Anerican Crane Company         GJUF         Guiderson Southwest Inc           ACC         Accurate Industries         GJUF         Guiderson Trenton Works           ACC         Accurate Industries         GJUN         Guiderson - Trenton Works           ALCC         Alor Crats Company         GUIN         Guiderson - Trenton Works           ALCC         Alor Crats Company         GUIN         Guiderson - Trenton Works           ALCC         Alor Company         H         ELECTRO-MOTIVE DIVISION, GENERAL MOTORS           ALCC         Alor Company         H         ELECTRO-MOTIVE DIVISION, GENERAL MOTORS           ALCE         Alor Morthington         HB         Haskell & Baker           ALTN         Aloona         HAIN         Habase         HIIX           BERW         Berwick Forge         HST         Hawker SMORSE           BETH         Bethelhem Car Works         HCC         Industrial Brown Hoist           BLW         Baldwin Licomotive Works         ICC         Intergrational Car Company           BVDM         Bobie Locomotive Works         ICC <td>9     NORFOLK SOUTHERN RWY     GROV     Grove       ABB     Asea Brown Bavari     GSC     Grove       ACC     American Crane Company     GSW     Gunderson Southwest Inc       ACC     Accurate Industries     GULF     Gult Raitcar       ACF     Accrita Industries     GUND     Gunderson - Trenton Works       ACC     Alloy Crafts Company     GUNM     Gunderson - Mexico       ALCC     Alloy Crafts Company     GUNM     Gunderson - Mexico       ALCO     Allor Crafts Company     H     ELECTRO-MOTIVE DIVISION, GENERAL M       ALGE     Alco-GE     HAMB     Hamburg Fab Shop       ALTN     Altoona     HB     Haskell &amp; Baker       ALTN     Altoona     HB     Haskell &amp; Baker       ALWO     Alco-Worthington     HEIS     Heisler Locomotive Works       B     BALDWIN-LIMA-HAMILTON     HPA     HPA Monon Corporation       BERW     Bertike Bertike Bertike     HIM     Haders       BLH     Baldwin Lima Hamilton     IBH     Industria Brown Hoist       BLH     Baldwin Lima Hamilton     IBH     Industria Brown Hoist       BLH     Baldwin Lima Hamilton     IBH     Industria Brown Hoist       BLH     Baldwin Lima Hamilton     IBH     Industria Brown Hoist</td> <td></td> <td></td> <td></td> <td></td> <td>U.S. &amp; S</td> <td>7</td>	9     NORFOLK SOUTHERN RWY     GROV     Grove       ABB     Asea Brown Bavari     GSC     Grove       ACC     American Crane Company     GSW     Gunderson Southwest Inc       ACC     Accurate Industries     GULF     Gult Raitcar       ACF     Accrita Industries     GUND     Gunderson - Trenton Works       ACC     Alloy Crafts Company     GUNM     Gunderson - Mexico       ALCC     Alloy Crafts Company     GUNM     Gunderson - Mexico       ALCO     Allor Crafts Company     H     ELECTRO-MOTIVE DIVISION, GENERAL M       ALGE     Alco-GE     HAMB     Hamburg Fab Shop       ALTN     Altoona     HB     Haskell & Baker       ALTN     Altoona     HB     Haskell & Baker       ALWO     Alco-Worthington     HEIS     Heisler Locomotive Works       B     BALDWIN-LIMA-HAMILTON     HPA     HPA Monon Corporation       BERW     Bertike Bertike Bertike     HIM     Haders       BLH     Baldwin Lima Hamilton     IBH     Industria Brown Hoist					U.S. & S	7
ABB     Asea Brown Bavari     GSC     Greenulis Steel Car       ACC     Anenican Crane Company     GSW     Gunderson Southwest Inc       ACCI     Accurate Industries     GUIF     GuIR Failcar       ACF     ACF Industries     GUING     Gunderson Trenton Works       ACF     ACF Industries     GUING     Gunderson Inc       ALCC     Allor Crafts Company     GUINM     Gunderson Inc       ALCC     Allor Crafts Company     H     ELECTRO-MOTIVE DIVISION, GENERAL MOTORS       ALCE     Alco-GE     HAMB     Hamburg Fab Shop       ALC     Altor     Harsco     HAMB       ALTN     Altoona     HB     Haskell & Baker       BERW     Berwick Forge     HIX     Hamburg       BERW Berwick Forge     HST     HAW Monon Corporation       BERW Berwick Forge     I     FAIRBANKS MORSE       BL     Boldwin Lima Hamilton     IBH     Industrial Brown Hoist       BL     Boldwin Lima Hamilton     IBH     Industrial Brown Hoist       BLW     Baldwin Locomotive Works     J     GENERAL ELCTRIC	ABBAsea Brown BavariGSCGreenville Steel CarACCAccurate IndustriesGUIFGuIf RailcarACCIAccurate IndustriesGUIPGuId RailcarACFAmerican Car & FoundryGUNAGunderson - Trenton WorksACFXACF IndustriesGUNMGunderson - Trenton WorksALCCAlco Carls CompanyGUNMGunderson - MexicoALCCAlco GetHAMBHamburg Fab ShopALSTAlstomHARSHarscoALSTAlstomHARSHarscoALTNAltoonaHBHakel & BakerALTNAltoonaHBHakel & BakerALTNAltoonaHBHawburg Fab ShopALTNAltoonaHBHawburg Fab ShopALTNAltoonaHBHakel & BakerALTNAltoonaHBHawburg Fab ShopBBALDWIN-LIMA-HAMILTONHPAHPABBALDWIN-LIMA-HAMILTONHPAHPABERWBerwick ForgeHSTHawker SiddeleyBERWBerkick ForgeIFAIRBANKS MORSEBLWBaldwin Locomotive WorksIICGInterglobal CapitalBIWBaldwin Locomotive WorksIIBIRSBrooks Locomotive WorksJGENFAL ELECTRICBSBarney & SmithJACJohnstown America CorporationBSBarney & SmithJACJohnstown America CorporationBUDDEd Budd CompanyJACKJohnstown America Corporation					NOT USED	8
ACC       American Crane Company       GSWI       Guiderson Southwest Inc         ACCI       Accurate Industries       GUIF       Guif Railcar         ACCF       American Cark Foundry       GUND       Guiderson Inc         ALCC       Alloy Crafts Company       GUNM       Guiderson Inc         ALCC       Alloy Crafts Company       H       ELECTMONTVE DIVISION, GENERAL MOTORS         ALCC       Alloy Crafts Company       HABS       Hamburg Fab Shop         ALCA       Alton       Hamburg Fab Shop       HABS         ALTN       Altona       HB       Hassen       Hamburg Fab Shop         ALTN       Altona       HB       Hassen       HIX         Altona       HB       Hassen       Hamburg fab Shop         ALTN       Altona       HB       Hassen       HIX         Altona       HB       Hassen       HAMS       Harsco         BLWO       Blow Nucha-HAMILTON       HPA       HPA Monon Corporation         BETH       Bethelhem Car Works       H       HYUN       Hyundai         BLW       Boldwin Locomotive Works       ICC       International Car Company         BLW       Boldwin Locomotive Works       ICC       International Car Company </td <td>ACCAmerican Crane CompanyGSWIGunderson Southwest IncACCIAccurate IndustriesGULFGUIR Guir RailcarACFAmerican Car &amp; FoundryGUNAGunderson - Trenton WorksACFAmerican Car &amp; FoundryGUNMGunderson - Trenton WorksALCCAlloy Crafts CompanyGUNMGunderson - MexicoALCOAmerican Locomotive CompanyHELECTRO-MOTIVE DIVISION, GENERAL MALCAAmerican Locomotive CompanyHELECTRO-MOTIVE DIVISION, GENERAL MALCAAmerican Locomotive CompanyHARSHarscoALTNAltoonaHARSHarscoALTNAltoonaHBHaskell &amp; BakerALTNAltoo-GEHIXHamburgBBALDWIN-LIMA-HAMILTONHPAHPABERWBerwick ForgeHSTHawker SiddeleyBERWBethlehem Car WorksIFAIRBANKS MORSEBLHBaldwin Locomotive WorksIFAIRBANKS MORSEBLHBaldwin Locomotive WorksICCInterrational Car CompanyBVDDBoroks Locomotive WorksJGENERAL ELECTRICBSBronks Locomotive WorksJGENERAL ELECTRICBSBathery &amp; SmithJACCJonstown America CorporationBUDDEd 6 Budd CompanyJACKJackson &amp; SharpGUNRBurro Crane WorksJORDJordan Machine WorksBUDRButros Crane WorksJORDJordan Machine WorksCBALDWIN-LOCOMOTIVE CO.JSJackson &amp; Sharp<tr< td=""><td></td><td></td><td></td><td></td><td></td><td></td></tr<></td>	ACCAmerican Crane CompanyGSWIGunderson Southwest IncACCIAccurate IndustriesGULFGUIR Guir RailcarACFAmerican Car & FoundryGUNAGunderson - Trenton WorksACFAmerican Car & FoundryGUNMGunderson - Trenton WorksALCCAlloy Crafts CompanyGUNMGunderson - MexicoALCOAmerican Locomotive CompanyHELECTRO-MOTIVE DIVISION, GENERAL MALCAAmerican Locomotive CompanyHELECTRO-MOTIVE DIVISION, GENERAL MALCAAmerican Locomotive CompanyHARSHarscoALTNAltoonaHARSHarscoALTNAltoonaHBHaskell & BakerALTNAltoo-GEHIXHamburgBBALDWIN-LIMA-HAMILTONHPAHPABERWBerwick ForgeHSTHawker SiddeleyBERWBethlehem Car WorksIFAIRBANKS MORSEBLHBaldwin Locomotive WorksIFAIRBANKS MORSEBLHBaldwin Locomotive WorksICCInterrational Car CompanyBVDDBoroks Locomotive WorksJGENERAL ELECTRICBSBronks Locomotive WorksJGENERAL ELECTRICBSBathery & SmithJACCJonstown America CorporationBUDDEd 6 Budd CompanyJACKJackson & SharpGUNRBurro Crane WorksJORDJordan Machine WorksBUDRButros Crane WorksJORDJordan Machine WorksCBALDWIN-LOCOMOTIVE CO.JSJackson & Sharp <tr< td=""><td></td><td></td><td></td><td></td><td></td><td></td></tr<>						
ACCI       Accurate Industries       GULF       Gulf Railcar         ACCI       Accurate Industries       GUNA       Gunderson - Trenton Works         ACFX       ACF Industries       GUNM       Gunderson - Trenton Works         ALCC       Alloy Crafts Company       GUNM       Gunderson - Trenton Works         ALCO       American Locomotive Company       H       ELECTRO-MOTIVE DIVISION, GENERAL MOTORS         ALGE       Alco-GE       HAMB       Hamburg Fab Shop         ALTN       Altoona       HB       Haskell & Baker         ALTN Altoona       HB       Haskell & Baker       HAMS         BL       BALDWIN-LIMA-HAMILTON       HB       HBAR       HAMborg Oration         BETH       Betlihehem Car Works       HIV       Hyrun Hyundai       HEI         BL       Boise Locomotive Works       ICC       Interglobal Cophal       IE         BLH       Baldwin Lina Hamilton       IBH       Industria Brown Hoist       IICC         BRIL       Brill       Brill       IR       Ingersol Raind       IAC         BRIL       Boise Locomotive Works       ICC       Interglobal Cophal       IR         BUDE       Ed Budd Company       JACK       Jackenon Equipation	ACCIAccurate industriesGULFGulf RailcarACFAccurate industriesGUNAGUNAGunderson - Trenton WorksACFXACF IndustriesGUNAGunderson IncALCCAlloy Crafts CompanyGUNAGunderson IncALCCAlloy Crafts CompanyGUNAGunderson IncALCCAlco-GEHAMBHamburg Fab ShopALCFALCO-GEHAMBHamburg Fab ShopALTNAltoonaHBHaskell & BakerALTNAltoonaHBHaskell & BakerALWOAlco-WorthingtonHEISHeisler Locomotive WorksAILWAlco-WorthingtonHBHaskell & BakerALWAltoniaHBHaskell & BakerB BALDWIN-LIMA-HAMILTONHPAHPA Monon CorporationBERNBerwick ForgeHSTHARS MORSEBLBoise LocomotiveIFAIRBANKS MORSEBLWBaldwin Lima HamiltonIBHIndustrial Brown HoistBLWBaldwin Locomotive WorksICCInterglobal CapitalBRKSBrooks Locomotive WorksJGENERAL ELECTRICBSPBethlehem Steel CorporationJACKJackson Equipment CompanyBUDDEd Budd CompanyJLWJunita Locomotive WorksBURSBrooks Locomotive WorksJORDJordan Machine WorksBURSBurlo Crane WorksJORDJordan Machine WorksBURButtores builders (various)KMKasagro Railcar AmericaCLCanadian AtoinalLAVE<						
ACF     American Car & Foundry     GUN4     Gunderson - Trenton Works       ACFX     ACF Industries     GUND     Gunderson - Mexico       ALCC     Alloy Crafts Company     H     ELECTON-MOTIVE DIVISION, GENERAL MOTORS       ALCA     Alloy Crafts Company     H     ELECTON-MOTIVE DIVISION, GENERAL MOTORS       ALGE     Alco-GE     HAMB     Hamburg Fab Shop       ALST     Alstom     HARS     Harsco       ALTN     Altoona     HB     Haskell & Baker       ALWO     Alco-Worthington     HEIS     Heisler Locomotive Works       ARI     ARI Industries     HIIX     Hamburg Fab Shop       BALDWIN-LIMA-HAMILTON     HPA     HPA Monon Corporation       BERH     Bethehem Car Works     HYUN     Hyundai       BL     Boise Locomotive Works     I     FAIRBANKS MORSE       BLH     Baldwin Loromotive Works     ICC     International Car Company       BUM     Baldwin Locomotive Works     ICG     International Car Company       BUND     Borbardier     IGG     International Car Company       BUND     Ed G Budd Company     JACK     Jackson Equipment Company       BUND     Ed G Budd Company     JACK     Jackson Equipment Company       BUR     Brill     IR     Ingersol Rand	ACFAmerican Car & FoundryGUN4Gunderson - Trenton WorksACFXACF IndustriesGUNDGunderson - MexicoALCCAlloy Crafts CompanyGUNMGunderson - MexicoALCOAmerican Locomotive CompanyHELECTRO-MOTIVE DIVISION, GENERAL MIALCAAlloy Crafts CompanyHAMBHamburg Fab ShopALSTAlstonHARSHarscoALTNAltoonaHBHaskell & BakerALTNAltoonaHBHaskell & BakerALTNAltoo-GEHIXHamburgBBALDWIN-LIMA-HAMILTONHPAHPA Monon CorporationBERWBervick ForgeHSTHawker SiddeleyBETHBethlehem Car WorksHYUNHyundaiBLBoise LocomotiveHBIndustrial Brown HoistBLWBaldwin Lima HamitonIBHIndustrial Brown HoistBLWBaldwin Locomotive WorksICCInterglobal CapitalBRILBrillIRIngersol RandBRILBrillIACJohnstown America CorporationBSPBarney & SmithJACJohnstown America CorporationBURDEd G Budd CompanyJUWJuniata Locomotive WorksBURRBurilBurbies CorporationJACKBURRBurlo Condive WorksJORDJohnstown America CorporationBVRSBooka CompanyJUWJuniata Locomotive WorksBURRBurilHAKason Equipment CompanyBURRBurilBurbies CorporationJACK						
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ALCC       Alloy Crafts Company       GUNM       Gunderson - Mexico         ALCO       American Locomotive Company       H       ELECTRO-MOTIVE DIVISION, GENERAL MOTORS         ALCE       Alco -GE       HAMB       Hamburg Fab Shop         ALST       Alstom       HARS       Harsco         ALTN       Altoona       HB       Harsco         ALTN       Altoona       HEIS       Heisler Locomotive Works         ALWO       Alco-Worthington       HEIS       Heisler Locomotive Works         B       BALDWIN-LIMA-HAMILTON       HPA       HPA Monon Corporation         BERW       Berwick Forge       HST       Hawker Siddeley         BETH       Betlehem Car Works       HYUN       Hyundai         BL       Bolse Locomotive       I       FAIRBANKS MORSE         BLW       Baldwin Locomotive Works       ICC       Interrational Car Company         BOMB       Bombardier       IR       Ingersoll Rand         BRK       Brooks Locomotive Works       J       GE Interrational Car Company         BUD       Ed G Budd Company       JACC       Johnstown America Corporation         BLR       Burro Crane Works       J       GENERAL ELECTRIC AGUASCALENTES         CFF       C	ALCCAlloy Crafts CompanyGUNMGunderson - MexicoALCOAlec-GEHAMBHamburg Fab ShopALSTAlstomHARSHarscoALSTAlstomHARSHarscoALTNAltoonaHBHaskell & BakerALTNAltoonaHBHaskell & BakerALTNAltoonaHBHaskell & BakerALTNAltoonaHBHaskell & BakerALTNAltoonaHBHaskell & BakerALTNAltoonaHBHaskell & BakerALTNAltoonaHBHaskell & BakerALTNAltoonaHBHaker SiddeleyBBALDWIN-LIMA-HAMILTONHPAHPA Monon CorporationBERWBerwick ForgeHSTHawker SiddeleyBETHBethlehem Car WorksHYUHyundaiBLBaldwin Lima HamiltonIBHIndustrial Brown HoistBLHBaldwin Locomotive WorksICCInterrational Car CompanyBOMBBombardierICGInterglobal CapitalBRLBrillBrillIndustrial Brown HoistBSBarney & SmithJACJohnstown America CorporationBSPBethlehem Steel CorporationJACKJackson Equipment CompanyBURRBurro Crane WorksJORDJordan Machine WorksCBALDWIN-LOCOMOTIVE CO.JSJackson & SharpCANCanadian Car & FoundryKASGKasgars Railcar AmericaCHINChinese builders (various)KMKrauss Maffei<					,	
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DAVDavenport Locomotive CompanyMLWMontreal Locomotive WorksDETRDetroit Car WorksMRCDMillennium Railcar, Dome DivisionDIFCDifcoMRNEMarine IndustriesDSLDavies Ship BuildingNGENERAL MOTORS-DIESEL DIV.						BOMBARDIER	D
DETR     Detroit Car Works     MRCD     Millennium Railcar, Dome Division       DIFC     Difco     MRNE     Marine Industries       DSL     Davies Ship Building     N     GENERAL MOTORS-DIESEL DIV.	DAV Davennort Locomotive Company I MLW Montreal Locomotive Works						
DIFC     Difco     MRNE     Marine Industries       DSL     Davies Ship Building     N     GENERAL MOTORS-DIESEL DIV.							
DSL Davies Ship Building N GENERAL MOTORS-DIESEL DIV.			-				
	E CANADIAN GENEKAL ELECTRIC INACC INORTH AMERICAN CAR			NALL		CANADIAN GENERAL ELECTRIC	E

June 2024

# Steel Wheel Set

=Mandatory

▲=Used in ETC Generation

= Affects Rating

Umler	R
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# **Data Specification Manual**

	Data Specif	ication Manual
NIPP	Nippon-Sharyo	Builder Lot Code B030
NRE	National Railway Equipment	A unique identifier for a group of equipment built by one manufacturer under
NSC	National Steel Car	the same contract
0	J.G. BRILL CO.	
OB	Osgood Bradley Car Company	Data is Confidential. Value does not carry forward for Single Clone / Multi-
ORTN	Ortner	Clone. Validation Rule for B030
Р	KRAUSS-MAFFEI, A.G.	
PCF	Pacific Car & Foundry	-Equipment built or rebuilt on or after June 28, 2012 must have a value for
PCM	Pullman Car & Manufacturing	Builder Lot Code
PLAS	Plasser America	
PLC	Paducah Locomotive Company	Built Country B031
PORT	Porter Locomotive Company	The country where the equipment was constructed
PORW	Thrall-Winder	Data is Confidential.
PRAT	Pratt Enterprises	Permissible Values for B031
PRO	Procor Limited	CA Canada MX Mexico
PS	Pullman-Standard	US United States
PSCC	Pressed Steel Car Company	
PSP	Pullman-Standard, Division of Trinity Industries	Rebuilt Country B170
PT	Plasser & Theurer	
Q	LIMA-HAMILTON	The country where the equipment was re-constructed
R	MORRISON-KNUDSEN	Permissible Values for B170
RCC	Raceland Car Corporation	CA Canada MX Mexico
REBD	Reilly Beard	US United States
RELC	Relco	
RICH	Richmond Locomotive Works	Cost
ROAN	Roanoke Shops	
ROTA	Rota Car Company	Original Cost A184
RP	RailPower	The original manufacturer selling price
RTCX	Richmond Tank Car	Data is Confidential. Value does not carry forward for Single Clone / Multi-
RUSS	Russian builders (various)	Clone.
S	MONTREAL LOCOMOTIVE WORKS	Range of Values for A184
SCM	Standard Car Manufacturing	Minimum Maximum
SIEM	Siemens	0 999999
SLC	Saint Louis Car Company	Validation Rule for A184
SRSC	Springfield Railcar	-Original Cost must be equal to the Ledger Value if there are no Additions
SSCC	Standard Steel Car Company	& Betterments.
T	PLYMOUTH LOCOMOTIVE WORKS	-Original Cost must be equal to the Ledger Value if Additions &
TA	Transit America	Betterments Indicator is not reported.
TERX	Terex Corporation	-Railroad marked freight cars except MISC, LOCO, TRLR, CONT, CHSS,
THR	Thrall Car Service Parts	STWH, EOTD, and PSGR are required to have an Original Cost
THR4	Thrall - Cartersville	-Private marked freight cars except MISC, LOCO, TRLR, CONT, CHSS, STWH,
THRL	Thrall	EOTD, and PSGR are required to have an Original Cost if Built Date
TLGA	Talgo America	(BLDT) is on or after January 1, 2015
TRAN	Tranzrail	NOTES:
TRIN	Trinity	
TRIS	Trinity - Springfield MO	Original Cost is never altered. It is the cost of the equipment to the original
TRIX	Trinity Mexico	owner.
U	H.J.POTTER	For railroad-marked cars, report in US dollars the original ledger value of the     sizial aurors for any shull growth the cast anomial of the
UNAM	United America	original owner For cars rebuilt, report the cost prescribed in MR Interchange
UNKN	Unknown	Rule 88 and Circular Letter OT-24
UTLX	Union Tank Car	• The original cost is used in the settlement of AAR Interchange Rule 107 Office
V	OWNER RAILROAD	Manual.
	Ventrns	<ul> <li>For connected unit cars report the total original cost for all units in the set.</li> </ul>
VENT VULC	Vulcan Locomotive Works	<ul> <li>Numeric, applicable to all railroad-marked cars Also, applicable to privately</li> </ul>
		marked covered hopper (LO) cars.
W WABN	WHITECOMP LOCOMOTIVE WORKS	<ul> <li>Raise all cents to the next dollar, e.g. \$5,501.02 = 0005502</li> </ul>
	Wabash National	
WAG	Wagner Car Company	Ledger Value A150
X		The sum of original cost and additions & betterments
Y Validation	REPUBLIC LOCOMOTIVES	Data is Confidential. Value does not carry forward for Single Clone / Multi-
	Rule for A035	
	ment built or rebuilt on or after July 1, 2010 cannot have a	Clone. Banga of Values for A150
	uipment Builder of Unknown	Range of Values for A150
	ment with a Built Date (BLDT) on or after July 1, 2010 cannot have	Minimum Maximum
	Equipment Builder Code of OWNER RAILROAD	0 999999
	ment Builder can have a value of MULT only if the equipment has	Validation Rule for A150
m	ultiple units	-Original Cost must be equal to the Ledger Value if there are no Additions
		& Betterments.

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Steel whee		0111			Steel Wheel Set
		Data Specifica	ation Manual		
-l edger Va	alue must equal the Original Cost (A184) plus the ad	ditions &	Minimum	Maximum	
-	erments, if Total A&B (A003) has been reported. Ot		1/1/1900	12/31/9999	
	er Value should equal Original Cost (A184).		Validation Rule		
Ū	,			ering an individual Addition & Betterm	ent, you must enter a
Total A&B		A003		n all 4 fields.	
System genera	ated sum of all reported amounts in A&B Amount (	A317), in US	-Addition a	nd Betterment Date Done cannot be e	arlier than Built Date
dollars			(BLDT).		
	lential. System Generated Field. This element is no	t eligible for	-Additions	& Betterments Date Done cannot be la	ter than today's date.
	/alue does not carry forward for Single Clone / Mul	•	A&B Type		A318
Range of Valu					
Minimum	Maximum			ividual addition and betterment as de	· · · · · · · · · · · · · · · · · · ·
0	99999999			ntial. Value does not carry forward fo	r Single Clone / Multi-
NOTES:			Clone. Permissible Va	luce for A219	
• For railroad	d-marked cars, report the sum of all additions and b	oetterments		neral - Capitalized Additions and Bette	rmonts
applied to t	the car. This value is for record keeping purposes of	nly and will not		ial load of historical A&B amount as of	
	report Ledger Value.		dat		onner no implementation
	e Cars report the additions and betterments as quali	fied under AAR	Validation Rule		
-	e Rule 107 for determination of settlement value.			quipment, only one Individual A&B Ty	pe can have a value of
	ns are costs of all new components applied subsequ		INIT.		
	was built or rebuilt and carried in the capital investr		-When ente	ering an individual Addition & Betterm	ent, you must enter a
	nents are costs of all improvements of components of components of superior parts for in	•	value ii	n all 4 fields.	
	ent through the substitution of superior parts for in ient to the date the car was built of rebuilt.	ienui parts			
•	cted unit cars report the total Truck Location A for a	ll units in the		Car Managemer	nt
set			De el Number	8000	
			Pool Number		P001
Ind for Pos/N	leg Total A&B	A128	-	r used to indicate the grouping of equi	pment for a particular
A code indicat	ting the positive or negative adjustment to the origi	nal cost of the	purpose		
equipment	t			portation Codes. Affects Rating. This	
	lential. System Generated Field. This element is no	-	Back.	lue does not carry forward for Equipm	ent Group Change / Add
-	/alue does not carry forward for Single Clone / Mul	ti-Clone.	DdCK.		
	/alues for A128		Licor Pouting In	actructions	TCUR
N Negat	tive P Positive		User Routing Ir		TCOK
			_	truction reported by the user	
A&B Pos/Neg		A316		portation Codes.	
	ting the positive or negative adjustment to the indiv	vidual addition	Permissible Va	Service Rule 2	
and betterr				ninated commodity service	
	lential. Value does not carry forward for Single Clor	ie / Multi-		anceled	
Clone.	Values for A216			requested return	
	<b>/alues for A316</b> tive P Positive			gned equipment	
N Negat Validation Ru			NOTES:		
	ering an individual Addition & Betterment, you mus	t enter a value	For further e	explanation reference Appendix E.	
in all 4					
	ndicator is required when Additions & Betterments	are reported.	Umler Transpo	rtation Code	TCOD
	ndicator must not be reported if Additions & Better		-	igned service, empty routing or restric	tion of the equipment
reporte	-			ted Field. Used for Transportation Co	
			eligible fo	•	
A&B Amount		A317	NOTES:	P	
	of the individual addition and betterment added to o	or subtracted		explanation reference Appendix E.	
	riginal cost of the equipment				
	lential. Value does not carry forward for Single Clor	ne / Multi-	Transportation	Cond Code	TCCD
Clone.			-	interchange restriction code	
Range of Valu				ted Field. Used for Transportation Code	tes. This element is not
Minimum	Maximum		eligible fo	-	aco. This element is hut
1 Validation Ru	999999		NOTES:		
Validation Ru		$\left( \Lambda 210 \right)$		explanation reference Appendix E.	
-witen entern	ng an individual addition & betterment; A&B Date D			,	
A&B Tune (	A318) A&B Pos/Neg Ind (A316) and A&B Amount (				
	A318), A&B Pos/Neg Ind (A316), and A&B Amount (		Mechanical Re	striction	TCMF
A&B Type ( <i>i</i> reported	A318), A&B Pos/Neg Ind (A316), and A&B Amount (		Mechanical Re		TCME
			User reported of	or system generated type of mechanic	
reported		A317) must be	User reported o Used for Transp	or system generated type of mechanic portation Codes.	
reported A&B Date Doo The date of th	ne ne individual addition and betterment	A317) must be A319	User reported o Used for Transp Permissible Va	or system generated type of mechanic portation Codes.	
reported A&B Date Doo The date of th	ne	A317) must be A319	User reported o Used for Transp Permissible Va S Scrap	or system generated type of mechanic portation Codes. Iues for TCME	
reported A&B Date Door The date of th Data is Confid	ne ne individual addition and betterment Iential. Value does not carry forward for Single Clor	A317) must be A319	User reported o Used for Transp <b>Permissible Va</b> S Scrap X AAR Int	or system generated type of mechanic portation Codes.	



# Data Specification Manual

# NOTES:

• For further explanation reference Appendix D.1

· · · · · · · · · · · · · · · · · · ·			ze of the journ					
Mech Restriction Reason	TCMR		issible Values f			-	5 4 0	
The explanation of the Mechanical Restriction (TCME)		A D	3-3/4 X 7 5-1/2 X 10	B E	4-1/4 X 8 6X11	C F	5 X 9 6-1/2 X 12	
Used for Transportation Codes.		G	7 X 12	H	7 X 14	г К	6-1/2X9	
Permissible Values for TCMR		M	7 X 9		,,,,,,,	ĸ	0 1/ 2/0	
A Restricted Due to Age (Over 40-AAR, Over 50-FRA)		Valida	ation Rule for A	<b>\147</b>				
B Restricted Due to Air Brakes		-4	-axle equipme	nt with	Journal Size	B and	Star Code (A247) is not p	opulate
C Restricted Due to Axles			must have G	iross Ra	ail Load (A26	6) of 1	03,000 lbs.	
D Restricted Due to Couplers and Couplers Parts		-J	ournal Size B (4	1/4 x 8	8) requires a	Gross	Weight of 154,000 lbs. fo	or 6-axle
F Restricted Due to Couplers Yokes					is Star Codec			
G Restricted Due to Draft Gears		-4					Star Code (A247) is not p	opulate
J Restricted Due to Journal Bearing and Journal Lubricatio	n				ail Load (A26		42,000 lbs. ight of 213,000 lbs. for 6-	
N Restricted Due to Trucks P Restricted Due to Truck Side Frames		-1	unless the ca			ss we	giit 01 213,000 lbs. 101 0-	
T Restricted Due to Trucks Bolsters		-4				D and	Star Code (A247) is not p	opulate
U Restricted by AAR or Owner					ail Load (A26			oopulati
W Restricted Due to Wheels		-J			-		s Weight of 265,000 lbs.	for 6-ax
X Restricted Due to Scrap or Early Warning			cars unless t	he car	is Star Codec	ł		
Z Restricted Due to Umler Conflict (Not Valid for User Inpu	ut)	-4	-axle equipme	nt with	Journal Size	E and	Star Code (A247) is not p	opulate
NOTES:					ail Load (A26	-		
<ul> <li>For further explanation reference Appendix D.2.</li> </ul>		-J	•	'	•		eight of 179,000 lbs. for 4	
• The assignment of the Transportation Codes S_, SX, XA, XZ and	•			cars o	only (cars wit	tn 28 i	nch wheels) unless the ca	ar is Stai
the Rate Indicator Code 6 to the CHARM file to zero (0) rate the	ne car hire and		Coded	v 11) -		000 14/	eight of 330,000 lbs. for 6	Savloc
mileage rate.			•	'	•		Star Code (A247) is not j	
	1	-4					Rail Load (B344) is not po	
Sys Gen Routing Inst	TCGR		must have G				· · ·	
The routing instruction generated by the system		-4				-	Star Code (A247) is not	populat
System Generated Field. Used for Transportation Codes. Affects	s Rating. This		and Qualific	ation fo	or Increased	Gross	Rail Load (B344) of 1 or 2	2, must
element is not eligible for Input.					d (A266) of 2			
NOTES:		-J		-	-	-	394,500 lbs. or 429,000 ll	bs. for 6
• For further explanation reference Appendix E.5.					car is Star C		A Charles (ADAZ) :	
		-4					1, Star Code (A247) is not	
Truck Components							ased Gross Rail Load (B34 (A266) of 315,000 lbs.	44) IS NC
Axle Spacing Distance	B020	-4					or M, Star Code (A247) is	not
The distance between axle centers on the same truck							ased Gross Rail Load (B34	
Permissible Values for B020			must have G					
53 53 Inches		-J	ournal Size G (7	7 x 12) r	requires a Gr	oss W	eight of 472,000 lbs. for 6	6-axle c
54 54 Inches			unless the ca					
55 55 Inches		-J	•		•	oss W	eight of 315,000 lbs. for 4	4-axle c
60 60 Inches			unless the ca				sight of 472 000 lbs for (	C
61 61 Inches		-10	unless the ca		-	OSS VV	eight of 472,000 lbs. for 6	b-axie c
62 62 Inches		-1				) or L (	5 x 11 and 7 x 12) are onl	v
63 63 Inches		-1			lated or drav			y
64 64 Inches		-J.					ss Weight of 472,000 lbs	. for 6-
65 65 Inches 68 68 Inches			axles		.,		- 0, 0 100	
70 70 Inches		-L	Instarred 4 Axle	e Cars v	with GRL of 3	315,00	0 and no IGRL reported a	nd
71 71 Inches			Unstarred ca	ars with	n Journal Size	e of G o	or M must have a Wheel	Size of a
72 72 Inches			inches					
73 73 Inches			•	ust be	394,000 lbs.	for 6 -	axle cars with Journal Siz	e K
74 74 Inches		NOTE						<b>.</b> .
76 76 Inches		• A,	B and C Journal	Classe	s are prohibi	ited in	Interchange per Rule 90.	.В.4
78 78 Inches		10th c	Diameter					4204
99 Axle Space Unknown			l Diameter			_		A294
	1		iameter of the					
Truck Axle Count	B252		issible Values f				221.1	
The number of axles per truck		28	28 Inches	30	30 Inches	33	33 Inches	
Range of Values for B252		36 Valid	36 Inches	38	38 Inches			
Minimum Maximum			ation Rule for A		nss Maight	of 296	000 lbs. and Increased G	ross
1 2		-0			-		neter of 36 inches	035
		-1					.000 lbs. and Increased G	ross
					-		neter of either 36 or 38 in	
		1						
•=Mandatory	g – <b>2</b>	263 –	*=Conditiona	ally Ma	ndatory		Ju	une 202

tion l	Manual						
Jour	nal Size						A147
The s	size of the journa	al beari	ng				
	nissible Values fo		-		_		
A	3-3/4 X 7	B	, 4-1/4 X 8	С	5	X 9	
D	•		6X11	F		5-1/2 X 12	
G	7 X 12	Н	7 X 14	ĸ		5-1/2X9	
M			//1	Ň	Ŭ	1, 2, 3	
	lation Rule for A	147					
	4-axle equipmen		Journal Size	B and S	Star	Code (A247) is	not populated.
	must have G						
-	Journal Size B (4						bs. for 6-axle
	cars unless th					.8	
-	4-axle equipmen	t with	Journal Size	C and S	Star	Code (A247) is	not populated.
	must have G						
-	Journal Size C (5						or 6-axle cars
	unless the ca		-		0	· · · · · · · · · · · · · · · · · · ·	
-	4-axle equipmen			D and	Sta	r Code (A247) is	not populated.
	must have G					. ,	
-	Journal Size D (5						) lbs. for 6-axle
	cars unless th	-	<i>,</i> ,				
-	4-axle equipmen				Star	Code (A247) is	not populated,
	must have G						
	Journal Size E (6		•	,			for 4-axles ETC
	•		•		-	wheels) unless t	
	Coded					,	
	Journal Size E (6	x 11) r	equires a Gro	oss We	eigh	t of 330,000 lbs.	for 6-axles
	4-axle equipmen						
						Load (B344) is n	
	must have G	ross Ra	il Load (A26	5) of 26	63,0	000 lbs.	
-	4-axle equipmen	it with	Journal Size	F or K,	Sta	r Code (A247) is	not populated,
						Load (B344) of 1	
	have Gross R	ail Loa	d (A266) of 2	86,000	0 lb	s.	
	Journal Size F red	quires	a Gross Weig	ht of 3	394,	,500 lbs. or 429,0	000 lbs. for 6-
	axle cars unle						
-	4-axle equipmen	t with	Journal Size	G or M	1, St	ar Code (A247) i	s not
	populated, a	nd Qua	lification for	Increa	ased	d Gross Rail Load	(B344) is not
	populated, m	nust ha	ve Gross Rai	Load	(A2	66) of 315,000 ll	os.
-	4-axle equipmen	it with	Journal Size	G, K, o	r M	, Star Code (A24	7) is not
	populated, a	nd Qua	lification for	Increa	ased	d Gross Rail Load	(B344) of 1,
	must have G	ross Ra	il Load (A266	5) of 28	86,0	000 lbs.	
	Journal Size G (7	x 12) r	equires a Gr	oss We	eigh	nt of 472,000 lbs	for 6-axle cars
	unless the ca	r is Sta	r Coded				
	Journal Size H (7	x 14) r	equires a Gr	oss We	eigh	nt of 315,000 lbs	for 4-axle cars
	unless the ca	r is Sta	r Coded				
	Journal Size H (7	x 14) r	equires a Gr	oss We	eigh	nt of 472,000 lbs.	for 6-axle cars
	unless the ca	r is Sta	r Coded				
	Journal Size I (6 >	k 11 an	d 6 1/2 x 12)	or J (6	5 x 1	L1 and 7 x 12) ar	e only
	applicable to	articu	lated or drav	v-bar c	ars		
	Journal Size Code	e M (7	x 9) requires	a Gros	ss V	Veight of 472,00	0 lbs. for 6-
	axles						
-	Unstarred 4 Axle	e Cars v	vith GRL of 3	15,000	) an	d no IGRL report	ted and
	Unstarred ca	rs with	Journal Size	of G o	or N	1 must have a W	heel Size of 38
	inches						
-	Gross Weight mu	ust be 3	394,000 lbs. <sup>-</sup>	for 6 -a	axle	cars with Journ	al Size K
NOT							
• A,	B and C Journal	Classe	s are prohibi	ted in l	Inte	erchange per Rul	e 90.B.4
Whe	el Diameter						A294
The o	diameter of the v	wheels					
	nissible Values fo						
28	28 Inches	30	30 Inches	33		33 Inches	
20		20	20 In also				

June 2024

# Steel Wheel Set



# Data Specification Manual

-Cars with an Increased Gross Rail Load of 1 and Journal of G or M must have a Wheel Diameter of 38 inches

▲=Used in ETC Generation = Affects Rating

=Mandatory

-Cars with an Increased Gross Rail Load of 1 and Journal of G or M must	
have a Wheel Diameter of 38 inches	Location/SPLC SPLC
Stability Device Equipped B199	The SPLC of the inspecting location; used for all inspection types reported on
Indicates a stability device is present on the truck	Value does not carry forward for Single Clone / Multi-Clone / Add Back.
Permissible Values for B199	
Y Yes	Air Brake Test Device B523
Missellensous	Indicates the type of test device used to perform the Air Brake Test
Miscellaneous	Value does not carry forward for Single Clone / Multi-Clone / Add Back.
Commercial Owner CIF B049	Permissible Values for B523 A Automatic (Non 4-Pressure)
The Customer Identification File (CIF) number for a commercial owner at a specific location	M Manual
	P Automatic (4-Pressure)
Commercial Lessee CIF B048	Validation Rule for B523     -Air Brake Test Device (B523) must be reported for Air Brake Test inspection
The Customer Identification File (CIF) number for a commercial lessee at a specific location	reported on or after December 10, 2020
Umler Effective Date EFDT	
The date the rating activity (pre-registration, modification, etc.) is expected to	
occur	
his element is not eligible for Query. Does not Carry Forward. /alidation Rule for EFDT	
-Effective Date cannot be set to more than 13 months in the future.	
IOTES:	
Effective Date will default to the 1st of the following month that equipment is registered	
Inspection	
ABT Due Date (Repair Track) DU13	
The due date of the air brake test per AAR Field Manual Rule 3 System Generated Field. This element is not eligible for Input. Value does not carry forward for Add Back.	
ABT 5-8 Year Due Date DU58	
he 5-8 year due date for the air brake test (ABT) after the ABT Due Date (Repair Track)	
ystem Generated Field. This element is not eligible for Input. Value does not carry forward for Add Back.	
Inspection Date Done DTDN	
he date the inspection was completed; used for all inspection types reported on equipment	
/alue does not carry forward for Single Clone / Multi-Clone / Add Back.	—
'alidation Rule for DTDN The inspection date must not be 60 days before the Build Date	
nspection Due Date INDD	
The due date of the next inspection; used for all inspection types reported on equipment	
ystem Generated Field. This element is not eligible for Input. Value does not carry forward for Add Back.	
Inspection Performer PERF	
The SCAC that completed the inspection; used for all inspection types reported on equipment	
/alue does not carry forward for Single Clone / Multi-Clone / Add Back.	
nspection Reporter REPT	
The SCAC that reported the inspection; used for all inspection types reported or equipment	n
Value does not carry forward for Single Clone / Multi-Clone / Add Back.	

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=Conditionally Mandatory

# Umler®

# Data Specification Manual

# Containers

# Containers

General	
Status Code (USCD)	
Equipment ID (0001)	
Mechanical Designation (UMMD)	
Equipment Descriptor (B341)	
Built Date (BLDT)	
Rebuilt / ILS Date (RBDT)	
Rebuilt Flag (RBFL)	
Owner (UMOW)	
Equipment Group (0002)	
Lessee (LESE)	
Maintenance Party (MNP1)	
Prior Equipment ID (PRID)	
Last Update Date (B122)267	
Equipment Add Date (B082)	
Status Change Reason (USCR)	
Status Change Date (USCT)	
Licensing State/Province (A154)	
Conflict Status (B050)	
Date of Original Conflict (B063)	
Next Conflict Status (B135)	
Notice Indicator (B137)	
Conflict Status Next Date (B062)	
Rate Indicator (A070)	
Equipment Add Company (B083)	
Registration Reason (B174)	
Restencil Program Ind (B177)	
Delete Reason Code (B064) 269	
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Tare Weight (A259)	
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Electrical Voltage System (A079)	
Forward Extension (A106)	
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Equipment Builder (A035)	
Builder Lot Code (B030)	
Rebuilt Country (B031)	
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Feature	
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Mandatana     A Used in FTC Constantian     A Affects Define	

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Total A&B (A003)	
Ind for Pos/Neg Total A&B (A128)	
A&B Pos/Neg Ind (A316)	
A&B Amount (A317)	
A&B Date Done (A319)	
A&B Type (A318)	
Car Management	
Pool Number (P001)	
User Routing Instructions (TCUR)	
Umler Transportation Code (TCOD)	
Transportation Cond Code (TCCD)	
Mechanical Restriction (TCME)	
Mech Restriction Reason (TCMR)	
Miscellaneous	
Commercial Owner CIF (B049)	
Commercial Lessee CIF (B048)	
Umler Effective Date (EFDT)	
Inspection	
Inspection Date Done (DTDN)	
Inspection Due Date (INDD)	
Inspection Performer (PERF)	
Inspection Reporter (REPT)	
Location/SPLC (SPLC)	

### Mandatory Section = Affects Rating

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Data Specification Manual

RBDT

General	Range of Values for BLDT
Status Code Mandatory USCD	Minimum Maximum
Identifies the current operational state	1/1/1900 12/31/9999
Does not Carry Forward.	Validation Rule for BLDT
Permissible Values for USCD	-For Trailers, Containers and Chassis, the age of the equipment if not
A ACTIVE I INACTIVE	rebuilt cannot be in excess of 50 years from today -Prior and target equipment's Built Date (BLDT) must match for
P PRE-REGISTERED	restenciling
NOTES:	NOTES:
For Restencil and Clone process the initial Status of a car should be Pre-	<ul> <li>Data is public for railroad marked equipment.</li> </ul>
Registered.	<ul> <li>For connected unit cars report the oldest car in the set.</li> </ul>
All Add-Back processes should initially set the Status to Pre-Registered	
• A Pre-registered car will automatically have its Status changed to Active for the initial change when TRAIN detects three (3) movements on the car	Rebuilt / ILS Date RB
<ul> <li>If the Status changes to Active due to movement and the car was created</li> </ul>	The date the re-construction of the equipment is complete
from a Restencil, the Prior Equipment ID (PRID) or source car will have its	Data is Confidential. Value does not carry forward for Single Clone / Multi-
status changed to Inactive automatically by Umler	Clone.
	Range of Values for RBDT
	Minimum Maximum
Equipment ID 0001	1/1/1900 12/31/9999
The equipment stenciled number	Validation Rule for RBDT -For Trailers, Containers and Chassis, the Built Date cannot be on or bei
Validation Rule for 0001	25 years before the Rebuilt Date
-Equipment Number must not be larger than 6 digits (i.e., 999999)	-For Trailers, Containers and Chassis, the Built Date cannot be on or aft
NOTES:	the Rebuilt Date
<ul> <li>Equipment ID includes the mark and number stenciled on the equipment.</li> </ul>	NOTES:
Marks can be up to 4 characters and number up to 6 digits (i.e.,	Railroad cars applicable only to cars meeting status as provided in bot
ABCD999999).	Accounting Rules, and the AAR Mechanical Interchange Rule 88, Office
• Up to 500 cars can be added or updated in a transaction.	<ul> <li>Manual.</li> <li>Private cars applicable to all cars meeting AAR Mechanical Interchange</li> </ul>
<ul> <li>When adding an equipment record, ensure that Prior Equipment ID (PRID) is reported, unless the equipment is new.</li> </ul>	Rule 88, Section C, Office Manual and Sections A and B of the Field Manual
reported, unless the equipment is new.	For connected unit cars report the oldest car in the set. Do not report Re
Mechanical Designation Mandatory UMMD	Date unless car has been approved by the AAR.
Equipment description without physical dimensions	Delta lla che e
Used for Transportation Codes.	Rebuilt Flag RE
Permissible Values for UMMD	Identifies the equipment is nearing its end of life cycle
U Container	Data is Confidential. System Generated Field. This element is not eligible f
	Input. Does not Carry Forward. Permissible Values for RBFL
Equipment Descriptor Mandatory B341	N No Y Yes
	N No Y Yes
difference for a second s	N No Y Yes Owner Mandatory UMC
Additional information about the type of equipment used in conjunction with	Owner Mandatory UMC
Additional information about the type of equipment used in conjunction with the Mechanical Designation to generate the Equipment Type Code (ETC) for	Owner Mandatory UMC Primary reporting mark of the railroad or private company owning the car
Additional information about the type of equipment used in conjunction with the Mechanical Designation to generate the Equipment Type Code (ETC) for Intermodal Flat, Locomotive, Chassis, Container, and Trailer equipment groups	Owner Mandatory         UMC           Primary reporting mark of the railroad or private company owning the car         Value does not carry forward for Single Clone / Multi-Clone / Single Rester
Additional information about the type of equipment used in conjunction with the Mechanical Designation to generate the Equipment Type Code (ETC) for Intermodal Flat, Locomotive, Chassis, Container, and Trailer equipment groups Value does not carry forward for Equipment Group Change.	Owner Mandatory         UMC           Primary reporting mark of the railroad or private company owning the car         Value does not carry forward for Single Clone / Multi-Clone / Single Rester           Multi-Restencil.         Multi-Restencil.
Additional information about the type of equipment used in conjunction with the Mechanical Designation to generate the Equipment Type Code (ETC) for Intermodal Flat, Locomotive, Chassis, Container, and Trailer equipment groups Value does not carry forward for Equipment Group Change. Permissible Values for B341 UB General Service Dry Box Container	Owner Mandatory         UMC           Primary reporting mark of the railroad or private company owning the car         Value does not carry forward for Single Clone / Multi-Clone / Single Rester           Multi-Restencil.         NOTES:
Additional information about the type of equipment used in conjunction with the Mechanical Designation to generate the Equipment Type Code (ETC) for Intermodal Flat, Locomotive, Chassis, Container, and Trailer equipment groups Value does not carry forward for Equipment Group Change. Permissible Values for B341 UB General Service Dry Box Container UBE Special Equipped (Straight Floor Closed) Container	Owner Mandatory         UMC           Primary reporting mark of the railroad or private company owning the car         Value does not carry forward for Single Clone / Multi-Clone / Single Rester           Wulti-Restencil.         NOTES:         •           •         Report the primary reporting mark of the railroad or private company
Additional information about the type of equipment used in conjunction with the Mechanical Designation to generate the Equipment Type Code (ETC) for Intermodal Flat, Locomotive, Chassis, Container, and Trailer equipment groups Value does not carry forward for Equipment Group Change. Permissible Values for B341 UB General Service Dry Box Container UBE Special Equipped (Straight Floor Closed) Container UBI Container - Insulated	Owner Mandatory         UMC           Primary reporting mark of the railroad or private company owning the car         Value does not carry forward for Single Clone / Multi-Clone / Single Rester           Multi-Restencil.         NOTES:           • Report the primary reporting mark of the railroad or private company owning the car. When car's lease or lien is held by a bank, trust holder,
Additional information about the type of equipment used in conjunction with the Mechanical Designation to generate the Equipment Type Code (ETC) for Intermodal Flat, Locomotive, Chassis, Container, and Trailer equipment groups Value does not carry forward for Equipment Group Change. Permissible Values for B341 UB General Service Dry Box Container UBE Special Equipped (Straight Floor Closed) Container UBI Container - Insulated UBR Mechanical Refrigerator Container	Owner Mandatory         UMC           Primary reporting mark of the railroad or private company owning the car         Value does not carry forward for Single Clone / Multi-Clone / Single Rester           Multi-Restencil.         NOTES:           • Report the primary reporting mark of the railroad or private company owning the car. When car's lease or lien is held by a bank, trust holder, capital lease company, etc. not having an assigned mark, report the primary the primary company.
Additional information about the type of equipment used in conjunction with the Mechanical Designation to generate the Equipment Type Code (ETC) for Intermodal Flat, Locomotive, Chassis, Container, and Trailer equipment groups Value does not carry forward for Equipment Group Change. Permissible Values for B341 UB General Service Dry Box Container UBE Special Equipped (Straight Floor Closed) Container UBI Container - Insulated UBR Mechanical Refrigerator Container UFB Flat Rack/Flat Bed Container	Owner Mandatory         UMC           Primary reporting mark of the railroad or private company owning the car         Value does not carry forward for Single Clone / Multi-Clone / Single Rester           Multi-Restencil.         NOTES:           • Report the primary reporting mark of the railroad or private company owning the car. When car's lease or lien is held by a bank, trust holder,
Additional information about the type of equipment used in conjunction with the Mechanical Designation to generate the Equipment Type Code (ETC) for Intermodal Flat, Locomotive, Chassis, Container, and Trailer equipment groups Value does not carry forward for Equipment Group Change. Permissible Values for B341 UB General Service Dry Box Container UBE Special Equipped (Straight Floor Closed) Container UBI Container - Insulated UBR Mechanical Refrigerator Container UFB Flat Rack/Flat Bed Container UH Bulk Hopper Container	Owner Mandatory         UMC           Primary reporting mark of the railroad or private company owning the car         Value does not carry forward for Single Clone / Multi-Clone / Single Rester           Multi-Restencil.         NOTES:           • Report the primary reporting mark of the railroad or private company owning the car. When car's lease or lien is held by a bank, trust holder, capital lease company, etc. not having an assigned mark, report the primary the primary company.
Additional information about the type of equipment used in conjunction with the Mechanical Designation to generate the Equipment Type Code (ETC) for Intermodal Flat, Locomotive, Chassis, Container, and Trailer equipment groups Value does not carry forward for Equipment Group Change. Permissible Values for B341 UB General Service Dry Box Container UBE Special Equipped (Straight Floor Closed) Container UBI Container - Insulated UBR Mechanical Refrigerator Container UFB Flat Rack/Flat Bed Container	Owner Mandatory         UMC           Primary reporting mark of the railroad or private company owning the car         Value does not carry forward for Single Clone / Multi-Clone / Single Rester           Multi-Restencil.         NOTES:         •           •         Report the primary reporting mark of the railroad or private company owning the car. When car's lease or lien is held by a bank, trust holder, capital lease company, etc. not having an assigned mark, report the prim reporting mark affiliated with the stenciled reporting mark.           Equipment Group Mandatory         OC
Additional information about the type of equipment used in conjunction with the Mechanical Designation to generate the Equipment Type Code (ETC) for Intermodal Flat, Locomotive, Chassis, Container, and Trailer equipment groups Value does not carry forward for Equipment Group Change. Permissible Values for B341 UB General Service Dry Box Container UBE Special Equipped (Straight Floor Closed) Container UBI Container - Insulated UBR Mechanical Refrigerator Container UFB Flat Rack/Flat Bed Container UH Bulk Hopper Container UOT Open Top Container	Owner Mandatory         UMC           Primary reporting mark of the railroad or private company owning the car         Value does not carry forward for Single Clone / Multi-Clone / Single Rester           Multi-Restencil.         NOTES:         •           •         Report the primary reporting mark of the railroad or private company owning the car. When car's lease or lien is held by a bank, trust holder, capital lease company, etc. not having an assigned mark, report the prim reporting mark affiliated with the stenciled reporting mark.           Equipment Group Mandatory         OC           Identifies the various major car types         •
Additional information about the type of equipment used in conjunction with the Mechanical Designation to generate the Equipment Type Code (ETC) for Intermodal Flat, Locomotive, Chassis, Container, and Trailer equipment groups Value does not carry forward for Equipment Group Change. Permissible Values for B341 UB General Service Dry Box Container UBE Special Equipped (Straight Floor Closed) Container UBI Container - Insulated UBR Mechanical Refrigerator Container UFB Flat Rack/Flat Bed Container UH Bulk Hopper Container UT Open Top Container UTK Tank Container	Owner Mandatory         UMC           Primary reporting mark of the railroad or private company owning the car         Value does not carry forward for Single Clone / Multi-Clone / Single Rester           Multi-Restencil.         NOTES:         •           •         Report the primary reporting mark of the railroad or private company owning the car. When car's lease or lien is held by a bank, trust holder, capital lease company, etc. not having an assigned mark, report the prim reporting mark affiliated with the stenciled reporting mark.           Equipment Group Mandatory         OC
Additional information about the type of equipment used in conjunction with the Mechanical Designation to generate the Equipment Type Code (ETC) for Intermodal Flat, Locomotive, Chassis, Container, and Trailer equipment groups Value does not carry forward for Equipment Group Change. Permissible Values for B341 UB General Service Dry Box Container UBE Special Equipped (Straight Floor Closed) Container UBI Container - Insulated UBR Mechanical Refrigerator Container UFB Flat Rack/Flat Bed Container UH Bulk Hopper Container UTK Tank Container UTK Tank Container	Owner Mandatory       UMC         Primary reporting mark of the railroad or private company owning the car       Value does not carry forward for Single Clone / Multi-Clone / Single Rester         Multi-Restencil.       NOTES:       •         •       Report the primary reporting mark of the railroad or private company owning the car. When car's lease or lien is held by a bank, trust holder, capital lease company, etc. not having an assigned mark, report the prim reporting mark affiliated with the stenciled reporting mark.         Equipment Group Mandatory       OC         Used for Transportation Codes. Affects Rating.
Additional information about the type of equipment used in conjunction with the Mechanical Designation to generate the Equipment Type Code (ETC) for Intermodal Flat, Locomotive, Chassis, Container, and Trailer equipment groups Value does not carry forward for Equipment Group Change. Permissible Values for B341 UB General Service Dry Box Container UBE Special Equipped (Straight Floor Closed) Container UBI Container - Insulated UBR Mechanical Refrigerator Container UFB Flat Rack/Flat Bed Container UH Bulk Hopper Container UT Open Top Container UTK Tank Container Equipment Type Code UMET An alpha numeric code that describes the physical attributes of equipment	Owner Mandatory       UMC         Primary reporting mark of the railroad or private company owning the car       Value does not carry forward for Single Clone / Multi-Clone / Single Rester         Wulti-Restencil.       NOTES:         • Report the primary reporting mark of the railroad or private company owning the car. When car's lease or lien is held by a bank, trust holder, capital lease company, etc. not having an assigned mark, report the prin reporting mark affiliated with the stenciled reporting mark.         Equipment Group Mandatory       OC         Used for Transportation Codes. Affects Rating.       Lessee
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Additional information about the type of equipment used in conjunction with the Mechanical Designation to generate the Equipment Type Code (ETC) for Intermodal Flat, Locomotive, Chassis, Container, and Trailer equipment groups Value does not carry forward for Equipment Group Change. Permissible Values for B341 UB General Service Dry Box Container UBE Special Equipped (Straight Floor Closed) Container UBI Container - Insulated UBR Mechanical Refrigerator Container UFB Flat Rack/Flat Bed Container UTK Tank Container Equipment Type Code UMET An alpha numeric code that describes the physical attributes of equipment System Generated Field. This element is not eligible for Input. NOTES:	Owner Mandatory         UMC           Primary reporting mark of the railroad or private company owning the car         Value does not carry forward for Single Clone / Multi-Clone / Single Rester           Multi-Restencil.         NOTES:         •           •         Report the primary reporting mark of the railroad or private company owning the car. When car's lease or lien is held by a bank, trust holder, capital lease company, etc. not having an assigned mark, report the prim reporting mark affiliated with the stenciled reporting mark.           Equipment Group Mandatory         00           Identifies the various major car types         •           Used for Transportation Codes. Affects Rating.         •           Lessee         LE           The reporting mark of the company leasing the equipment         Value does not carry forward for Single Clone / Multi-Clone / Single Rester
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Additional information about the type of equipment used in conjunction with the Mechanical Designation to generate the Equipment Type Code (ETC) for Intermodal Flat, Locomotive, Chassis, Container, and Trailer equipment groups Value does not carry forward for Equipment Group Change. Permissible Values for B341 UB General Service Dry Box Container UBE Special Equipped (Straight Floor Closed) Container UBE Container - Insulated UBR Mechanical Refrigerator Container UFB Flat Rack/Flat Bed Container UFB Flat Rack/Flat Bed Container UTK Tank Container Equipment Type Code MIET An alpha numeric code that describes the physical attributes of equipment System Generated Field. This element is not eligible for Input. NOTES: • Please Refer to Appendix I for More information Regarding ETC Generation Built Date Mandatory BLDT	Owner Mandatory       UMC         Primary reporting mark of the railroad or private company owning the car       Value does not carry forward for Single Clone / Multi-Clone / Single Rester         Multi-Restencil.       NOTES:         • Report the primary reporting mark of the railroad or private company owning the car. When car's lease or lien is held by a bank, trust holder, capital lease company, etc. not having an assigned mark, report the prim reporting mark affiliated with the stenciled reporting mark.         Equipment Group Mandatory       00         Identifies the various major car types       Identifies the various major car types         Used for Transportation Codes. Affects Rating.       Lessee         Lessee       Le         The reporting mark of the company leasing the equipment       Value does not carry forward for Single Clone / Multi-Clone / Single Rester         Wulti-Restencil.       Validation Rule for LESE         -Umler Owner (UMOW) and Lessee are not allowed to be equal
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rebuilt cannot be in excess of 50 years from today
-Prior and target equipment's Built Date (BLDT) must match for
restenciling
DTES:
Data is public for railroad marked equipment.
For connected unit cars report the oldest car in the set.

The date the re	e-construction of the equipment is complete				
Data is Confidential. Value does not carry forward for Single Clone / Multi-					
Clone.					
Range of Valu					
Minimum	Maximum				
1/1/1900	12/31/9999				
Validation Rul	e for RBDT				
	rs, Containers and Chassis, the Built Date cannot be on o ars before the Rebuilt Date	r before			
-For Trailers, Containers and Chassis, the Built Date cannot be on or after the Rebuilt Date					
Accounting Manual. • Private cars Rule 88, Sec • For connect	rs applicable only to cars meeting status as provided in Rules, and the AAR Mechanical Interchange Rule 88, Off applicable to all cars meeting AAR Mechanical Interch ction C, Office Manual and Sections A and B of the Field N ted unit cars report the oldest car in the set. Do not repo car has been approved by the AAR.	ice Jange Manual.			
Rebuilt Flag		RBFL			
Identifies the e	equipment is nearing its end of life cycle				
Data is Confide	Data is Confidential. System Generated Field. This element is not eligible for				

Owner Mandatory UMOW	
Primary reporting mark of the railroad or private company owning the car 🔎 👘	
Value does not carry forward for Single Clone / Multi-Clone / Single Restencil / Multi-Restencil.	
NOTES:	
• Report the primary reporting mark of the railroad or private company owning the car. When car's lease or lien is held by a bank, trust holder, capital lease company, etc. not having an assigned mark, report the primary reporting mark affiliated with the stenciled reporting mark.	
Fauinment Group Mandatory 0002	

Equipment Group Mandatory	0002
Identifies the various major car types	•

=Conditionally Mandatory

Lessee	LESE	
The reporting mark of the company leasing the equipment		
Value does not carry forward for Single Clone / Multi-Clone / Single Restencil / Multi-Restencil. Validation Rule for LESE -Umler Owner (UMOW) and Lessee are not allowed to be equal		
<ul> <li>NOTES:</li> <li>In order to assign privately marked cars to a pool, a railroad reportin must be reported.</li> </ul>	g mark	

●=Mandatory ▲=Used in ETC Generation = Affects Rating

- 266 -



USCT

A154

# nual

Containers	Um			Conta
	Data Specific	ation Ma	anual	
Maintenance Party	MNPT	NOTES		
The parent reporting mark of the company responsible for the m	aintenance and		ovement is detected on equipment, status is changed equipment record is changed to Active, any prior eq	
repairs of the equipment Does not Carry Forward.			ed in Inactive status.	upmentree
		Status	Change Date	
Mark Owner Category	B201		es the effective date of the current operational state	
The company that owns the stenciled mark on the car	alua dasa nat		Generated Field. This element is not eligible for Inpu	
System Generated Field. This element is not eligible for Input. Va carry forward for Single Restencil / Multi-Restencil / Equip Change / Add Back.		Fo	orward.	
Permissible Values for B201		Licensi	ng State/Province	
B US Private		Licensir	ng State / Province	
C Canadian Private		Permis	sible Values for A154	
F Foreign Private		AB	Canada-Alberta	
H Canadian Class II		AG	Mexico-Aguascalientes	
I Canadian Class I J Mexican Class I		AK AL	US-Alaska US-Alabama	
K Canadian Class III		AL	US-Arkansas	
M Mexican Private		AZ	US-Arizona	
N US Private Steamship		BC	Canada-British Columbia	
O Canadian Private Steamship		BJ	Mexico-Baja California	
P Mexican Private Steamship		BS	Mexico-Baja California Sur	
Q     Foreign Private Steamship       R     US Class II Railroad		CA	US-California	
R US Class II Railroad U US Class I Railroad		CH CI	Mexico-Chiapas Mexico-Chihuahua	
V US Class III Railroad		CL	Mexico-Colima	
W Mexican Class II Railroad		CO	US-Colorado	
Y Mexican Class III Railroad		CP	Mexico-Campeche	
		СТ	US-Connecticut	
IOTES:		CU	Mexico-Coahuila De Zargoza	
• This value is stored in the Umler Database for informational pu	rposes and is	DC	US-District of Columbia	
retrieved from the Roadmark Registry.		DE DF	US-Delaware Mexico-Districto Federal	
		DG	Mexico-Durango	
rior Equipment ID	PRID	EM	Mexico-Estado Mexico	
ne previous reporting mark and number of the equipment		FL	US-Florida	
alue does not carry forward for Single Clone / Multi-Clone.		GA	US-Georgia	
/alidation Rule for PRID		GJ	Mexico-Guanajuato	
<ul> <li>-Prior and target equipment's Built Date (BLDT) must match</li> <li>-The Prior Equipment ID (0001) must belong to the same or c</li> </ul>	omparable	GR HG	Mexico-Guerrero Mexico-Hidalgo	
Equipment Group (0002) as the current car initial and nu		HI	US-Hawaii	
NOTES:		IA	US-lowa	
Prior ID enables equipment records to share the same historic	al lineage.	ID	US-Idaho	
Equipment Identification Number (EIN) is a generated id that e	-	IL	US-Illinois	
equipment records to share inspections and transaction histor	y.	IN	US-Indiana	
-		JA	Mexico-Jalisco	
ast Update Date	B122	KS KY	US-Kansas US-Kentucky	
bate of the last Umler element change		LA	US-Louisiana	
system Generated Field. This element is not eligible for Input.		MA	US-Massachusetts	
		MB	Canada-Manitoba	
quipment Add Date	B082	MD	US-Maryland	
Date the reporting mark and number was added to the Umler sys	tem	ME	US-Maine	
System Generated Field. This element is not eligible for Input.		MH	US-Marshall Islands	
		MI MN	US-Michigan	
Status Change Reason	USCR	MO	US-Minnesota US-Missouri	
dentifies the reason for the current operational state		MR	Mexico-Morelos	
system Generated Field. This element is not eligible for Input. D	oes not Carry	MS	US-Mississippi	
Forward.		MT	US-Montana	
Permissible Values for USCR		MX	Mexico-Other	
		NA	Mexico-Nayarit	
I Initial Load				
M Movement		NB	Canada-New Brunswick	

•	If an	equipme

# ent record is changed to Active, any prior equipment record is d in Inactive status.

# hange Date

s the effective date of the current operational state Generated Field. This element is not eligible for Input. Does not Carry rward.

# g State/Province

### g State / Province ible Values for A154

- Canada-Alberta
- Mexico-Aguascalientes
- US-Alaska
- US-Alabama
- **US-Arkansas**
- US-Arizona
- Canada-British Columbia
- Mexico-Baja California
- Mexico-Baja California Sur
- US-California
- Mexico-Chiapas
- Mexico-Chihuahua Mexico-Colima
- **US-Colorado**
- Mexico-Campeche
- **US-Connecticut**
- Mexico-Coahuila De Zargoza
- **US-District of Columbia**
- **US-Delaware**
- Mexico-Districto Federal
- Mexico-Durango
- Mexico-Estado Mexico
- US-Florida
- US-Georgia
- Mexico-Guanajuato Mexico-Guerrero
- Mexico-Hidalgo
- US-Hawaii
- US-lowa
- US-Idaho
- **US-Illinois**
- US-Indiana
- Mexico-Jalisco
- **US-Kansas**
- **US-Kentucky**
- US-Louisiana
- **US-Massachusetts**
- Canada-Manitoba
- **US-Maryland**
- **US-Maine**
- **US-Marshall Islands**
- US-Michigan
- US-Minnesota
- **US-Missouri**
- Mexico-Morelos
- US-Mississippi
- US-Montana
- Mexico-Other
- Mexico-Nayarit
- Canada-New Brunswick
- **US-North Carolina**
- **US-North Dakota** US-Nebraska

= Affects Rating

Canada-Newfoundland

**US-New Hampshire** 

**US-New Jersey** 

NF

NH

NJ



# Data Specification Manual

# NOTES:

- Subject to Zero-Rating, goes into effect 30 days after Conflict Status occurs
- Subject to Restricted in Interchange, goes into effect 90 days after Conflict Status occurs

NJ	US-New Jersey	<ul> <li>Subject to Restricted in Interchange, goes into effect 90 days after Conflict</li> </ul>
NL	Mexico-Nuevo Leon	Status occurs
NM	US-New Mexico	<ul> <li>Subject to Deletion, goes into effect 365 days after Conflict Status occurs</li> </ul>
NS	Canada-Nova Scotia	
NT	Canada-Northwest Territories	Date of Original Conflict B063
NU	Canada-Nunavut	The date the equipment was originally placed in the current conflict
NV	US-Nevada	
NW	Northwest Territory	System Generated Field. This element is not eligible for Input.
NY	US-New York	
OA	Mexico-Oaxaca	Next Conflict Status B135
OH	US-Ohio	Identifies the next escalation level of an equipment in active conflict
OK	US-Oklahoma	System Generated Field. This element is not eligible for Input. Value does not
ON	Canada-Ontario	carry forward for Add Back.
OR	US-Oregon	Permissible Values for B135
PA	US-Pennsylvania	1 Subject to Zero-Rating
PE	Canada-Prince Edward Island	2 Subject to Restricted in Interchange
PQ	Canada-Quebec	3 Subject to Deletion
PR	US-Puerto Rico	
PU	Mexico-Puebla	NOTES:
QA	Mexico-Querataro	<ul> <li>Subject to Zero-Rating, goes into effect 30 days after Conflict Status occurs</li> </ul>
QR	Mexico-Quintana Roo	<ul> <li>Subject to Restricted in Interchange, goes into effect 90 days after Conflict</li> </ul>
RI	US-Rhode Island	Status occurs
SC	US-South Carolina	<ul> <li>Subject to Deletion, goes into effect 365 days after Conflict Status occurs</li> </ul>
SD	US-South Dakota	
SI	Mexico-Sinaloa	Notice Indicator B137
SK	Canada-Saskatchewan	
		Identifies equipment in error in Umler Notice Management
SL	Mexico-San Luis Potosi	System Generated Field. This element is not eligible for Input.
SO	Mexico-Sonora	
TA	Mexico-Tabasco	Conflict Status Next Date B062
TL	Mexico-Tlaxcala	The date the conflict status will be escalated
TM	Mexico-Tamaulipas	System Generated Field. This element is not eligible for Input. Value does not
TN	US-Tennessee	carry forward for Add Back.
TX	US-Texas	carry forward for Add Back.
UT	US-Utah	
VA	US-Virginia	Rate Indicator A070
VI	US-Virgin Islands	Indicates the rate type applicable to the unit
VL	Mexico-Veracruz-Llave	System Generated Field. Used for Transportation Codes. Affects Rating. This
VT	US-Vermont	element is not eligible for Input. Does not Carry Forward.
WA	US-Washington	Permissible Values for A070
WI	US-Wisconsin	0 Zero-Rated Due to Conflict Errors
WV	US-West Virginia	1 Units subject to special lease arrangement
WY	US-Wyoming	<ul> <li>6 Zero-Rated - Scrap (S , SX), AAR Overage (XA), FRA Overage (YA), Umler</li> </ul>
XX	Exception (Intl. TOFC/COFC or No License)	
YC	Mexico-Yucatan	Conflict - CHR 1/Tarriff 6007 (XZ). Zero-Rated Private Owner Election
YK	Canada-Yukon	to Zero Rate [See Private Zero Rate (B150)].
YT	Canada-Yukon	NOTES:
ZT	Mexico-Zacatecas	If unit is zero-rated, correction of conflicts will reinstate the appropriate rate
21	Mexico-Zacalecas	indicator code.
Environ		
		INN First Movement Date USAT
Unique e	equipment identifier regardless of stenciled mark	The first movement date under the stenciled mark of the equipment
System (	Generated Field. This element is not eligible for Input.	This element is not eligible for Input. Does not Carry Forward.
NOTES:		This clement is not engine for input. Does not carry forward.
	fy the Prior ID (PRID) on equipment records to ensure the historic	
	ge is preserved. Equipment with the same EIN share history and	Equipment Add Company B083
		The reporting mark of the company that added the equipment
inspe	ctions.	System Generated Field. This element is not eligible for Input.
Conflict	Status	050 Registration Reason B174
Identifie	s the escalation level of equipment in active conflict	
System	Generated Field. This element is not eligible for Input. Value doe	The code indicating the reason this equipment is added
	ry forward for Add Back.	Does not Carry Forward.
	ible Values for B050	Permissible Values for B174
	Subject to Zero-Rating	A Add-Back N New
	Subject to Restricted in Interchange	P Pending Restencil R Restencil
		, i i i i i i i i i i i i i i i i i i i
3 5	subject to Deletion	

# Umler

# **Data Specification Manual**

		Data Specifi
Restencil Program Ind		B177
	nt is under a restencil progra	am
Permissible Values for	B177	
Y Yes		
Delete Reason Code		B064
A code that designates	the reason the equipment h	as been deleted
Value does not carry fo	orward for Add Back.	
Permissible Values for	B064	
A Restenciled		
D Destroyed or v	wrecked	
	ted, removed from fleet	
P Retired unserv	viceable beyond economic re	pair
R Rebuilt		
S Sold Serviceab		
	ed for dismantling	
	ig did not exist	
Z Other		
	Weight	
Gross Rail Load/Weigh	nt	A266
	ible weight on rail of the equ	ipment and the load.
reported in pounds		
Range of Values for A2	266	
Minimum Maxim		
4900 94000		
Validation Rule for A2		
-Container Gross W	Veight must not exceed 92,50	00 lbs. for Tank Containers
(Equipment De	escriptor of UTK)	
	ust be equal to the Load Limi	it (LDLT) plus the Tare
Weight (A259)	)	
NOTES:		
	nust be equal to the Load Lim	nit (LDLT) plus the Tare
Weight (A259)	the second second states to be the	
<ul> <li>For connected un</li> </ul>	nit cars report the total gross	rail load of the entire set
Lico Tablo 1 balow	to determine Gross Rail Load	t if Oualification for
	il Load (B344) does not exist	
TABLE 1 -		
Journal Size	Load per Axle	Gross Rail Load for 4-
		axle Equipment
B - 4 1/2" x 8"	25,750 lbs.	103,000 lbs.
C - 5" x 9"	35,500 lbs.	142,000 lbs.
D - 5 1/2" x 10"	44,250 lbs.	177,000 lbs.
D - 5 1/2" x 10" E - 6" x 11"		
	44,250 lbs.	177,000 lbs.

Gross Rail Load less than the listed or calculated values may be entered; wever:

- Star Code (A247) must be R or S, and
- Load Limit (LDLT) must also be reduced, ensuring Tare Weight (A259) plus Load Limit (LDLT) equals the reported Gross Rail Load.

r equipment having two or more different journal sizes, see following amples:

ample for Drawbar Connected:

5-unit drawbar connected car has 20 axles.

e end units (Locations A and B) each have 4 axles with E - 6" x 11" journals. e intermediate units (Locations C, D, and E) each have 4 axles with F – 6 2" x 12" journals.

- Using TABLE 1, the Gross Rail Load would be:
- 8 ea. E-6" x 11" journal axles X 55,000 lbs. per axle = 440,000 lbs.
- +12 ea. F-6 1/2" x 12" journal axles X 65,750 lbs. per axle = Gross Rail 789,000 lbs. Load = 1,229,000 lbs.
- Example for IFLT & VFLT:
- A 5-unit articulated intermodal car has 6 trucks (12 axles).
- The end trucks (Locations A and B) each have 2 axles with E 6" x 11" journals.

ntermediate trucks (Locations C, D, E, and F) each have 2 axles with G - 7" x ournals.

ing TABLE 1, the Gross Rail Load would be:

4 ea. E-6" x 11" journal axles X 55,000 lbs. per axle = 220,000 lbs. + 8 ea. G-7" x 12" journal axles X 78,750 lbs. per axle = 630,000 lbs. Gross Rail Load = 850,000 lbs.

Tare Weight		A259
The equipmer	nt weight on rail when empty, sometimes referred t	o as Light
Weight, re	ported in pounds	
Range of Valu	les for A259	
Minimum	Maximum	
600	31000	
Validation Ru	le for A259	
-Containe	r Tare Weight must not exceed 19,000 lbs. for Cont	ainers other
than	Tanks (Equipment Descriptor other than UTK)	
-Containe	r Tare Weight cannot be greater than 19000 lbs. for	all
Conta	iners other than Tanks (Equipment Descriptor - not	: UTK)
-Containe	r Tare Weight cannot be less than 1,000 lbs. for Tan	k Containers
· · ·	oment Descriptor of UTK)	
	r Tare Weight cannot be greater than 31000 lbs. for	Tank
Conta	iiners (Equipment Descriptor - UTK)	
	r Gross Weight cannot be greater than 92500 lbs. fo iiners (Equipment Descriptor - UTK)	or Tank
	r Refrigeration Unit Fuel Capacity cannot be greater as for Mechanical Refrigerator Containers (Equipme	
-Containe	r Gallonage Capacity is only applicable to Tanks	
-Containe	r Gallonage Capacity is only applicable to Tanks	
NOTES:		
Registered		
<ul> <li>When cars</li> </ul>	are made active, the actual Tare Weight must be re	corded

June 2024

Use Table 2 below to determine Gross Rail Load for 4-axle equipment if Qualification for Increased Gross Rail Load (B344) exists.

78,750 lbs.

71,500 lbs.

78,750 lbs.

315,000 lbs.

263,000 lbs.

315,000 lbs.

TABLE 2 - Qualification for Increased Gross Rail Load (B344)	Journal Size	Gross Rail Load
1	K - 6 1/2" x 9"	286,000 lbs.
1	G – 7" x 12"	286,000 lbs.
1	M – 7" x 9"	286,000 lbs.
2	F - 6 1/2" x 12"	286,000 lbs.
2	K - 6 1/2" x 9"	286,000 lbs.
3	F - 6 1/2" x 12"	268,000 lbs.
3	K - 6 1/2" x 9"	268,000 lbs.

G - 7" x 12"

M - 7" x 9"

K - 6 1/2" x 9"

# Umler®

Data Specification Manual

he maximum permissible weight of the commodity that can be loaded into the	Outside Height Extr Width Mandatory A187
equipment, reported in pounds	The highest point at which the extreme width of the equipment occurs
Range of Values for LDLT	Displayed in feet and inches on the Web. Stored in inches.
Minimum Maximum	Range of Values for A187
0 70000	Minimum Maximum
A007	0 ft 8 inches 13 ft 6 inches
Cubic Feet Capacity A067	Validation Rule for A187
he maximum interior cubic feet capacity of the equipment	-Outside Height Extreme Width must be less than or equal to Outside Extreme Height
Range of Values for A067 Minimum / Maximum	NOTES:
Minimum         Maximum           200         4500	<ul> <li>For connected unit cars report the dimension of the largest unit in the set.</li> </ul>
/alidation Rule for A067	<ul> <li>Round fraction to the higher inch, e.g., 05 1/4" = 06"</li> </ul>
Container Cubic Feet Capacity is not applicable to Tanks and Flats (Equipment	
Descriptor UFB or UTK)	Inside Length A135
	The inside length of the equipment from end to end inside walls, linings, and
	permanent bulkheads
Gallonage Capacity A297	Displayed in feet and inches on the Web. Stored in inches.
he number of gallons the equipment will hold	Range of Values for A135 Minimum Maximum
Range of Values for A297	5 ft 0 inches 53 ft 0 inches
Minimum Maximum	Validation Rule for A135
1500 9000	-Inside Length must not be greater than Outside Length
	-Inside Length/Inside Platform Length must be less than or equal to
Dimension	Outside Length (OSLG)
Dutside Length Mandatory OSLG	-Is not applicable to Inside Length/Inside Platform Length for
The outside length over pulling faces of couplers in normal position	Trailer/Container - Bulk Hopper, Tank or Flat (Mechanical Designation
Jsed in ETC Generation. Displayed in feet and inches on the Web. Stored in	of UH, or UTK)
inches.	<ul> <li>NOTES:</li> <li>Round fraction to the lower inch, e.g., 05 1/4" = 05"</li> </ul>
Range of Values for OSLG	<ul> <li>For connected unit cars report the shortest dimension of a unit in the set.</li> </ul>
Minimum Maximum	
5 ft 11 inches 57 ft 0 inches	Inside Width A138
NOTES:	The inside width of the equipment from side walls and linings
For connected unit cars report the maximum coupled length of the set.	Displayed in feet and inches on the Web. Stored in inches.
Round fraction to the higher inch, e.g., 05 1/4" = 06"	Range of Values for A138
	Minimum Maximum
Dutside Extreme Width Mandatory         A186	4 ft 0 inches 8 ft 4 inches
The outside extreme width of the equipment	Validation Rule for A138
Jsed in ETC Generation. Displayed in feet and inches on the Web. Stored in	-Inside Width/Inside Platform Width must not exceed Outside Extreme
inches.	Width
Range of Values for A186	-Inside Width/Inside Platform Width must not exceed Outside Extreme Width
Minimum Maximum	-Inside Width/Inside Platform Width is not applicable to Trailer/Container
4 ft 6 inches 8 ft 7 inches	- Tank or Flat (Mechanical Designation of UTK)
NOTES:	NOTES:
• For connected unit cars report the dimension of the largest unit in the set. • Round fraction to the higher inch, e.g., $05 \ 1/4" = 06"$	<ul> <li>For connected unit cars report the shortest dimension of a unit in the set.</li> </ul>
Dutside Extreme Height Mandatory A185	Inside Height A133
leight from top of rail to extreme projecting height	The inside height of the equipment from the floor to the top of the side, or to
Jsed in ETC Generation. Displayed in feet and inches on the Web. Stored in	the lowest point of the interior ceiling
inches.	Displayed in feet and inches on the Web. Stored in inches.
Range of Values for A185	Range of Values for A133
Minimum Maximum	Minimum         Maximum           1 ft 0 inches         12 ft 6 inches
1 ft 0 inches 13 ft 6 inches	Validation Rule for A133
/alidation Rule for A185	-Container Inside Height is only applicable to Containers with Equipment
-Container Outside Extreme Height for Tank Containers (Equipment	Descriptor other than UFB, UTK, UOT, or UH
Descriptor of UTK) must be greater than or equal 4 feet -Container Outside Extreme Height for Tank Containers (Equipment	-Inside Height must not exceed Outside Extreme Height (A185)
Descriptor of UTK) must be less than or equal 8 feet 6 inches	NOTES:
bescriptor of only must be less than of equal a feet o inclues	<ul> <li>For connected unit cars report the shortest dimension of a unit in the set.</li> </ul>
NOTES:	
• For connected unit cars report the dimension of the largest unit in the set.	Deck Height Above Ground B149
Round fraction to the higher inch, e.g., 05 1/4" = 06"	Inside Height/Deck Hgt.
	Displayed in feet and inches on the Web. Stored in inches.
	Displayed in feet and inches on the Web. Stored in inches. Range of Values for B149



# Data Specification Manual

	Data Specifi	catior
Minimum	Maximum	Со
1 ft 0 inches	12 ft 6 inches	Pe
Validation Rule		L
	orm Deck Height is only applicable to Flat Rack/Flat Bed	ľ
Containers (Eq	uipment Descriptor of UFB)	(
CONT Goosenec	k Width B051	
		1
-	The measurement of the width of the container gooseneck the gooseneck from the Chassis is inserted. This centers the	Sta
	he gooseneck chassis for a more secured transportNew	Fo
	and inches on the Web. Stored in inches.	
. ,		Ra
	Door	<u> </u>
End Door Type	A081	
End Door Type		TR
Permissible Valu	ies for A081	Bo
1 Hinged	2 Overhead/Rollup	Pe
3 Other		
Validation Rule		1
	Door Type is not applicable to Bulk Hoppers, Tanks, and Flats Escriptor UH, UFB, or UTK)	1
(Equipment De		3
End Door Width	A082	1
	end door opening in inches	
	and inches on the Web. Stored in inches.	Va
Range of Values		
Minimum	Maximum	
3 ft 0 inches	8 ft 4 inches	
Validation Rule		Fra
	idth must not be reported if Trailer/Container End Door Type	Fra
is not re -End Door W	idth requires End Door Type of Trailer/Container with other	Pe
than 0	autrequites end boor rype of trailery container with other	
-End Door W	idth is not applicable to Trailer/Container - Bulk Hopper, Tank	Va
or Flat (I	Mechanical Designation of UH, UFB, UTK, ZBH, ZTK, or ZFB)	-C
NOTES:		
	n to the lower inch, e.g., 05 1/4" = 05"	W
<ul> <li>For connected of a unit in the</li> </ul>	I unit cars report the dimension of the smallest end door width	Co
of a unit in the	e set.	Pe
End Door Height	A080	1
	e end door opening in inches	Ele
	and inches on the Web. Stored in inches.	Ele
Range of Values		Pe
Minimum	Maximum	(
5 ft 0 inches	12 ft 6 inches	0
Validation Rule		1
	eight must not be reported if End Door Width is not reported eight must be reported if End Door Width is reported	1
	eight must not be reported if Trailer/Container End Door Type	2
is not re		2
	eight must be reported if End Door Type of Trailer/Container	2
is report		Va
-End Door He	eight is not applicable to a Trailer/Container - Bulk Hopper,	-Ti
	Flat (Mechanical Designation of UH, UFB, UTK, ZBH, ZTK, or	
Tank or		Fo
Tank or ZFB)		FU
Tank or ZFB) NOTES:	n to the lower inch. e.g., $05 1/4$ " = $05$ "	- E -
Tank or ZFB) NOTES: • Round fractio	n to the lower inch, e.g., 05 1/4" = 05" I unit cars report the dimension of the smallest end door height	
Tank or ZFB) NOTES: • Round fractio	unit cars report the dimension of the smallest end door height	Fo Va
Tank or ZFB) NOTES: • Round fractio • For connected	unit cars report the dimension of the smallest end door height	Va Ra
Tank or ZFB) NOTES: • Round fractio • For connected	unit cars report the dimension of the smallest end door height	Va

tion Manual	
Container Corner Casting	
Permissible Values for A053	
ISO ISO Type Only, Oval Opening 1 1/8 inch bottom wall	
MAT Matson Only	
OTH Other designs of corner castings SEA Sea Land Only	
USA Includes ASA and ANSI Oval Opening 9/16 inch bottom wall	
Stackability Count	B055
For CONT only. The maximum number of containers that can be stacked container. 0-Not Stackable; 1-8 Stackable-New	d on this
Range of Values for B055	
Minimum Maximum	
0 8	
TRLR/CONT Body Material	A031
Body Type TRLR/CONT	
Permissible Values for A031	
01 Aluminum	
04 Combination	
18 Stainless Steel	
19 Standard Steel 30 Wood	
37 PultrusionComposite	
38 Fiberglass or Fiberglass Reinforced Material	
39 Miscellaneous Material	
Validation Rule for A031	
-No Body Material (Body/Shell Type) for Flat type Trailer/Containers	
-Body Material (Body/Shell Type) can only be reported as C-Pultrued	b
Composite for Equipment Designators of ZVE, ZV, or UB	
Frame Type-Center Loading	A109
Frame Type-Center Loading	A109
	A109
Frame Type-Center Loading Permissible Values for A109 Y Yes	A109
Frame Type-Center Loading Permissible Values for A109 Y Yes Validation Rule for A109	A109
Frame Type-Center Loading Permissible Values for A109 Y Yes Validation Rule for A109 -Container Frame Type with Center Loading is only applicable to Tank	A109
Frame Type-Center Loading Permissible Values for A109 Y Yes Validation Rule for A109 -Container Frame Type with Center Loading is only applicable to Tank Containers (Equipment Descriptor of UTK)	
Frame Type-Center Loading         Permissible Values for A109         Y       Yes         Validation Rule for A109         -Container Frame Type with Center Loading is only applicable to Tank Containers (Equipment Descriptor of UTK)         Wide Top Picker Frame	A109 B248
Frame Type-Center Loading         Permissible Values for A109         Y       Yes         Validation Rule for A109         -Container Frame Type with Center Loading is only applicable to Tank Containers (Equipment Descriptor of UTK)         Wide Top Picker Frame         Container is equipped with wide top picker frame	
Frame Type-Center Loading         Permissible Values for A109         Y       Yes         Validation Rule for A109         -Container Frame Type with Center Loading is only applicable to Tank Containers (Equipment Descriptor of UTK)         Wide Top Picker Frame	
Frame Type-Center Loading         Permissible Values for A109         Y       Yes         Validation Rule for A109         -Container Frame Type with Center Loading is only applicable to Tank Containers (Equipment Descriptor of UTK)         Wide Top Picker Frame         Container is equipped with wide top picker frame         Permissible Values for B248         Y       Yes	B248
Frame Type-Center Loading Permissible Values for A109 Y Yes Validation Rule for A109 -Container Frame Type with Center Loading is only applicable to Tank Containers (Equipment Descriptor of UTK) Wide Top Picker Frame Container is equipped with wide top picker frame Permissible Values for B248 Y Yes Electrical Voltage System	
Frame Type-Center Loading         Permissible Values for A109         Y       Yes         Validation Rule for A109         -Container Frame Type with Center Loading is only applicable to Tank Containers (Equipment Descriptor of UTK)         Wide Top Picker Frame         Container is equipped with wide top picker frame         Permissible Values for B248         Y       Yes	B248
Frame Type-Center Loading Permissible Values for A109 Y Yes Validation Rule for A109Container Frame Type with Center Loading is only applicable to Tank Containers (Equipment Descriptor of UTK) Wide Top Picker Frame Container is equipped with wide top picker frame Permissible Values for B248 Y Yes Electrical Voltage System Electrical Voltage System	B248
Frame Type-Center Loading         Permissible Values for A109         Y       Yes         Validation Rule for A109         -Container Frame Type with Center Loading is only applicable to Tank Containers (Equipment Descriptor of UTK)         Wide Top Picker Frame         Container is equipped with wide top picker frame         Permissible Values for B248         Y       Yes         Electrical Voltage System         Permissible Values for A079	B248
Frame Type-Center Loading         Permissible Values for A109         Y       Yes         Validation Rule for A109         -Container Frame Type with Center Loading is only applicable to Tank Containers (Equipment Descriptor of UTK)         Wide Top Picker Frame         Container is equipped with wide top picker frame         Permissible Values for B248         Y       Yes         Electrical Voltage System         Electrical Voltage Soft or restricted         06       06 Volts         11       110 Volts	B248
Frame Type-Center Loading         Permissible Values for A109         Y       Yes         Validation Rule for A109         -Container Frame Type with Center Loading is only applicable to Tank Containers (Equipment Descriptor of UTK)         Wide Top Picker Frame         Container is equipped with wide top picker frame         Permissible Values for B248         Y       Yes         Electrical Voltage System         Electrical Voltage System         00       Unused or restricted         06       06 Volts         11       110 Volts         12       12 Volts	B248
Frame Type-Center Loading         Permissible Values for A109         Y       Yes         Validation Rule for A109         -Container Frame Type with Center Loading is only applicable to Tank Containers (Equipment Descriptor of UTK)         Wide Top Picker Frame         Container is equipped with wide top picker frame         Permissible Values for B248         Y       Yes         Electrical Voltage System         Electrical Voltage System         00       Unused or restricted         06       06 Volts         11       110 Volts         12       12 Volts         22       220 Volts	B248
Frame Type-Center Loading         Permissible Values for A109         Y       Yes         Validation Rule for A109         -Container Frame Type with Center Loading is only applicable to Tank Containers (Equipment Descriptor of UTK)         Wide Top Picker Frame         Container is equipped with wide top picker frame         Permissible Values for B248         Y       Yes         Electrical Voltage System         Electrical Voltage System         Permissible Values for A079         00       Unused or restricted         06       06 Volts         11       110 Volts         12       12 Volts         22       220 Volts         24       24 Volts	B248
Frame Type-Center Loading         Permissible Values for A109         Y       Yes         Validation Rule for A109         -Container Frame Type with Center Loading is only applicable to Tank Containers (Equipment Descriptor of UTK)         Wide Top Picker Frame         Container is equipped with wide top picker frame         Permissible Values for B248         Y       Yes         Electrical Voltage System         Electrical Voltage System         00       Unused or restricted         06       06 Volts         11       110 Volts         12       12 Volts         22       220 Volts         24       24 Volts         33       330 Volts	B248
Frame Type-Center Loading         Permissible Values for A109         Y       Yes         Validation Rule for A109         -Container Frame Type with Center Loading is only applicable to Tank Containers (Equipment Descriptor of UTK)         Wide Top Picker Frame         Container is equipped with wide top picker frame         Permissible Values for B248         Y       Yes         Electrical Voltage System         Electrical Voltage System         Permissible Values for A079         00       Unused or restricted         06       06 Volts         11       110 Volts         12       12 Volts         22       220 Volts         24       24 Volts         33       330 Volts         44       440 Volts	B248
Frame Type-Center Loading         Permissible Values for A109         Y       Yes         Validation Rule for A109         -Container Frame Type with Center Loading is only applicable to Tank Containers (Equipment Descriptor of UTK)         Wide Top Picker Frame         Container is equipped with wide top picker frame         Permissible Values for B248         Y       Yes         Electrical Voltage System         Electrical Voltage System         00       Unused or restricted         06       06 Volts         11       110 Volts         12       12 Volts         22       220 Volts         24       24 Volts         33       330 Volts	B248 A079
Frame Type-Center Loading         Permissible Values for A109         Y       Yes         Validation Rule for A109         -Container Frame Type with Center Loading is only applicable to Tank Containers (Equipment Descriptor of UTK)         Wide Top Picker Frame         Container is equipped with wide top picker frame         Permissible Values for B248         Y       Yes         Electrical Voltage System         Electrical Voltage System         Permissible Values for A079         00       Unused or restricted         06       06 Volts         11       110 Volts         12       12 Volts         23       330 Volts         44       440 Volts         Validation Rule for A079	B248 A079
Frame Type-Center Loading         Permissible Values for A109         Y       Yes         Validation Rule for A109         -Container Frame Type with Center Loading is only applicable to Tank Containers (Equipment Descriptor of UTK)         Wide Top Picker Frame         Container is equipped with wide top picker frame         Permissible Values for B248         Y       Yes         Electrical Voltage System         Electrical Voltage System         00       Unused or restricted         06       06 Volts         11       110 Volts         12       12 Volts         22       220 Volts         24       24 Volts         33       330 Volts         44       440 Volts         Validation Rule for A079         -Trailer/Container Electrical Voltage System is only applicable to Equipre	B248 A079
Frame Type-Center Loading         Permissible Values for A109         Y       Yes         Validation Rule for A109         -Container Frame Type with Center Loading is only applicable to Tank Containers (Equipment Descriptor of UTK)         Wide Top Picker Frame         Container is equipped with wide top picker frame         Permissible Values for B248         Y       Yes         Electrical Voltage System         Permissible Values for A079         00       Unused or restricted         06       06 Volts         11       110 Volts         12       12 Volts         23       330 Volts         44       440 Volts         Validation Rule for A079         -Trailer/Container Electrical Voltage System is only applicable to Equiper Descriptor of UBR, UBI, UBE, ZVR, ZVI, or ZVE	B248 A079

does not carry forward for Single Clone. of Values for A106 imum Maximum 60 ation Rule for A106

Mandatory A=Used in ETC Generation = Affects Rating	- 271 – =Conditionally Mandatory	June 2024
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# **Data Specification Manual**

-Forward Extension is required for nose mounted refrigeration with Refrigeration Unit Location of Code N

#### **Remote Monitoring Device B176** Indicates the equipment is equipped with a location monitoring device Permissible Values for B176 v Yes **B006 AEI High Temperature Tag** Indicates the equipment is equipped with a high temperature AEI tag Permissible Values for B006 **High Temperature Tag** γ **Equipment Builder** A035 Identifies the original manufacturer of the equipment Permissible Values for A035 ACCI Accurate Industries CHIN Chinese builders (various) CIPM Chart Industries, Inc. HYUN Hyundai INOX INOXCVA JINDO SEOUL JNS National Alabama Corporation NACA SING Singamas SU STOUGHTON UNKN Unknown Validation Rule for A035 -Equipment built or rebuilt on or after July 1, 2010 cannot have a Equipment Builder of Unknown -Equipment with a Built Date (BLDT) on or after July 1, 2010 cannot have an Equipment Builder Code of OWNER RAILROAD. -Equipment Builder can have a value of MULT only if the equipment has multiple units. **Builder Lot Code** B030 A unique identifier for a group of equipment built by one manufacturer under the same contract Data is Confidential. Value does not carry forward for Single Clone / Multi-Clone. Validation Rule for B030 -Equipment built or rebuilt on or after June 28, 2012 must have a value for **Builder Lot Code Built Country** B031 The country where the equipment was constructed Data is Confidential. Permissible Values for B031 CA Canada CN China CZ **Czech Republic** IN India Mexico KR South Korea MX SG Singapore US **United States** B170 **Rebuilt Country** The country where the equipment was re-constructed Permissible Values for B170 China CA Canada CN KR South Korea MX Mexico SG Singapore US United States **B345 Refrig Emission Code** California State Emission standards for refrigeration units Value does not carry forward for Single Clone / Multi-Clone. Permissible Values for B345 Not Qualified Qualified Ν Q

U Ultra-Qualified

Feature	
Floor Material	A104
Describes the type of construction material used for the equipment f	loor

Permissible Values for A104 01 Aluminum

- 02
- Aluminum (Ribbed) 05 Composite Nailable (considered same as wood
- 06 Composite Nailable, Reinforced (considered same as wood)
- 14 Other
- 19 Standard Steel
- 23 Steel Nailable (includes alternate wood and steel floor
- 24 Steel Nailable, Reinforced (includes alternate wood and steel floor
- 25 Standard Steel, Reinforced
- 30 Wood
- 32 Wood, Double
- 33 Wood, Double, Reinforced
- 34 Wood Floor with Steel Protective Plates (includes perforated steel)
- 35 Wood Floor, Reinforced, with Steel Protective Plates (includes perforated steel)
- 36 Wood Floor, Reinforced

#### Validation Rule for A104

-Floor Material is not applicable to Bulk Hopper type Containers (Equipment Descriptor of UH)

Floor Anch	Floor Anchor Builder B335		
Floor Ancho	or Builder		
Permissible	e Values for B335		
ABB	Asea Brown Bavari		
ACC	American Crane Company		
ACCI	Accurate Industries		
ACF	American Car & Foundry		
ACFX	ACF Industries		
ALCC	Alloy Crafts Company		
ALCO	American Locomotive Company		
ALGE	Alco-GE		
ALST	Alstom		
ALTN	Altoona		
ALWO	Alco-Worthington		
ARI	ARI Industries		
BERW	Berwick Forge		
BETH	Bethlehem Car Works		
BL	Boise Locomotive		
BLH	Baldwin Lima Hamilton		
BLW	Baldwin Locomotive Works		
BOMB	Bombardier		
BRIL	Brill		
BRKS	Brooks Locomotive Works		
BS	Barney & Smith		
BSP	Bethlehem Steel Corporation		
BUDD	Ed G Budd Company		
BURR	Burro Crane Works		
CAN	Canadian Car		
CFF	Canadian Car & Foundry		
CHIN	Chinese builders (various)		
CLC	Canadian Locomotive Company		
CLW	Climax Locomotive Works		
CN	Canadian National		
CNCF	Carros De Ferrocarril, SA		
CNR	Canadian National Railway		
CONC	Concarrill		
CPR	Canadian Pacific		
CRMX	Colorado Railcar Manufacturing		

=Used in ETC Generation Mandatory = Affects Rating



Data Specification Manual

Containe	rs	
		Data Sp
CSXR	CSX Remanufacture	
DARB	Darby	
DAV	Davenport Locomotive Company	
DETR	Detroit Car Works	
DIFC	Difco	
DSL	Davies Ship Building	
EASX EMAB	East Rail Car Division ElectroMotive Diesel - Asea Brown Bavari	
EMC	ElectroMotive Deser - Asea Brown Bavan	
EMD	ElectroMotive Diesel	
EVAN	Evans Products	
FCA	Freight Car America	
FGRW	FRTGRW	
FM	Fairbanks Morse	
FMC	FMC Corporation	
FRCE FREU	Freight Car Engineering Freuhauf Corporation	
GATX	General American Transportation Corp	
GE	General Electric	
GEC	GEC Alsthom	
GENS	General Steel	
GLOB	Global Lot	
GMB	Greenbrier	
GMDD	General Motors Diesel Division	
GREX GROV	Georgetown Rail Equipment Company Grove	
GSC	Greenville Steel Car	
GSWI	Gunderson Southwest Inc	
GULF	Gulf Railcar	
GUN4	Gunderson - Trenton Works	
GUND	Gunderson Inc	
GUNM	Gunderson - Mexico	
HAMB	Hamburg Fab Shop	
HARS	Harsco	
HB HEIS	Haskell & Baker Heisler Locomotive Works	
HIIX	Hamburg	
HPA	HPA Monon Corporation	
HST	Hawker Siddeley	
HYUN	Hyundai	
IBH	Industrial Brown Hoist	
ICC	International Car Company	
ICG	Interglobal Capital	
IR JAC	Ingersoll Rand Johnstown America Corporation	
JAC	Jackson Equipment Company	
JLW	Juniata Locomotive Works	
JORD	Jordan Machine Works	
JS	Jackson & Sharp	
KASG	Kasgro Railcar	
KM	Krauss Maffei	
KRCA	Kawasaki Railcar America	
LAVE LH	Lavelin Lima-Hamilton	
LIMA	Lima Locomotive Works	
LOX	Lox Equipment Company	
MAGR	Magor Car Manufacturing	
MCDW	McDowell Wellman	
MILW	CMSTP & P Railroad	
MK	Morrison-Knudson	
MLW	Montreal Locomotive Works	
MRCD	Millennium Railcar, Dome Division	
MRNE NACC	Marine Industries North American Car	
NACC	North American Car Nippon-Sharyo	
NRE	National Railway Equipment	
NSC	National Steel Car	
OB	Osgood Bradley Car Company	

C	ation Manu	ual	
	ORTN	Ortner	
	PCF	Pacific Car & Foundry	
	PCM	Pullman Car & Manufacturing	
	PLAS	Plasser America	
	PLC	Paducah Locomotive Company	
	PORT	Porter Locomotive Company	
	PORW	Thrall-Winder	
	PRAT	Pratt Enterprises	
	PRO	Procor Limited	
	PS	Pullman-Standard	
	PSCC	Pressed Steel Car Company	
	PSP	Pullman-Standard, Division of Trinity Industries	
	PT	Plasser & Theurer	
	RCC REBD	Raceland Car Corporation Reilly Beard	
	RELC	Relco	
	RICH	Richmond Locomotive Works	
	ROAN	Roanoke Shops	
	ROTA	Rota Car Company	
	RP	RailPower	
	RTCX	Richmond Tank Car	
	RUSS	Russian builders (various)	
	SCM	Standard Car Manufacturing	
	SIEM	Siemens	
	SLC	Saint Louis Car Company	
	SRSC	Springfield Railcar	
	SSCC	Standard Steel Car Company	
	TA	Transit America	
	TERX	Terex Corporation	
	THR	Thrall Car Service Parts	
	THR4 THRL	Thrall - Cartersville Thrall	
	TLGA	Talgo America	
	TRAN	Tranzrail	
	TRIN	Trinity	
	TRIS	Trinity - Springfield MO	
	TRIX	Trinity Mexico	
	UNAM	United America	
	UTLX	Union Tank Car	
	VENT	Ventrns	
	VULC	Vulcan Locomotive Works	
	WABN	Wabash National	
	WAG	Wagner Car Company	
	Floor Anch	hor Count	B336
	Floor Anch	nor Count	
	-		
	Floor Anch	hor Loc Spacing	B337
	Floor Anch	nor Location Spacing	
	Floor Load	l Rating	B338
	Floor Load	l Rating	
	Floor Load	I PSI	B339
	Floor Load	I PSI	
	Floor Drai	n Equipped	B095
		the equipment floor has a drain	
		le Values for B095	
	Y Yes		
	Lining Mat	terial	A158

 Lining Material
 A158

 Describes the type of construction material used in the lining of equipment

 Permissible Values for A158

Jsed in ETC Generation

# Umler

# **Data Specification Manual**

- 03 Cement
- 07 Composite Wood and Steel
- 08 Fiberglass
- 10 Glass
- Kanigen 11
- 12 Metal Clad
- 13 Metal Sprav
- 16 Rubber
- 17 Sheet Metal
- 26 Synthetic
- 28 Unlined
- 29 Vinyl
- 30 Wood

#### Validation Rule for A158

-Lining Material is not applicable to Flat type Containers (Equipment Descriptor of UFB)

Bulkhead Type	B034
Identifies the type of bulkhead attached to the equipment	
Permissible Values for B034	
F Fixed I Inflatable M Moveable	
Belt Rail Equipped	B024
Indicates the equipment is belt rail equipped	
Permissible Values for B024	
Y Yes	
Vent Openings	B222
Indicates the equipment has vent openings	
Permissible Values for B222	
Y Yes	
Controlled Atmosphere Typ	A056
Type Of Controlled Atmosphere	A030
Permissible Values for A056	
N Nitrogen Blanket O Oxytrol	
T Tectrol U Other Type System	
Validation Rule for A056	
-Container Controlled Atmosphere Type is only applicable to Med	chanical
Refrigerator Containers (Equipment Descriptor of UBR)	
-Controlled Atmosphere Type is only applicable to Refrigerator ty	pe
Trailer/Containers	
Refrigeration Fuel Type	A207
Type of fuel used in the refrigeration unit	
Permissible Values for A207	
B Butane D Diesel G Gasoline	
M Other type N Nitrogen P Propane	
Validation Rule for A207 -Refrigeration Fuel Type required when Refrigeration System Builder	ic cupplied
-Kenigeration i dei Type required when Kenigeration System builder	is supplied
Refrigeration Level	B172
Describes the level of refrigeration to be used within the equipment	
Permissible Values for B172	
F Zero Only (Frozen)	
N Non-Frozen	
W Wide Range (Frozen to Non-Frozen)	
Refrigeration Unit Loc	A221
Refrigeration Unit Location	
Permissible Values for A221	
N Nose or Front Mounting	

or Front Mounting Ρ Pod Mounting S Side Mounting

U Under of Belly Mounting

### Validation Rule for A221

- -Container Refrigeration Unit Location with I (Interior Mounting) is only applicable to Mechanical Refrigerator Containers (Equipment Descriptor of UBR)
- -Refrigeration Unit Location required when Refrigeration System Builder is supplied

# **Refrigerator Fuel Cap** A222 **Refrigerator Fuel Capacity** Range of Values for A222

#### Minimum Maximum

10 1500

# Validation Rule for A222

-Container Refrigeration Unit Fuel Capacity must not exceed 250 gallons for Containers except Mechanical Refrigerator Containers (Equipment Descriptor other than UBR)

#### **Refrigerator System Bldr** A223 **Refrigerator System Manufacturer** Permissible Values for A223 С Carrier-Transicold F Trane-Artic Traveler Μ Other

Р Polarstream

т

- Thermo-King
- Worthington-York W

#### Cost A184 **Original Cost** The original manufacturer selling price Data is Confidential. Value does not carry forward for Single Clone / Multi-Clone. **Range of Values for A184** Minimum Maximum 999999 0 Validation Rule for A184 -Original Cost must be equal to the Ledger Value if there are no Additions & Betterments. -Original Cost must be equal to the Ledger Value if Additions & Betterments Indicator is not reported. -Railroad marked freight cars except MISC, LOCO, TRLR, CONT, CHSS, STWH, EOTD, and PSGR are required to have an Original Cost -Private marked freight cars except MISC, LOCO, TRLR, CONT, CHSS, STWH, EOTD, and PSGR are required to have an Original Cost if Built Date (BLDT) is on or after January 1, 2015 NOTES: • Original Cost is never altered. It is the cost of the equipment to the original owner. • For railroad-marked cars, report in US dollars the original ledger value of the original owner For cars rebuilt, report the cost prescribed in MR Interchange Rule 88 and Circular Letter OT-24

- The original cost is used in the settlement of AAR Interchange Rule 107 Office Manual.
- For connected unit cars report the total original cost for all units in the set.
- Numeric, applicable to all railroad-marked cars Also, applicable to privately marked covered hopper (LO) cars.
- Raise all cents to the next dollar, e.g. \$5,501.02 = 0005502

999999

#### Ledger Value A150 The sum of original cost and additions & betterments Data is Confidential. Value does not carry forward for Single Clone / Multi-Clone. Range of Values for A150 Minimum Maximum

- 274 -= Affects Rating =Conditionally Mandatory June 2024 Mandatory A=Used in ETC Generation

0

# Umler

# **Data Specification Manual**

A003

### Validation Rule for A150

- -Original Cost must be equal to the Ledger Value if there are no Additions & Betterments.
- -Ledger Value must equal the Original Cost (A184) plus the additions & betterments, if Total A&B (A003) has been reported. Otherwise Ledger Value should equal Original Cost (A184).

#### Total A&B

System generated sum of all reported amounts in A&B Amount (A317), in US dollars

Data is Confidential. System Generated Field. This element is not eligible for Input. Value does not carry forward for Single Clone / Multi-Clone.

#### Range of Values for A003

Minimum	Maximum
0	99999999

### NOTES:

- For railroad-marked cars, report the sum of all additions and applied to the car. This value is for record keeping purposes o be used to report Ledger Value.
- For private Cars report the additions and betterments as qual interchange Rule 107 for determination of settlement value.
- Additions are costs of all new components applied subsequ the car was built or rebuilt and carried in the capital investr
- Betterments are costs of all improvements of components equipment through the substitution of superior parts for in subsequent to the date the car was built of rebuilt.
- For connected unit cars report the total Truck Location A for a ٠ set

Ind for Pos/Neg Total A&B A128	Car Management
A code indicating the positive or negative adjustment to the original cost of the	Pool Number
equipment	Unique number used to indicate the grouping of equipment for a particular terms of the second s
Data is Confidential. System Generated Field. This element is not eligible for	purpose
Input. Value does not carry forward for Single Clone / Multi-Clone.	Used for Transportation Codes. This element is not eligible for Inpu
Permissible Values for A128	does not carry forward for Equipment Group Change / Add Ba
N Negative P Positive	
A&B Pos/Neg Ind A316	User Routing Instructions
	The routing instruction reported by the user
A code indicating the positive or negative adjustment to the individual addition and betterment	Used for Transportation Codes. Permissible Values for TCUR
Data is Confidential. Value does not carry forward for Single Clone / Multi-	2 Trailer Service Rule 2
Clone.	G Contaminated commodity service
Permissible Values for A316	M Mark canceled
N Negative P Positive	O Owner requested return
Validation Rule for A316	U Unassigned equipment
-When entering an individual Addition & Betterment, you must enter a value in	NOTES:
all 4 fields.	<ul> <li>For further explanation reference Appendix E.</li> </ul>
-The A&B Indicator is required when Additions & Betterments are reported.	
-The A&B Indicator must not be reported if Additions & Betterments are not	Umler Transportation Code
reported.	The type of assigned service, empty routing or restriction of the equ
A&B Amount A317	System Generated Field. Used for Transportation Codes. This elem
	eligible for Input. NOTES:
The amount of the individual addition and betterment added to or subtracted from the original cost of the equipment	For further explanation reference Appendix E.
Data is Confidential. Value does not carry forward for Single Clone / Multi-	
Clone.	Transportation Cond Code
Range of Values for A317	The AAR or FRA interchange restriction code
Minimum Maximum	System Generated Field. Used for Transportation Codes. This elem
1 999999	eligible for Input.
Validation Rule for A317	NOTES:
-When entering an individual addition & betterment; A&B Date Done (A319),	• For further explanation reference Appendix E.
A&B Type (A318), A&B Pos/Neg Ind (A316), and A&B Amount (A317) must be	
reported	Mechanical Restriction
A&B Date Done A319	User reported or system generated type of mechanical restriction
●=Mandatory ▲=Used in ETC Generation = Affects Rating -2	<b>275</b> – <b>*</b> =Conditionally Mandatory

## The date of the individual addition and betterment

Data is Confidential. Value does not carry forward for Single Clone / Multi-Clone.

## Range of Values for A319

Minimum Maximum

1/1/1900 12/31/9999

#### Validation Rule for A319

- -When entering an individual Addition & Betterment, you must enter a value in all 4 fields.
- -Addition and Betterment Date Done cannot be earlier than Built Date (BLDT).

-Additions & Betterments Date Done cannot be later than today's date.

ulti-Clone.	-Additions & Betterments Date Done cannot be later than today's date.			
	A&B Type A318			
	The type of individual addition and betterment as defined by Rule 107			
	Data is Confidential. Value does not carry forward for Single Clone / Multi-			
betterments	Clone.			
only and will not	Permissible Values for A318			
	CONT Containers (metal, rubber, or combination metal/rubber)			
alified under AAR	GNRL General - Capitalized Additions and Betterments			
want to the date	INIT Initial load of historical A&B amount as of Umler 4.6 implementation	วท		
uent to the date tment account.	date			
s of existing	Validation Rule for A318			
inferior parts	-For each equipment, only one Individual A&B Type can have a value of			
	INIT.			
all units in the	-When entering an individual Addition & Betterment, you must enter a			
	value in all 4 fields.			
A128	Car Management			
ginal cost of the	Pool Number P001			
0	Unique number used to indicate the grouping of equipment for a particular			
not eligible for	purpose			
ulti-Clone.	Used for Transportation Codes. This element is not eligible for Input. Value			
	does not carry forward for Equipment Group Change / Add Back.			
	User Routing Instructions TCUR			
A316	The routing instruction reported by the user			
lividual addition	Used for Transportation Codes.			
	Permissible Values for TCUR			
one / Multi-	2 Trailer Service Rule 2			
	G Contaminated commodity service			
	M Mark canceled			
	O Owner requested return			
	U Unassigned equipment			
enter a value in	NOTES:			
	For further explanation reference Appendix E.			
are reported.	Umler Transportation Code TCOD			
nents are not				
	The type of assigned service, empty routing or restriction of the equipment			
A317	System Generated Field. Used for Transportation Codes. This element is not			
-	eligible for Input. NOTES:			
o or subtracted				
	For further explanation reference Appendix E.			
one / Multi-	Transportation Cond Code TCCD			
		_		
	The AAR or FRA interchange restriction code			
	System Generated Field. Used for Transportation Codes. This element is not			
	eligible for Input.			
Done (A319),	NOTES:			
t (A317) must be	For further explanation reference Appendix E.			

TCME



# **Data Specification Manual**

TCMR

Used for Transportation Codes. Affects Rating.

# Permissible Values for TCME

- S Scrap
- Х AAR Interchange Restriction

# NOTES:

• For further explanation reference Appendix D.1

# **Mech Restriction Reason**

### The explanation of the Mechanical Restriction (TCME)

Used for Transportation Codes.

# Permissible Values for TCMR

- х Restricted Due to Scrap or Early Warning
- Restricted Due to Umler Conflict (Not Valid for User Input) Ζ NOTES:
- For further explanation reference Appendix D.2.
- The assignment of the Transportation Codes S\_, SX, XA, XZ and YA generate ٠ the Rate Indicator Code 6 to the CHARM file to zero (0) rate the car hire and mileage rate.

Miscellaneous	
Commercial Owner CIF	B049
The Customer Identification File (CIF) number for a commercial owner a specific location	at a
Commercial Lessee CIF	B048
The Customer Identification File (CIF) number for a commercial lessee a specific location	it a
Umler Effective Date	EFDT
The date the rating activity (pre-registration, modification, etc.) is experience occur	cted to

This element is not eligible for Query. Does not Carry Forward. Validation Rule for EFDT

-Effective Date cannot be set to more than 13 months in the future. NOTES:

• Effective Date will default to the 1st of the following month that equipment is registered

Ins	pec	tion

Inspection Date Done	DTDN
The date the inspection was completed; used for all inspection typ on equipment	es reported
Value does not carry forward for Single Clone / Multi-Clone / Add Validation Rule for DTDN -The inspection date must not be 60 days before the Build Date	Back.
Inspection Due Date	INDD
The due date of the next inspection; used for all inspection types reequipment	eported on
System Generated Field. This element is not eligible for Input. Val carry forward for Add Back.	ue does not
Inspection Performer	PERF
The SCAC that completed the inspection; used for all inspection typ on equipment	pes reported
Value does not carry forward for Single Clone / Multi-Clone / Add	Back.
Inspection Reporter	REPT
The SCAC that reported the inspection; used for all inspection type equipment	s reported on

Value does not carry forward for Single Clone / Multi-Clone / Add Back.

Location/SPLC	SPLC
The SPLC of the inspecting location; used for all inspection types reported on	
equipment	

Value does not carry forward for Single Clone / Multi-Clone / Add Back.

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# Umler®

Data Specification Manual

# Trailers

General	3 0
Status Code (USCD)	3 R
Equipment ID (0001)	
Mechanical Designation (UMMD)	
Equipment Type Code (UMET)	3 R
Built Date (BLDT)278	3 Cos
Rebuilt / ILS Date (RBDT)	
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Status Change Date (USCT)	
Equipment Identification (EINN)	· ·
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Brake Type (A034)	,
Axle Count (A024)	3
Tire Size & Wheel Size (A261)	
Insid Wdth Btwn TOFC Tire (B332)	5
AEI High Temperature Tag (B006)	, 1
Equipment Builder (A035)	
Builder Lot Code (B030)	
Built Country (B031)	1
Refrig Emission Code (B345)	
Feature	1
Floor Material (A104)	1
Floor Anchor Builder (B335)	
Floor Anchor Count (B336)	-
	5
Floor Load Rating (B338)	5
Floor Load Rating (B338)	5
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Floor Load PSI (B339)	
Floor Load PSI (B339)	

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=Conditionally Mandatory



	ication Manual
General	forward f Range of Value Minimum
Status Code Mandatory USCD	1/1/1900
Identifies the current operational state	Validation Rul
Does not Carry Forward.	-For Trailer
Permissible Values for USCD A ACTIVE I INACTIVE	rebuil
P PRE-REGISTERED	-Prior and
NOTES:	rester
<ul> <li>For Restencil and Clone process the initial Status of a car should be Pre- Registered.</li> </ul>	<ul><li>NOTES:</li><li>Data is publication</li></ul>
<ul> <li>All Add-Back processes should initially set the Status to Pre-Registered</li> </ul>	For connect
• A Pre-registered car will automatically have its Status changed to Active for	Rebuilt / ILS D
the initial change when TRAIN detects three (3) movements on the car	
If the Status changes to Active due to movement and the car was created	The date the r Data is Confide
from a Restencil, the Prior Equipment ID (PRID) or source car will have its	Clone.
status changed to Inactive automatically by Umler	Range of Valu
	Minimum
Equipment ID 0001	1/1/1900
The equipment stenciled number	Validation Rul
Validation Rule for 0001	-For Traile
-Equipment Number must not be larger than 6 digits (i.e., 999999)	25 yea -For Traile
NOTES:	the Re
• Equipment ID includes the mark and number stenciled on the equipment.	NOTES:
Marks can be up to 4 characters and number up to 6 digits (i.e.,	<ul> <li>Railroad car</li> </ul>
ABCD999999).	Accounting
<ul> <li>Up to 500 cars can be added or updated in a transaction.</li> </ul>	Manual.
<ul> <li>When adding an equipment record, ensure that Prior Equipment ID (PRID) is</li> </ul>	Private cars
reported, unless the equipment is new.	Rule 88, Sec
Mechanical Designation Mandatory UMMD	For connect
	Date unless
Equipment description without physical dimensions  Used for Transportation Codes.	Debuilt Flee
Permissible Values for UMMD	Rebuilt Flag
Z Chassis/Trailer	Identifies the e
Equipment Descriptor Mandatory B341	Input.
Equipment Descriptor Mandatory B341 Additional information about the type of equipment used in conjunction with	Input.
	Permissible Va
Additional information about the type of equipment used in conjunction with	Input. Permissible Va
Additional information about the type of equipment used in conjunction with the Mechanical Designation to generate the Equipment Type Code (ETC) for Intermodal Flat, Locomotive, Chassis, Container, and Trailer equipment groups	Input. Permissible Va N No
Additional information about the type of equipment used in conjunction with the Mechanical Designation to generate the Equipment Type Code (ETC) for Intermodal Flat, Locomotive, Chassis, Container, and Trailer equipment groups  Value does not carry forward for Equipment Group Change.	Input. Permissible Va N No Owner Manda Primary report
Additional information about the type of equipment used in conjunction with the Mechanical Designation to generate the Equipment Type Code (ETC) for Intermodal Flat, Locomotive, Chassis, Container, and Trailer equipment groups Value does not carry forward for Equipment Group Change. Permissible Values for B341	Input. Permissible V: N No Owner Manda Primary report Value does no
Additional information about the type of equipment used in conjunction with the Mechanical Designation to generate the Equipment Type Code (ETC) for Intermodal Flat, Locomotive, Chassis, Container, and Trailer equipment groups Value does not carry forward for Equipment Group Change. Permissible Values for B341 ZFB Flat Bed Trailer	Input. Permissible V. N No Owner Manda Primary repor Value does no
Additional information about the type of equipment used in conjunction with the Mechanical Designation to generate the Equipment Type Code (ETC) for Intermodal Flat, Locomotive, Chassis, Container, and Trailer equipment groups Value does not carry forward for Equipment Group Change. Permissible Values for B341 ZFB Flat Bed Trailer ZOT Open Top Trailer	Input. Permissible V: N No Owner Manda Primary report Value does no Multi-Re NOTES: • Report the
Additional information about the type of equipment used in conjunction with the Mechanical Designation to generate the Equipment Type Code (ETC) for Intermodal Flat, Locomotive, Chassis, Container, and Trailer equipment groups Value does not carry forward for Equipment Group Change. Permissible Values for B341 ZFB Flat Bed Trailer ZOT Open Top Trailer ZRV Rail Compatible - Mark V	Input. Permissible V. N No Owner Manda Primary repor Value does no Multi-Re NOTES: • Report the owning the
Additional information about the type of equipment used in conjunction with the Mechanical Designation to generate the Equipment Type Code (ETC) for Intermodal Flat, Locomotive, Chassis, Container, and Trailer equipment groups Value does not carry forward for Equipment Group Change. Permissible Values for B341 ZFB Flat Bed Trailer ZOT Open Top Trailer ZRV Rail Compatible - Mark V	Input. Permissible V. N No Owner Manda Primary repor Value does no Multi-Re NOTES: • Report the owning the capital leas
Additional information about the type of equipment used in conjunction with the Mechanical Designation to generate the Equipment Type Code (ETC) for Intermodal Flat, Locomotive, Chassis, Container, and Trailer equipment groups Value does not carry forward for Equipment Group Change. Permissible Values for B341 ZFB Flat Bed Trailer ZOT Open Top Trailer ZRV Rail Compatible - Mark V ZV General Service Dry Van Trailer ZVE Special Equipped (Straight Floor Closed) Trailer ZVI Insulated Trailer	Input. Permissible V. N No Owner Manda Primary repor Value does no Multi-Re NOTES: • Report the owning the capital leas
Additional information about the type of equipment used in conjunction with the Mechanical Designation to generate the Equipment Type Code (ETC) for Intermodal Flat, Locomotive, Chassis, Container, and Trailer equipment groups Value does not carry forward for Equipment Group Change. Permissible Values for B341 ZFB Flat Bed Trailer ZOT Open Top Trailer ZRV Rail Compatible - Mark V ZV General Service Dry Van Trailer ZVE Special Equipped (Straight Floor Closed) Trailer ZVR Mechanical Refrigerator Trailer	Input. Permissible V. N No Owner Manda Primary repor Value does no Multi-Re NOTES: • Report the owning the capital leas reporting n
Additional information about the type of equipment used in conjunction with the Mechanical Designation to generate the Equipment Type Code (ETC) for Intermodal Flat, Locomotive, Chassis, Container, and Trailer equipment groups Value does not carry forward for Equipment Group Change. Permissible Values for B341 ZFB Flat Bed Trailer ZOT Open Top Trailer ZRV Rail Compatible - Mark V ZV General Service Dry Van Trailer ZVE Special Equipped (Straight Floor Closed) Trailer ZVR Mechanical Refrigerator Trailer Validation Rule for B341	Input. Permissible V. N No Owner Mande Primary repor Value does no Multi-Re NOTES: • Report the owning the capital leas reporting n Lessee
Additional information about the type of equipment used in conjunction with the Mechanical Designation to generate the Equipment Type Code (ETC) for Intermodal Flat, Locomotive, Chassis, Container, and Trailer equipment groups Value does not carry forward for Equipment Group Change. Permissible Values for B341 ZFB Flat Bed Trailer ZOT Open Top Trailer ZRV Rail Compatible - Mark V ZV General Service Dry Van Trailer ZVE Special Equipped (Straight Floor Closed) Trailer ZVI Insulated Trailer ZVR Mechanical Refrigerator Trailer Validation Rule for B341 -Equipment Designator does not agree with the TRLR allowable Mechanical	Input. Permissible Va N No Owner Manda Primary report Value does no Multi-Re NOTES: • Report the owning the capital leas reporting m Lessee The reporting
Additional information about the type of equipment used in conjunction with the Mechanical Designation to generate the Equipment Type Code (ETC) for Intermodal Flat, Locomotive, Chassis, Container, and Trailer equipment groups Value does not carry forward for Equipment Group Change. Permissible Values for B341 ZFB Flat Bed Trailer ZOT Open Top Trailer ZRV Rail Compatible - Mark V ZV General Service Dry Van Trailer ZVE Special Equipped (Straight Floor Closed) Trailer ZVI Insulated Trailer ZVR Mechanical Refrigerator Trailer Validation Rule for B341	Input. Permissible Va N No Owner Manda Primary report Value does no Multi-Re NOTES: • Report the owning the capital lease reporting m Lessee The reporting Value does no
Additional information about the type of equipment used in conjunction with the Mechanical Designation to generate the Equipment Type Code (ETC) for Intermodal Flat, Locomotive, Chassis, Container, and Trailer equipment groups Value does not carry forward for Equipment Group Change. <b>Permissible Values for B341</b> ZFB Flat Bed Trailer ZOT Open Top Trailer ZRV Rail Compatible - Mark V ZV General Service Dry Van Trailer ZVE Special Equipped (Straight Floor Closed) Trailer ZVI Insulated Trailer ZVR Mechanical Refrigerator Trailer Validation Rule for B341 -Equipment Designator does not agree with the TRLR allowable Mechanical Designations	Input. Permissible Va N No Owner Manda Primary report Value does no Multi-Re NOTES: • Report the owning the capital leas reporting m Lessee The reporting Value does no Multi-Re
Additional information about the type of equipment used in conjunction with the Mechanical Designation to generate the Equipment Type Code (ETC) for Intermodal Flat, Locomotive, Chassis, Container, and Trailer equipment groups Value does not carry forward for Equipment Group Change. Permissible Values for B341 ZFB Flat Bed Trailer ZOT Open Top Trailer ZRV Rail Compatible - Mark V ZV General Service Dry Van Trailer ZVE Special Equipped (Straight Floor Closed) Trailer ZVR Mechanical Refrigerator Trailer Validation Rule for B341 -Equipment Designator does not agree with the TRLR allowable Mechanical Designations UMET	Input. Permissible Va N No Owner Manda Primary report Value does no Multi-Re NOTES: • Report the owning the capital leas reporting m Lessee The reporting Value does no Multi-Re Value does no Multi-Re
Additional information about the type of equipment used in conjunction with the Mechanical Designation to generate the Equipment Type Code (ETC) for Intermodal Flat, Locomotive, Chassis, Container, and Trailer equipment groups Value does not carry forward for Equipment Group Change. Permissible Values for B341 ZFB Flat Bed Trailer ZOT Open Top Trailer ZRV Rail Compatible - Mark V ZV General Service Dry Van Trailer ZVE Special Equipped (Straight Floor Closed) Trailer ZVR Mechanical Refrigerator Trailer Validation Rule for B341 -Equipment Designator does not agree with the TRLR allowable Mechanical Designations Equipment Type Code UMET An alpha numeric code that describes the physical attributes of equipment	Input. Permissible Va N No Owner Manda Primary report Value does no Multi-Re NOTES: • Report the owning the capital lease reporting m Lessee The reporting Value does no Multi-Re Value does no Multi-Re Value does no Multi-Re
Additional information about the type of equipment used in conjunction with the Mechanical Designation to generate the Equipment Type Code (ETC) for Intermodal Flat, Locomotive, Chassis, Container, and Trailer equipment groups • Value does not carry forward for Equipment Group Change. <b>Permissible Values for B341</b> ZFB Flat Bed Trailer ZOT Open Top Trailer ZRV Rail Compatible - Mark V ZV General Service Dry Van Trailer ZVE Special Equipped (Straight Floor Closed) Trailer ZVI Insulated Trailer ZVR Mechanical Refrigerator Trailer Validation Rule for B341 -Equipment Designator does not agree with the TRLR allowable Mechanical Designations <b>Equipment Type Code</b> UMET An alpha numeric code that describes the physical attributes of equipment System Generated Field. This element is not eligible for Input.	Input. Permissible V. N No Owner Manda Primary repor Value does no Multi-Re NOTES: • Report the owning the capital leas reporting n Lessee The reporting Value does no Multi-Re Value does no Multi-Re Value does no Multi-Re Value does no Multi-Re Value does no Multi-Re
Additional information about the type of equipment used in conjunction with the Mechanical Designation to generate the Equipment Type Code (ETC) for Intermodal Flat, Locomotive, Chassis, Container, and Trailer equipment groups • Value does not carry forward for Equipment Group Change. <b>Permissible Values for B341</b> ZFB Flat Bed Trailer ZOT Open Top Trailer ZRV Rail Compatible - Mark V ZV General Service Dry Van Trailer ZVE Special Equipped (Straight Floor Closed) Trailer ZVI Insulated Trailer ZVR Mechanical Refrigerator Trailer <b>Validation Rule for B341</b> -Equipment Designator does not agree with the TRLR allowable Mechanical Designations <b>Equipment Type Code</b> UMET An alpha numeric code that describes the physical attributes of equipment System Generated Field. This element is not eligible for Input. <b>NOTES:</b>	Input. Permissible Va N No Owner Manda Primary report Value does no Multi-Re NOTES: • Report the owning the capital lease reporting m Lessee The reporting Value does no Multi-Re Value does no Mortes: • In order to
Additional information about the type of equipment used in conjunction with the Mechanical Designation to generate the Equipment Type Code (ETC) for Intermodal Flat, Locomotive, Chassis, Container, and Trailer equipment groups • Value does not carry forward for Equipment Group Change. <b>Permissible Values for B341</b> ZFB Flat Bed Trailer ZOT Open Top Trailer ZRV Rail Compatible - Mark V ZV General Service Dry Van Trailer ZVE Special Equipped (Straight Floor Closed) Trailer ZVI Insulated Trailer ZVR Mechanical Refrigerator Trailer Validation Rule for B341 -Equipment Designator does not agree with the TRLR allowable Mechanical Designations <b>Equipment Type Code</b> UMET An alpha numeric code that describes the physical attributes of equipment System Generated Field. This element is not eligible for Input.	Input. Permissible Va N No Owner Manda Primary report Value does no Multi-Re NOTES: • Report the owning the capital leas reporting m Lessee The reporting Value does no Multi-Re Value does no MorteS: • In order to
Additional information about the type of equipment used in conjunction with the Mechanical Designation to generate the Equipment Type Code (ETC) for Intermodal Flat, Locomotive, Chassis, Container, and Trailer equipment groups  Value does not carry forward for Equipment Group Change.  Permissible Values for B341 ZFB Flat Bed Trailer ZOT Open Top Trailer ZRV Rail Compatible - Mark V ZV General Service Dry Van Trailer ZVE Special Equipped (Straight Floor Closed) Trailer ZVI Insulated Trailer ZVR Mechanical Refrigerator Trailer Validation Rule for B341 -Equipment Designator does not agree with the TRLR allowable Mechanical Designations  Equipment Type Code UMET An alpha numeric code that describes the physical attributes of equipment System Generated Field. This element is not eligible for Input. NOTES: PlaceActive PlaceActiv	Input. Permissible V. N No Owner Manda Primary report Value does no Multi-Re NOTES: • Report the owning the capital leas reporting in Lessee The reporting Value does no Multi-Re Value does no Multi-Re NOTES: • In order to Multi-Re Value does no Multi-Re Value does no Value does no Multi-Re Value does no Value does no Valu
Additional information about the type of equipment used in conjunction with the Mechanical Designation to generate the Equipment Type Code (ETC) for Intermodal Flat, Locomotive, Chassis, Container, and Trailer equipment groups Value does not carry forward for Equipment Group Change. Permissible Values for B341 ZFB Flat Bed Trailer ZOT Open Top Trailer ZRV Rail Compatible - Mark V ZV General Service Dry Van Trailer ZVE Special Equipped (Straight Floor Closed) Trailer ZVI Insulated Trailer ZVR Mechanical Refrigerator Trailer Validation Rule for B341 -Equipment Designator does not agree with the TRLR allowable Mechanical Designations Equipment Type Code UMET An alpha numeric code that describes the physical attributes of equipment System Generated Field. This element is not eligible for Input. NOTES: • Please Refer to Appendix I for More information Regarding ETC Generation	Input. Permissible Va N No Owner Manda Primary report Value does no Multi-Re NOTES: • Report the owning the capital lease reporting m Lessee The reporting Value does no Multi-Re Value does no Multi-Re

forward fo	r Cinala	Clana /	Multi-Clone.
10rwaru 10	rsingle	cione /	wulti-clone.

#### es for BLDT

Minimum	Maximum
1 14 14 000	10/01/0000

# 12/31/9999

# e for BLDT

s, Containers and Chassis, the age of the equipment if not cannot be in excess of 50 years from today target equipment's Built Date (BLDT) must match for ciling

- ic for railroad marked equipment. ed unit cars report the oldest car in the set.

All Add-Back processes should initially set the Status to Pre-Registered	• For connected unit cars report the oldest car in the set.
A Pre-registered car will automatically have its Status changed to Active for	Rebuilt / ILS Date RBDT
the initial change when TRAIN detects three (3) movements on the car	The date the re-construction of the equipment is complete
<ul> <li>If the Status changes to Active due to movement and the car was created from a Restencil, the Prior Equipment ID (PRID) or source car will have its</li> </ul>	Data is Confidential. Value does not carry forward for Single Clone / Multi-
status changed to Inactive automatically by Umler	Clone.
	Range of Values for RBDT
	Minimum Maximum
Equipment ID 0001	1/1/1900   12/31/9999 Validation Rule for RBDT
The equipment stenciled number	-For Trailers, Containers and Chassis, the Built Date cannot be on or before
Validation Rule for 0001	25 years before the Rebuilt Date
-Equipment Number must not be larger than 6 digits (i.e., 999999) NOTES:	-For Trailers, Containers and Chassis, the Built Date cannot be on or after the Rebuilt Date
Equipment ID includes the mark and number stenciled on the equipment.	NOTES:
Marks can be up to 4 characters and number up to 6 digits (i.e.,	<ul> <li>Railroad cars applicable only to cars meeting status as provided in both STB</li> </ul>
ABCD999999).	Accounting Rules, and the AAR Mechanical Interchange Rule 88, Office
<ul> <li>Up to 500 cars can be added or updated in a transaction.</li> <li>When adding an equipment record, ensure that Prior Equipment ID (PRID) is</li> </ul>	Manual.
reported, unless the equipment is new.	Private cars applicable to all cars meeting AAR Mechanical Interchange     Dule 20. Section C. Office Menual and Sections A and B of the Field Menual
	<ul> <li>Rule 88, Section C, Office Manual and Sections A and B of the Field Manual.</li> <li>For connected unit cars report the oldest car in the set. Do not report Rebuilt</li> </ul>
Mechanical Designation Mandatory UMMD	Date unless car has been approved by the AAR.
Equipment description without physical dimensions	
Used for Transportation Codes.	Rebuilt Flag RBFL
Permissible Values for UMMD Z Chassis/Trailer	Identifies the equipment is nearing its end of life cycle
Z Chassis/Trailer	Data is Confidential. System Generated Field. This element is not eligible for
Equipment Descriptor Mandatory B341	Input. Permissible Values for RBFL
Additional information about the type of equipment used in conjunction with	N NO Y Yes
the Mechanical Designation to generate the Equipment Type Code (ETC) for	
Intermodal Flat, Locomotive, Chassis, Container, and Trailer equipment	Owner Mandatory UMOW
groups	Primary reporting mark of the railroad or private company owning the car
Value does not carry forward for Equipment Group Change. Permissible Values for B341	Value does not carry forward for Single Clone / Multi-Clone / Single Restencil /
ZFB Flat Bed Trailer	Multi-Restencil.
ZOT Open Top Trailer	NOTES:
ZRV Rail Compatible - Mark V	<ul> <li>Report the primary reporting mark of the railroad or private company</li> </ul>
ZV General Service Dry Van Trailer	owning the car. When car's lease or lien is held by a bank, trust holder, capital lease company, etc. not having an assigned mark, report the primary
ZVE Special Equipped (Straight Floor Closed) Trailer ZVI Insulated Trailer	reporting mark affiliated with the stenciled reporting mark.
ZVI Insulated Trailer ZVR Mechanical Refrigerator Trailer	
Validation Rule for B341	Lessee LESE
-Equipment Designator does not agree with the TRLR allowable Mechanical	The reporting mark of the company leasing the equipment
Designations	Value does not carry forward for Single Clone / Multi-Clone / Single Restencil /
Equipment Type Code UMET	Multi-Restencil. Validation Rule for LESE
An alpha numeric code that describes the physical attributes of equipment	-Umler Owner (UMOW) and Lessee are not allowed to be equal
System Generated Field. This element is not eligible for Input.	NOTES:
NOTES:	In order to assign privately marked cars to a pool, a railroad reporting mark
Please Refer to Appendix I for More information Regarding ETC Generation	must be reported.
Built Date Mandatory BLDT	Equipment Group Mandatory 0002
The date the construction of the equipment is complete	Identifies the various major car types
Data is Confidential. Used for Transportation Codes. Value does not carry	Used for Transportation Codes. Affects Rating.
•=Mandatory $\triangle$ =Used in ETC Generation = Affects Rating -2	278 – =Conditionally Mandatory June 2024



### Trailers

USCT

# Data Specification Manual

MNPT

B201

# R Restencil

### NOTES:

- If movement is detected on equipment, status is changed to Active.
- If an equipment record is changed to Active, any prior equipment record is placed in Inactive status.

# Does not Carry Forward.

repairs of the equipment

Maintenance Party

#### Mark Owner Category

### The company that owns the stenciled mark on the car

System Generated Field. This element is not eligible for Input. Value does not carry forward for Single Restencil / Multi-Restencil / Equipment Group Change / Add Back.

The parent reporting mark of the company responsible for the maintenance and

#### Permissible Values for B201

- B US Private
- C Canadian Private
- F Foreign Private
- H Canadian Class II
- I Canadian Class I
- J Mexican Class I
- K Canadian Class III
- M Mexican Private
- N US Private Steamship
- O Canadian Private Steamship
- P Mexican Private Steamship
- Q Foreign Private Steamship
- R US Class II Railroad
- U US Class I Railroad
- V US Class III Railroad
- W Mexican Class II Railroad
- Y Mexican Class III Railroad

#### NOTES:

 This value is stored in the Umler Database for informational purposes and is retrieved from the Roadmark Registry.

Prior Equipment ID	PRID
The previous reporting mark and number of the equipment	
Value does not carry forward for Single Clone / Multi-Clone.	
Validation Rule for PRID	
-Prior and target equipment's Built Date (BLDT) must match	
-The Prior Equipment ID (0001) must belong to the same or compa	rable
Equipment Group (0002) as the current car initial and number	
NOTES:	

• Prior ID enables equipment records to share the same historical lineage. Equipment Identification Number (EIN) is a generated id that enables these equipment records to share inspections and transaction history.

Last Update Date	B122
Date of the last Umler element change	
System Generated Field. This element is not eligible for Input.	

Equipment Add Date	B082
Date the reporting mark and number was added to the Umler system	
System Generated Field. This element is not eligible for Input.	
Status Change Reason	USCR
Identifies the reason for the current operational state	
System Generated Field. This element is not eligible for Input. Does n	ot Carry
Forward.	
Permissible Values for USCR	

# Status Change Date Identifies the effective date of the current operational state

System Generated Field. This element is not eligible for Input. Does not Carry Forward.

Licens	ing State/Province	A154
Licens	ng State / Province	
Permi	ssible Values for A154	
AB	Canada-Alberta	
AG	Mexico-Aguascalientes	
AK	US-Alaska	
AL	US-Alabama	
AR	US-Arkansas	
AZ	US-Arizona	
BC	Canada-British Columbia	
BJ	Mexico-Baja California	
BS	Mexico-Baja California Sur	
CA	US-California	
CH	Mexico-Chiapas	
CI	Mexico-Chihuahua	
CL	Mexico-Colima	
CO	US-Colorado	
CP	Mexico-Campeche	
СТ	US-Connecticut	
CU	Mexico-Coahuila De Zargoza	
DC	US-District of Columbia	
DE	US-Delaware	
DF	Mexico-Districto Federal	
DG	Mexico-Durango	
EM	Mexico-Estado Mexico	
FL	US-Florida	
GA	US-Georgia	
GJ	Mexico-Guanajuato	
GR	Mexico-Guerrero	
HG	Mexico-Hidalgo	
н	US-Hawaii	
IA	US-Iowa	
ID	US-Idaho	
IL	US-Illinois	
IN	US-Indiana	
JA	Mexico-Jalisco	
KS	US-Kansas	
KY	US-Kentucky	
LA	US-Louisiana	
MA	US-Massachusetts	
MB	Canada-Manitoba	
MD	US-Maryland	
ME	US-Maine	
MH	US-Marshall Islands	
MI	US-Michigan	
MN	US-Minnesota	
MO	US-Missouri	
MR	Mexico-Morelos	
MS	US-Mississippi	
MT	US-Minssissippi US-Montana	
MX	Mexico-Other	
NA	Mexico-Navarit	
NA	Canada-New Brunswick	
NC	US-North Carolina	

Status Changed Manually

Initial Load

Movement

I M

0

# Trailers



···anci	•	
	Data Spec	ification Manual
ND	US-North Dakota	2 Subject to Restricted in Interchange
NE	US-Nebraska	3 Subject to Deletion
NF	Canada-Newfoundland	NOTES:
NH	US-New Hampshire	Subject to Zero-Rating, goes into effect 30 days after Conflict Status occurs
NJ	US-New Jersey	<ul> <li>Subject to Restricted in Interchange, goes into effect 90 days after Conflict</li> </ul>
NL	Mexico-Nuevo Leon	Status occurs
NM	US-New Mexico	<ul> <li>Subject to Deletion, goes into effect 365 days after Conflict Status occurs</li> </ul>
NS	Canada-Nova Scotia	
NT	Canada-Northwest Territories	Date of Original Conflict B063
NU	Canada-Nunavut	Date of Original Conflict B063
NV	US-Nevada	The date the equipment was originally placed in the current conflict
		System Generated Field. This element is not eligible for Input.
NW	Northwest Territory	
NY	US-New York	
OA	Mexico-Oaxaca	Next Conflict Status B135
OH	US-Ohio	Identifies the next escalation level of an equipment in active conflict
ОК	US-Oklahoma	System Generated Field. This element is not eligible for Input. Value does not
ON	Canada-Ontario	
OR	US-Oregon	carry forward for Add Back.
	-	Permissible Values for B135
PA	US-Pennsylvania	1 Subject to Zero-Rating
PE	Canada-Prince Edward Island	2 Subject to Restricted in Interchange
PQ	Canada-Quebec	3 Subject to Deletion
PR	US-Puerto Rico	
PU	Mexico-Puebla	NOTES:
QA	Mexico-Querataro	<ul> <li>Subject to Zero-Rating, goes into effect 30 days after Conflict Status occurs</li> </ul>
QR	Mexico-Quintana Roo	<ul> <li>Subject to Restricted in Interchange, goes into effect 90 days after Conflict</li> </ul>
RI	US-Rhode Island	Status occurs
		<ul> <li>Subject to Deletion, goes into effect 365 days after Conflict Status occurs</li> </ul>
SC	US-South Carolina	,
SD	US-South Dakota	Notice to Protect
SI	Mexico-Sinaloa	Notice Indicator B137
SK	Canada-Saskatchewan	Identifies equipment in error in Umler Notice Management
SL	Mexico-San Luis Potosi	System Generated Field. This element is not eligible for Input.
SO	Mexico-Sonora	
TA	Mexico-Tabasco	
		Conflict Status Next Date B062
TL	Mexico-Tlaxcala	The date the conflict status will be escalated
TM	Mexico-Tamaulipas	System Generated Field. This element is not eligible for Input. Value does not
TN	US-Tennessee	
ТΧ	US-Texas	carry forward for Add Back.
UT	US-Utah	
VA	US-Virginia	Rate Indicator A070
VI	US-Virgin Islands	Indicates the rate type applicable to the unit
VL	Mexico-Veracruz-Llave	Indicates the rate type applicable to the unit
		System Generated Field. Used for Transportation Codes. Affects Rating. This
VT	US-Vermont	element is not eligible for Input. Does not Carry Forward.
WA	US-Washington	Permissible Values for A070
WI	US-Wisconsin	0 Zero-Rated Due to Conflict Errors
WV	US-West Virginia	1 Units subject to special lease arrangement
WY	US-Wyoming	, , , , , , , , , , , , , , , , , , , ,
XX	Exception (Intl. TOFC/COFC or No License)	6 Zero-Rated - Scrap (S_,SX), AAR Overage (XA), FRA Overage (YA), Umler
YC	Mexico-Yucatan	Conflict - CHR 1/Tarriff 6007 (XZ). Zero-Rated Private Owner Election
		to Zero Rate [See Private Zero Rate (B150)].
YK	Canada-Yukon	NOTES:
ΥT	Canada-Yukon	• If unit is zero-rated, correction of conflicts will reinstate the appropriate rate
ZT	Mexico-Zacatecas	indicator code.
Equipm	ent Identification EINN	First Mayament Data
<u>· ·</u>	equipment identifier regardless of stenciled mark	First Movement Date USAT
		The first movement date under the stenciled mark of the equipment
System	Generated Field. This element is not eligible for Input.	This element is not eligible for Input. Does not Carry Forward.
NOTES:		
<ul> <li>Spec</li> </ul>	ify the Prior ID (PRID) on equipment records to ensure the historical	Equipment Add Company:
-	ge is preserved. Equipment with the same EIN share history and	Equipment Add Company B083
		The reporting mark of the company that added the equipment
inspe	ections.	System Generated Field. This element is not eligible for Input.
Conflict	Status B050	Registration Reason B174
Identifie	es the escalation level of equipment in active conflict	
System	Generated Field. This element is not eligible for Input. Value does not	The code indicating the reason this equipment is added
са	irry forward for Add Back.	Does not Carry Forward.
	sible Values for B050	Permissible Values for B174
	Subject to Zero-Rating	A Add-Back N New
÷ .		

# Umler®

### Trailers

A259

# Data Specification Manual

B064

A266

Restencil Program Ind	B177
Identifies the equipment is under a restencil program	

- Permissible Values for B177
- Y Yes

Delete Reason Code

#### A code that designates the reason the equipment has been deleted

#### Value does not carry forward for Add Back.

#### Permissible Values for B064

- A Restenciled
- D Destroyed or wrecked
- L Lease terminated, removed from fleet
- P Retired unserviceable beyond economic repair
- R Rebuilt
- S Sold Serviceable
- W Over age retired for dismantling
- Y Error, reporting did not exist
- Z Other

# Weight

### Gross Rail Load/Weight

The maximum permissible weight on rail of the equipment and the load,

# reported in pounds

Range of Values for A266		
Minimum	Maximum	
1000	00000	

#### 4900 98000 Validation Rule for A266

Gross Rail Load must be equal to the Load Limit (LDLT) plus the Tare Weight (A259)

#### NOTES:

Use Table 1 below to determine Gross Rail Load, if Qualification for Increased Gross Rail Load (B344) does not exist.

#### TABLE 1 -

Journal Size	Load per Axle	Gross Rail Load for 4-
		axle Equipment
B - 4 1/2" x 8"	25,750 lbs.	103,000 lbs.
C - 5" x 9"	35,500 lbs.	142,000 lbs.
D - 5 1/2" x 10"	44,250 lbs.	177,000 lbs.
E - 6" x 11"	55,000 lbs.	220,000 lbs.
F - 6 1/2" x 12"	65,750 lbs.	263,000 lbs.
G - 7" x 12"	78,750 lbs.	315,000 lbs.
K - 6 1/2" x 9"	71,500 lbs.	263,000 lbs.
M - 7" x 9"	78,750 lbs.	315,000 lbs.

Use Table 2 below to determine Gross Rail Load for 4-axle equipment if Qualification for Increased Gross Rail Load (B344) exists.

#### TABLE 2 -

Qualification for Increased Gross Rail Load (B344)	Journal Size	Gross Rail Load
1	K - 6 1/2" x 9"	286,000 lbs.
1	G - 7" x 12"	286,000 lbs.
1	M - 7" x 9"	286,000 lbs.
2	F - 6 1/2" x 12"	286,000 lbs.
2	K - 6 1/2" x 9"	286,000 lbs.
3	F - 6 1/2" x 12"	268,000 lbs.
3	K - 6 1/2" x 9"	268,000 lbs.

• For multi-unit equipment, report the total gross rail load for the entire set.

• Refer to Field Manual Rule 70 if additional information is required.

A Gross Rail Load less than the listed or calculated values may be entered; however:

- 5. Star Code (A247) must be R or S, and
- Load Limit (LDLT) must also be reduced, ensuring Tare Weight (A259) plus Load Limit (LDLT) equals the reported Gross Rail Load.

For equipment having two or more different journal sizes, see following examples:

Example for Drawbar Connected:

- A 5-unit drawbar connected car has 20 axles.
- The end units (Locations A and B) each have 4 axles with E 6" x 11" journals.
- The intermediate units (Locations C, D, and E) each have 4 axles with F 6 1/2" x 12" journals.

Using TABLE 1, the Gross Rail Load would be:

8 ea. E-6" x 11" journal axles X 55,000 lbs. per axle = 440,000 lbs. +12 ea. F-6 1/2" x 12" journal axles X 65,750 lbs. per axle = 789,000 lbs. Gross Rail Load = 1,229,000 lbs.

Example for Articulated Connected:

- A 5-unit articulated intermodal car has 6 trucks (12 axles).
- The end trucks (Locations A and B) each have 2 axles with E 6" x 11" journals.
- The intermediate trucks (Locations C, D, E, and F) each have 2 axles with G  $7" \ge 12"$  journals

Using TABLE 1, the Gross Rail Load would be:

4 ea. E-6" x 11" journal axles X 55,000 lbs. per axle = 220,000 lbs. + 8 ea. G-7" x 12" journal axles X 78,750 lbs. per axle = 630,000 lbs. Gross Rail Load = 850,000 lbs.

# Tare Weight

The equipment weight on rail when empty, sometimes referred to as Light Weight, reported in pounds

Range of Values for A259

Minimum	Maximum
600	33000

NOTES:

Do not report an average Tare Weight for car series, except for Pre-Registered cars

When cars are made active, the actual Tare Weight must be recorded

l	Load Limit			LDLT
	The maximum permissible weight of the commodity that can be loaded into the equipment, reported in pounds			ed into the
l	Range of Valu	es for LDLT		
l	Minimum	Maximum		
l	0	70000		
l				
l	Cubic Feet Cap	pacity		A067
	The maximum interior cubic feet capacity of the equipment			
	Range of Values for A067			

 Minimum
 Maximum

 1000
 4200

Validation Rule for A067

-Trailer Cubic Feet Capacity is not applicable to Flat Bed Trailers (Equipment Descriptor - VFB)

Gallonage Capacity	A297
The number of gallons the equipment will hold	



A138

A133

**Data Specification Manual** 

Value does not carry	/ forward for Single Clone /	Multi-Clone.
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# Range of Values for A297

Minimum	Maximum
4000	12000

		Validati		
	Dimension	-Insi -Insi		
Outside Length A	Aandatory	OSLG		
The outside lengt	h over pulling faces of couplers in normal position	●▲ -ls n		
Used in ETC Gene	eration. Displayed in feet and inches on the Web. St	ored in		
inches.	for 051 C	NOTES:		
Range of Values Minimum	Maximum	Roun		
15 ft 7 inches	57 ft 0 inches	For co		
NOTES:				
<ul> <li>For connected</li> </ul>	unit cars report the maximum coupled length of the	e set. Inside V		
<ul> <li>Round fraction</li> </ul>	n to the higher inch, e.g., 05 1/4" = 06"	The insid		
Outside Extreme	Width Mandaton	A186 Displaye		
	Width Mandatory	A186 Range o Minim		
	eme width of the equipment eration. Displayed in feet and inches on the Web. St			
inches.	ration. Displayed in feet and inclusion the web. St	Validati		
Range of Values	for A186	-Insi		
Minimum	Maximum	-Insi		
7 ft 3 inches	8 ft 6 inches			
<ul> <li>NOTES:</li> <li>For connected</li> </ul>	unit cars report the dimension of the largest unit in	the set		
	to the higher inch, e.g., 05 1/4" = 06"	Inside H		
		The insid		
Outside Extreme	Height Mandatory	A185 the lo		
	of rail to extreme projecting height	Displaye		
Used in ETC Gene inches.	eration. Displayed in feet and inches on the Web. St	ored in Minim		
Range of Values	for A185	1 ft 0 i		
Minimum	Maximum	Validati		
4 ft 3 inches	14 ft 0 inches	-Tra		
NOTES:		Insi		
	unit cars report the dimension of the largest unit in to the higher inch, e.g., 05 1/4" = 06"	the set. NOTES:		
		For co		
Outside Height E	xtr Width Mandatory	A187		
The highest point	at which the extreme width of the equipment occur			
	and inches on the Web. Stored in inches.	Inside H		
Range of Values Minimum	for A187 Maximum	Displaye Range o		
	14 ft 0 inches	Minim		
Validation Rule f		1 ft 0 i		
-	extreme Width must be less than or equal to Outside			
Height		-Trailer Descri		
<ul> <li>NOTES:</li> <li>For connected</li> </ul>	unit cars report the dimension of the largest unit in			
<ul> <li>Round fraction</li> </ul>	to the higher inch, e.g., 05 1/4" = 06"	Height 1		
		The mea		
Undercarriage W		B217		
Undercarriage W				
Used in ETC Gene Permissible Valu		End Doo		
102 102 inc		End Doc		
Validation Rule f		Permiss		
-Undercarriage V	/idth must be set if Undercarriage Type is set	1		
Jucido Longth A125				
Inside Length A135 Vali The inside length of the equipment from end to end inside walls, linings, and -Tra				
permanent bu		gs, and -Trailer Descri		

Displayed in feet and inches on the Web. Stored in inches. Range of Values for A135 Minimum Maximum 15 ft 6 inches 55 ft 4 inches ion Rule for A135 ide Length must not be greater than Outside Length ide Length/Inside Platform Length must be less than or equal to Outside Length (OSLG) not applicable to Inside Length/Inside Platform Length for Trailer/Container - Bulk Hopper, Tank or Flat (Mechanical Designation of UH, or UTK) nd fraction to the lower inch, e.g., 05 1/4" = 05" connected unit cars report the shortest dimension of a unit in the set. Nidth de width of the equipment from side walls and linings ed in feet and inches on the Web. Stored in inches. of Values for A138 Maximum num inches 8 ft 4 inches ion Rule for A138 ide Width/Inside Platform Width must not exceed Outside Extreme Width ide Width/Inside Platform Width is not applicable to Trailer/Container - Tank or Flat (Mechanical Designation of UTK) leight de height of the equipment from the floor to the top of the side, or to owest point of the interior ceiling ed in feet and inches on the Web. Stored in inches. of Values for A133 num Maximum inches 11 ft 1 inches ion Rule for A133 iler Inside Height cannot be set for Flat Bed Trailers (Equipment Descriptors ZFB) ide Height must not exceed Outside Extreme Height (A185)

connected unit cars report the shortest dimension of a unit in the set.

87					
	Deck Height Above Ground	B149			
	Inside Height/Deck Hgt.				
	Displayed in feet and inches on the Web. Stored in inches. Range of Values for B149				
	Minimum Maximum				
	1 ft 0 inches 11 ft 1 inches				
e	Validation Rule for B149				
	-Trailer Platform Deck Height can only be set for Flat Bed Trailers (Equipment Descriptor - VFB)				
	Height Trailer @ Lift Pts B107				
	The measurement in feet and inches at the lift point of a trailer-	New			
7					
•	Door				
	End Door Type	A081			
	End Door Type				
	Permissible Values for A081 1 Hinged 2 Overhead/Rollup				
5	3 Other				
, 	Validation Rule for A081	•••••			
	<ul> <li>Trailer End Door Type is not applicable to Flat Bed Trailers (Equ Descriptor - VFB)</li> </ul>	ipment			

Mandatory A=Used in ETC Generation = Affects Rating	– 282 – <b>*</b> =Conditionally Mandatory	June 2024
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# Data Specification Manual

A106

End Door Width		A082 Electrical Voltag
The width of the	end door opening in inches	Electrical Voltage
Displayed in feet	and inches on the Web. Stored in inches.	Permissible Valu
Range of Values	for A082	00 Unused
Minimum	Maximum	06 06 Volts
4 ft 0 inches	8 ft 4 inches	11 110 Volt
Validation Rule f	or A082	12 12 Volts
-End Door W	idth must not be reported if Trailer/Containe	
is not re		24 24 Volts
	idth requires End Door Type of Trailer/Contai	
than 0		44 440 Vol
	idth is not applicable to Trailer/Container - Bu	
	Mechanical Designation of UH, UFB, UTK, ZBH	
NOTES:		Descriptor of L
	n to the lower inch, e.g., 05 1/4" = 05"	
	l unit cars report the dimension of the smalle	st end door width King Pin Setting
of a unit in the	eset.	King Pin Setting
		Permissible Valu
End Door Height		A080 18 18 Inche
The height of the	e end door opening in inches	28 28 inche
Displayed in feet	and inches on the Web. Stored in inches.	30 30 inche
<b>Range of Values</b>	for A080	32 32 inche
Minimum	Maximum	36 36 inche
4 ft 0 inches	10 ft 6 inches	42 42 inche
Validation Rule f	<sup>f</sup> or A080	
-End Door He	eight must not be reported if End Door Width	is not reported Forward Extension
-End Door He	eight must be reported if End Door Width is re	eported Forward Extension
-End Door He	eight must not be reported if Trailer/Containe	er End Door Type Range of Values
is not re		Minimum
	eight must be reported if End Door Type of Tr	ailer/Container 18 (
is report		Validation Rule
	eight is not applicable to a Trailer/Container -	-FOIWard Extens
ZFB)	Flat (Mechanical Designation of UH, UFB, UTK	Refrigeration U
NOTES:		
	n to the lower inch, e.g., 05 1/4" = 05"	Brake Type
	I unit cars report the dimension of the smalle	st end door height Brake System
of a unit in the	-	Permissible Valu
		A Air E
	Specification	
Undercarriage T		B216 Axle Count
Undercarriage T	••	The total numbe
Undercarriage Ty		Range of Values
Used in ETC Gene		Minimum
Permissible Valu		2
F Fix Forwa	5	Validation Rule
Validation Rule f		-Axle Count f
-Ondercarnage i	ype must be set if Undercarriage Width is set	((connex
	- Material	-Axle Count f
TRLR/CONT Bod	,	A031 (Connec
Body Type TRLR/		Tire Size & Whee
01 Aluminu		
01 Aluminu 04 Combina		Tire Size & Whee
18 Stainles		Range of Values
19 Standar		Minimum I
30 Wood		7351400
	onComposite	
	ss or Fiberglass Reinforced Material	Insid Wdth Btwr
	neous Material	Inside Width Bet
Validation Rule f		
	terial (Body/Shell Type) for Flat type Trailer/(	Containers Remote Monitor
-	ial (Body/Shell Type) can only be reported as	C. Duiltanuard
-Body Materi	a (bouy/shell type) can only be reported as	C-Pultrued Indicates the equ

-Body Material (Body/Shell Type) can only be reported as C-Pultrued Composite for Equipment Designators of ZVE, ZV, or UB

Electrical Voltage System A079		
Electrical Voltage System		
Permissible Values for A079		
00 Unused or restricted		
06 06 Volts		
11 110 Volts		
12 12 Volts		
22 220 Volts		
24 24 Volts		
33 330 Volts		
44 440 Volts		
Validation Rule for A079		
-Trailer/Container Electrical Voltage System is only applicable to Equipment		
Descriptor of UBR, UBI, UBE, ZVR, ZVI, or ZVE		
King Pin Setting A1	.49	
King Pin Setting		

#### es for A149

- (standard)

### n

#### for A106

- /laximum
- 0

#### or A106

on is required for nose mounted refrigeration with nit Location of Code N

Brake Type	A034
Brake System	
Permissible Values for A034	

Electric Vacuum ۷

Axle Count		A024	
The total number of axles on the equipment			
Range of Valu	es for A024		
Minimum	Maximum		
2	999		
Validation Ru	e for A024		
-Axle Cour	t for an articulated car must be greater	than or equal to	
((Coni	nected Unit Count (A020) x 2) + 2)		
-Axle Cour	t for a draw bar connected car must be	greater than or equal to	
(Conn	ected Unit Count (A020) x 4)		
Tire Size & Wheel Size A261			
Tire Size & Wheel Size			
Range of Valu	es for A261		
Minimum	Maximum		
7351400	12002500		
7351400	12002500		
7351400 Insid Wdth Bt		B332	
Insid Wdth Bt		B332	
Insid Wdth Bt	wn TOFC Tire	B332	
Insid Wdth Bt	wn TOFC Tire etween Trailer Tires	B332 B176	

- 283 -=Conditionally Mandatory Emandatory = Used in ETC Generation = Affects Rating
- June 2024

#### Trailers



# Data Specification Manual

B006

tag

Permissible Values for B006
Indicates the equipment is equipped with a high temperature AE
AEI High Temperature Tag
Y Yes
V Voc

#### High Temperature Tag Υ

Equipment Builder	A035
Identifies the original manufacturer of the equipment	

#### Permissible Values for A035

- HPA HPA Monon Corporation
- NACA National Alabama Corporation
- UNKN Unknown
- Wabash National WABN

# Validation Rule for A035

-Equipment built or rebuilt on or after July 1, 2010 cannot have a Equipment Builder of Unknown

- -Equipment with a Built Date (BLDT) on or after July 1, 2010 cannot have an Equipment Builder Code of OWNER RAILROAD.
- -Equipment Builder can have a value of MULT only if the equipment has multiple units.

Builder Lot Code	B030
A unique identifier for a group of equipment built by one man	ufacturer under
the same contract	
Data is Confidential. Value does not carry forward for Single (	Clone / Multi-
Clone	

#### Validation Rule for B030

-Equipment built or rebuilt on or after June 28, 2012 must have a value for **Builder Lot Code** 

Duil+ (	Country .			B031
			DUSI	
The country where the equipment was constructed				
Data is Confidential.				
Permissible Values for B031				
CA	Canada	MX	Mexico	
US	United States			
Rebui	lt Country			B170
The co	ountry where the e	quipme	nt was re-constructed	
Permi	ssible Values for B	170		
CA	Canada	MX	Mexico	
US	United States			
Refrig	Emission Code			B345
California State Emission standards for refrigeration units				
Value does not carry forward for Single Clone / Multi-Clone.				
Permissible Values for B345				
Ν	Not Qualified	Q	Qualified	
U	Ultra-Qualified			

#### Feature **Floor Material** A104 Describes the type of construction material used for the equipment floor Permissible Values for A104 01 Aluminum 02 Aluminum (Ribbed) Composite Nailable (considered same as wood 05 06 Composite Nailable, Reinforced (considered same as wood) 14 Other

15	Other,	Reinforced

- 19 Standard Steel
- 21 Steel Floor, (straight deck) without risers (F-8-)
- 22 Steel Floor, permanently mounted steel risers (F-8-)
- 23 Steel Nailable (includes alternate wood and steel floor
- Steel Nailable, Reinforced (includes alternate wood and steel floor 24
- 25 Standard Steel. Reinforced
- Unknown (Flats only) 27
- 30 Wood
- 32 Wood, Double
- 33 Wood, Double, Reinforced
- 34 Wood Floor with Steel Protective Plates (includes perforated steel)
- Wood Floor, Reinforced, with Steel Protective Plates (includes 35 perforated steel)
- 36 Wood Floor, Reinforced

Floor And	hor Builder	B335
Floor Ancl	hor Builder	
Permissib	le Values for B335	
ABB	Asea Brown Bavari	
ACC	American Crane Company	
ACCI	Accurate Industries	
ACF	American Car & Foundry	
ACFX	ACF Industries	
ALCC	Alloy Crafts Company	
ALCO	American Locomotive Company	
ALGE	Alco-GE	
ALST	Alstom	
ALTN	Altoona	
ALWO	Alco-Worthington	
ARI	ARI Industries	
BERW	Berwick Forge	
BETH	Bethlehem Car Works	
BL	Boise Locomotive	
BLH	Baldwin Lima Hamilton	
BLW	Baldwin Locomotive Works	
BOMB	Bombardier	
BRIL	Brill	
BRKS	Brooks Locomotive Works	
BS	Barney & Smith	
BSP	Bethlehem Steel Corporation	
BUDD	Ed G Budd Company	
BURR	Burro Crane Works	
CAN	Canadian Car	
CFF	Canadian Car & Foundry	
CHIN	Chinese builders (various)	
CLC	Canadian Locomotive Company	
CLW	Climax Locomotive Works	
CN	Canadian National	
CNCF	Carros De Ferrocarril, SA	
CNR	Canadian National Railway	
CONC	Concarrill	
CPR	Canadian Pacific	
CRMX	Colorado Railcar Manufacturing	
CSXR	CSX Remanufacture	
DARB	Darby	
DAV	Davenport Locomotive Company	
DETR	Detroit Car Works	
DIFC	Difco	
DSL	Davies Ship Building	
EASX	East Rail Car Division	
EMAB	ElectroMotive Diesel - Asea Brown Bavari	
EMC	ElectroMotive Corporation	
EMD	ElectroMotive Diesel	
EVAN	Evans Products	
FCA	Freight Car America	

# Trailers

# Umler®

nuəl Data Specification N

		Dat
FGRW	FRTGRW	
FM	Fairbanks Morse	
FMC	FMC Corporation	
FRCE	Freight Car Engineering	
FREU	Freuhauf Corporation	
GATX	General American Transportation Corp	
GE	General Electric	
GEC	GEC Alsthom	
GENS	General Steel	
GLOB	Global Lot	
GMB	Greenbrier	
GMDD	General Motors Diesel Division	
GREX GROV	Georgetown Rail Equipment Company Grove	
GSC	Greenville Steel Car	
GSWI	Gunderson Southwest Inc	
GULF	Gulf Railcar	
GUN4	Gunderson - Trenton Works	
GUND	Gunderson Inc	
GUNM	Gunderson - Mexico	
HAMB	Hamburg Fab Shop	
HARS	Harsco	
HB	Haskell & Baker	
HEIS	Heisler Locomotive Works	
HIIX	Hamburg	
HPA	HPA Monon Corporation	
HST	Hawker Siddeley	
HYUN	Hyundai	
IBH	Industrial Brown Hoist	
ICC	International Car Company	
ICG	Interglobal Capital	
IR	Ingersoll Rand	
JAC	Johnstown America Corporation	
JACK JLW	Jackson Equipment Company Juniata Locomotive Works	
JORD	Jordan Machine Works	
JS	Jackson & Sharp	
KASG	Kasgro Railcar	
KM	Krauss Maffei	
KRCA	Kawasaki Railcar America	
LAVE	Lavelin	
LH	Lima-Hamilton	
LIMA	Lima Locomotive Works	
LOX	Lox Equipment Company	
MAGR	Magor Car Manufacturing	
MCDW	McDowell Wellman	
MILW	CMSTP & P Railroad	
MK	Morrison-Knudson	
MLW	Montreal Locomotive Works	
MRCD	Millennium Railcar, Dome Division	
MRNE	Marine Industries	
NACC	North American Car	
NIPP	Nippon-Sharyo	
NRE	National Railway Equipment	
NSC OB	National Steel Car Osgood Bradley Car Company	
ORTN	Ortner	
PCF	Pacific Car & Foundry	
PCF	Pullman Car & Manufacturing	
PLAS	Plasser America	
PLC	Paducah Locomotive Company	
PORT	Porter Locomotive Company	
PORW	Thrall-Winder	
PRAT	Pratt Enterprises	
PRO	Procor Limited	
PS	Pullman-Standard	
PSCC	Pressed Steel Car Company	
PSP	Pullman-Standard, Division of Trinity Industries	

ation Man	ual	
РТ	Plasser & Theurer	
RCC	Raceland Car Corporation	
REBD	Reilly Beard	
RELC	Relco	
RICH	Richmond Locomotive Works	
ROAN	Roanoke Shops	
ROTA	Rota Car Company	
RP	RailPower	
RTCX	Richmond Tank Car	
RUSS	Russian builders (various)	
SCM	Standard Car Manufacturing	
SIEM	Siemens	
SLC	Saint Louis Car Company	
SRSC	Springfield Railcar	
SSCC	Standard Steel Car Company	
TA	Transit America	
TERX	Terex Corporation	
THR THR4	Thrall Car Service Parts Thrall - Cartersville	
THRL	Thrall	
TLGA	Talgo America	
TRAN	Tranzrail	
TRIN	Trinity	
TRIS	Trinity - Springfield MO	
TRIX	Trinity Mexico	
UNAM	United America	
UTLX	Union Tank Car	
VENT	Ventrns	
VULC	Vulcan Locomotive Works	
WABN	Wabash National	
WAG	Wagner Car Company	
Floor And	hor Count	B336
Floor Anch		
Floor And	hor Loc Spacing	B337
Floor Anch	nor Location Spacing	
Floor Load		B338
Floor Load	l Rating	
Floor Load		<b>D</b> 220
Floor Load		B339
Floor Drai	n Equipped	B095
Indicates t	the equipment floor has a drain	
Permissib	le Values for B095	
Y Ye	S	
Lining Max	terri el	4450
Lining Ma		A158
	the type of construction material used in the lining le Values for A158	g of equipment
	ement	
	omposite Wood and Steel	
	iberglass	
	ilass	
11 K	anigen	
	1etal Clad	
13 M	Aetal Sprav	

13 Metal Spray

- 16 Rubber
- 17 Sheet Metal
- 26 Synthetic
- 28 Unlined

29 Vinyl

=Conditionally Mandatory

# Umler®

_				
т	ra	il	ρ	rs

June 2024

	U	ata Specific		uai
30 W	ood		FGRW	FRTGRW
Validation	Rule for A158		FM	Fairbanks Morse
-Lining Ma	terial cannot be set for Flat bed trailers (Equipment Descri	ptor - VFB)	FMC	FMC Corporation
			FRCE	Freight Car Engineering
Bulkhead 1	Гуре	B034	FREU	Freuhauf Corporation
	··		GATX	General American Transportation Corp
	he type of bulkhead attached to the equipment		GE	General Electric
	e Values for B034		GEC	GEC Alsthom
F Fixe	ed I Inflatable M Moveable		GENS	General Steel
			GLOB	Global Lot
			GMB	Greenbrier
			GMDD	General Motors Diesel Division
Belt Rail Ed	auipped	B024		
	· · ·		GREX	Georgetown Rail Equipment Company
	ne equipment is belt rail equipped		GROV	Grove
	e Values for B024		GSC	Greenville Steel Car
Y Yes			GSWI	Gunderson Southwest Inc
			GULF	Gulf Railcar
Belt Builde	r	B331	GUN4	Gunderson - Trenton Works
Belt Builde			GUND	Gunderson Inc
			GUNM	Gunderson - Mexico
	e Values for B331		HAMB	Hamburg Fab Shop
ABB	Asea Brown Bavari		HARS	Harsco
ACC	American Crane Company		НВ	Haskell & Baker
ACCI	Accurate Industries		HEIS	Heisler Locomotive Works
ACF	American Car & Foundry		HIIX	Hamburg
ACFX	ACF Industries		HPA	HPA Monon Corporation
ALCC	Alloy Crafts Company		HST	Hawker Siddeley
ALCO	American Locomotive Company			,
ALGE	Alco-GE		HYUN	Hyundai Industrial Brown Hoist
ALST	Alstom		IBH	Industrial Brown Hoist
ALTN	Altoona		ICC	International Car Company
ALWO			ICG	Interglobal Capital
	Alco-Worthington		IR	Ingersoll Rand
ARI	ARI Industries		JAC	Johnstown America Corporation
BERW	Berwick Forge		JACK	Jackson Equipment Company
BETH	Bethlehem Car Works		JLW	Juniata Locomotive Works
BL	Boise Locomotive		JORD	Jordan Machine Works
BLH	Baldwin Lima Hamilton		JS	Jackson & Sharp
BLW	Baldwin Locomotive Works		KASG	Kasgro Railcar
BOMB	Bombardier		KM	Krauss Maffei
BRIL	Brill		KRCA	Kawasaki Railcar America
BRKS	Brooks Locomotive Works		LAVE	Lavelin
BS	Barney & Smith		LH	Lima-Hamilton
BSP	Bethlehem Steel Corporation		LIMA	Lima Locomotive Works
BUDD	Ed G Budd Company		LINIA	
BURR	Burro Crane Works			Lox Equipment Company
CAN	Canadian Car		MAGR	Magor Car Manufacturing
CFF	Canadian Car & Foundry		MCDW	McDowell Wellman
CHIN	Chinese builders (various)		MILW	CMSTP & P Railroad
			MK	Morrison-Knudson
CLC	Canadian Locomotive Company		MLW	Montreal Locomotive Works
CLW	Climax Locomotive Works		MRCD	Millennium Railcar, Dome Division
CN	Canadian National		MRNE	Marine Industries
CNCF	Carros De Ferrocarril, SA		NACC	North American Car
CNR	Canadian National Railway		NIPP	Nippon-Sharyo
CONC	Concarrill		NRE	National Railway Equipment
CPR	Canadian Pacific		NSC	National Steel Car
CRMX	Colorado Railcar Manufacturing		OB	Osgood Bradley Car Company
CSXR	CSX Remanufacture		ORTN	Ortner
DARB	Darby			
DAV	Davenport Locomotive Company		PCF	Pacific Car & Foundry
DETR	Detroit Car Works		PCM	Pullman Car & Manufacturing
DIFC	Difco		PLAS	Plasser America
DIFC			PLC	Paducah Locomotive Company
	Davies Ship Building		PORT	Porter Locomotive Company
EASX	East Rail Car Division		PORW	Thrall-Winder
EMAB	ElectroMotive Diesel - Asea Brown Bavari		PRAT	Pratt Enterprises
EMC	ElectroMotive Corporation		PRO	Procor Limited
EMD	ElectroMotive Diesel		PS	Pullman-Standard
EVAN	Evans Products		PSCC	Pressed Steel Car Company
FCA	Freight Car America			

#### Trailers

ΡТ

RCC

REBD

RELC

RICH

ROAN

ROTA RP

RTCX

RUSS

SCM

SIEM

SLC

SRSC

SSCC

TERX

THR

THR4

THRL TLGA

TRAN

TRIN

TRIS

TRIX

UNAM

UTLX

VENT

VULC

WABN

WAG

Υ

Ν

Т

В

Μ

F

Ν

W

Vent Openings

Yes

ΤA

Plasser & Theurer

**Reilly Beard** 

**Roanoke Shops** 

RailPower

Siemens

Thrall

Tranzrail

Trinity

Ventrns

Permissible Values for B222

**Controlled Atmosphere Typ** 

Permissible Values for A056

Tectrol

Validation Rule for A056

**Refrigeration Fuel Type** 

Butane

Permissible Values for A207

Other type

Permissible Values for B172

Non-Frozen

**Refrigeration Unit Location** 

**Refrigeration Unit Loc** 

Zero Only (Frozen)

Validation Rule for A207

**Refrigeration Level** 

Type Of Controlled Atmosphere

Nitrogen Blanket

Trailer/Containers

D

Ν

0

U

Rota Car Company

Springfield Railcar

**Transit America** 

**Terex Corporation** 

Thrall - Cartersville

Talgo America

**Trinity Mexico** 

United America

Union Tank Car

Wabash National

Relco



#### **Data Specification Manual** Permissible Values for A221 **Raceland Car Corporation** Interior Mounting Ν Nose or Front Mounting Ρ Pod Mounting **Richmond Locomotive Works** S Side Mounting 11 Under of Belly Mounting Validation Rule for A221 -Trailer Refrigeration Unit Location can only be set for Refrigerator Trailers **Richmond Tank Car** (Equipment Descriptor - ZVR) -Refrigeration Unit Location required when Refrigeration System Builder is Russian builders (various) Standard Car Manufacturing supplied Saint Louis Car Company **Refrigerator Fuel Cap** A222 **Refrigerator Fuel Capacity** Standard Steel Car Company Range of Values for A222 Minimum Maximum 10 250 **Thrall Car Service Parts Refrigerator System Bldr** A223 **Refrigerator System Manufacturer** Permissible Values for A223 Carrier-Transicold С Trinity - Springfield MO Trane-Artic Traveler F Μ Other Р Polarstream т Thermo-King Worthington-York W Vulcan Locomotive Works Cost Wagner Car Company **Original Cost** A184 B222 The original manufacturer selling price Indicates the equipment has vent openings Data is Confidential. Value does not carry forward for Single Clone / Multi-Clone Range of Values for A184 Minimum Maximum 999999 A056 Validation Rule for A184 -Original Cost must be equal to the Ledger Value if there are no Additions & Betterments. Oxvtrol -Original Cost must be equal to the Ledger Value if Additions & Other Type System Betterments Indicator is not reported. -Railroad marked freight cars except MISC, LOCO, TRLR, CONT, CHSS, -Trailer Controlled Atmosphere Type can only be set for Refrigerator STWH, EOTD, and PSGR are required to have an Original Cost Trailers (Equipment Descriptor - ZVR) -Private marked freight cars except MISC, LOCO, TRLR, CONT, CHSS, STWH, -Controlled Atmosphere Type is only applicable to Refrigerator type EOTD, and PSGR are required to have an Original Cost if Built Date (BLDT) is on or after January 1, 2015 NOTES: A207 • Original Cost is never altered. It is the cost of the equipment to the original Type of fuel used in the refrigeration unit owner. For railroad-marked cars, report in US dollars the original ledger value of the Diesel G Gasoline original owner For cars rebuilt, report the cost prescribed in MR Interchange Nitrogen Ρ Propane Rule 88 and Circular Letter OT-24 The original cost is used in the settlement of AAR Interchange Rule 107 Office -Refrigeration Fuel Type required when Refrigeration System Builder is supplied Manual. • For connected unit cars report the total original cost for all units in the set. B172 Numeric, applicable to all railroad-marked cars Also, applicable to privately marked covered hopper (LO) cars. Describes the level of refrigeration to be used within the equipment Raise all cents to the next dollar, e.g. \$5,501.02 = 0005502 A150 Ledger Value Wide Range (Frozen to Non-Frozen) The sum of original cost and additions & betterments Data is Confidential. Value does not carry forward for Single Clone / Multi-A221 Clone Range of Values for A150

=Mandatory	=Used in ETC Generation	= Affects Rating	- 287 -	=Conditionally Mandatory	June 2024

#### Trailers



# Data Specification Manual

Minimum	Maximum

# 0 999999

Validation Rule for A150

- -Original Cost must be equal to the Ledger Value if there are no Additions & Betterments.
- -Ledger Value must equal the Original Cost (A184) plus the additions & betterments, if Total A&B (A003) has been reported. Otherwise Ledger Value should equal Original Cost (A184).

Total A&B	A003
System generated sum of all reported amounts in A&B Amount (A31	7), in US
dollars	

Data is Confidential. System Generated Field. This element is not eligible for Input. Value does not carry forward for Single Clone / Multi-Clone.

#### Range of Values for A003

Minimum	Maximum
0	99999999

NOTES:

- For railroad-marked cars, report the sum of all additions and betterments applied to the car. This value is for record keeping purposes only and will not be used to report Ledger Value.
- For private Cars report the additions and betterments as qualified under AAR interchange Rule 107 for determination of settlement value.
  - Additions are costs of all new components applied subsequent to the date the car was built or rebuilt and carried in the capital investment account.
  - Betterments are costs of all improvements of components of existing equipment through the substitution of superior parts for inferior parts subsequent to the date the car was built of rebuilt.
- For connected unit cars report the total Truck Location A for all units in the set

#### Ind for Pos/Neg Total A&B

A code indicating the positive or negative adjustment to the original cost of the equipment

Data is Confidential. System Generated Field. This element is not eligible for Input. Value does not carry forward for Single Clone / Multi-Clone.

# Permissible Values for A128

N Negative P Positive

#### A&B Pos/Neg Ind

A code indicating the positive or negative adjustment to the individual addition and betterment

Data is Confidential. Value does not carry forward for Single Clone / Multi-Clone.

#### Permissible Values for A316

N Negative P Positive

#### Validation Rule for A316

- -When entering an individual Addition & Betterment, you must enter a value in all 4 fields.
- The A&B Indicator is required when Additions & Betterments are reported.
   The A&B Indicator must not be reported if Additions & Betterments are not reported.
- A&B Amount

A&B Amount A317	
The amount of the individual addition and betterment added to or subtracted from the original cost of the equipment	
Data is Confidential. Value does not carry forward for Single Clone / Multi- Clone.	

### Range of Values for A317 Minimum Maximum

1 999999 Validation Rule for A317 -When entering an individual addition & betterment; A&B Date Done (A319), A&B Type (A318), A&B Pos/Neg Ind (A316), and A&B Amount (A317) must be reported

report	ed		
A&B Dat	te Don	e	A319
The date	e of the	individual addition and betterment	
Data is C	onfide	ntial. Value does not carry forward for Single Clone /	Multi-
	one.	,	
Range of	f Value	es for A319	
Minim	um	Maximum	
1/1/19	00	12/31/9999	
Validatio	on Rule	e for A319	
		ering an individual Addition & Betterment, you must e	enter a
		n all 4 fields.	_
		nd Betterment Date Done cannot be earlier than Built	t Date
	(BLDT)		
-Add	litions	& Betterments Date Done cannot be later than today'	s date.
А&В Тур	e		A318
The type	e of ind	ividual addition and betterment as defined by Rule 10	)7
		ntial. Value does not carry forward for Single Clone /	
	one.	,	
Permissi	ible Va	lues for A318	
GNRL	Gei	neral - Capitalized Additions and Betterments	
INIT	Init	ial load of historical A&B amount as of Umler 4.6 imp	lementation
	dat	-	
		e for A318	
	each e INIT.	quipment, only one Individual A&B Type can have a v	alue of
		ering an individual Addition & Betterment, you must e	enter a
		n all 4 fields.	
		Car Management	
Pool Nu	mher		P001
		r used to indicate the grouping of equipment for a pa	
purpo		r used to indicate the grouping of equipment for a pa	liculai
		portation Codes. This element is not eligible for Input	Value
		carry forward for Equipment Group Change / Add Ba	
User Rou	uting li	nstructions	TCUR
The rout	ing ins	truction reported by the user	
Used for	Trans	portation Codes.	
Permissi	ible Va	lues for TCUR	
2	Trailer	Service Rule 2	
G	Contar	ninated commodity service	
		anceled	
		requested return	
	Unassi	gned equipment	
NOTES:			
<ul> <li>For fu</li> </ul>	irther e	explanation reference Appendix E.	

For further explanation reference Appendix E.

J.	I	
ot	Umler Transportation Code	TCOD
	The type of assigned service, empty routing or restriction of the	he equipment
<b>317</b>	System Generated Field. Used for Transportation Codes. This eligible for Input.	s element is not
ted	NOTES:	
	<ul> <li>For further explanation reference Appendix E.</li> </ul>	
-	P	
	Transportation Cond Code	TCCD
	The AAR or FRA interchange restriction code	
	System Generated Field. Used for Transportation Codes. This eligible for Input.	s element is not

NOTES

A128

A316

#### Trailers



Trailers

### Data Specification Manual

• For further explanation reference Appendix E.

For further explanation reference Appendix E.	Increation Department
Mechanical Restriction TCME	Inspection Reporter REPT The SCAC that reported the inspection; used for all inspection types reported on
User reported or system generated type of mechanical restriction	equipment
Used for Transportation Codes.	Value does not carry forward for Single Clone / Multi-Clone / Add Back.
Permissible Values for TCME	
S Scrap	Location/SPLC SPLC
X AAR Interchange Restriction	The SPLC of the inspecting location; used for all inspection types reported on
NOTES: • For further explanation reference Appendix D.1	equipment
	Value does not carry forward for Single Clone / Multi-Clone / Add Back.
Mech Restriction Reason TCMR	
The explanation of the Mechanical Restriction (TCME)	
Used for Transportation Codes.	
Permissible Values for TCMR	
<ul> <li>X Restricted Due to Scrap or Early Warning</li> <li>Z Restricted Due to Umler Conflict (Not Valid for User Input)</li> </ul>	
NOTES:	
• For further explanation reference Appendix D.2.	
• The assignment of the Transportation Codes S_, SX, XA, XZ and YA generate	
the Rate Indicator Code 6 to the CHARM file to zero (0) rate the car hire and	
mileage rate.	
Miscellaneous	
Commercial Owner CIF B049	
The Customer Identification File (CIF) number for a commercial owner at a	
specific location	
Commercial Lessee CIF B048	
The Customer Identification File (CIF) number for a commercial lessee at a	
specific location	
Umler Effective Date EFDT	
The date the rating activity (pre-registration, modification, etc.) is expected to	
occur	
This element is not eligible for Query. Does not Carry Forward.	
Validation Rule for EFDT	
-Effective Date cannot be set to more than 13 months in the future.	
NOTES:	
<ul> <li>Effective Date will default to the 1st of the following month that equipment is registered</li> </ul>	
Inspection	
Inspection Date Done DTDN The date the inspection was completed; used for all inspection types reported	
on equipment	
Value does not carry forward for Single Clone / Multi-Clone / Add Back.	
Validation Rule for DTDN	
-The inspection date must not be 60 days before the Build Date	
Inspection Due Date INDD	
The due date of the next inspection; used for all inspection types reported on	
equipment System Generated Field. This element is not eligible for Input. Value does not	
carry forward for Add Back.	
Inspection Performer PERF	
The SCAC that completed the inspection; used for all inspection types reported	
on equipment	
Value does not carry forward for Single Clone / Multi-Clone / Add Back.	



## Chassis

General	291
Status Code (USCD)	
Equipment ID (0001)	291
Mechanical Designation (UMMD)	291
Equipment Descriptor (B341)	291
Equipment Type Code (UMET)	291
Built Date (BLDT)	291
Rebuilt / ILS Date (RBDT)	291
Rebuilt Flag (RBFL)	291
Owner (UMOW)	291
Equipment Group (0002)	291
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Weight Gross Rail Load/Weight (A266)	294
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Extendable CHSS Leng Rnge (B307)	295
Chassis Loading Combo (B404)	295
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Axle Count (A024)	295
Tire Size & Wheel Size (A261)	295
Remote Monitoring Device (B176) Equipment Builder (A035)	295
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Cost	
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Ledger Value (A150)	297
Total A&B (A003)	
Ind for Pos/Neg Total A&B (A128)	
A&B Pos/Neg Ind (A316)	
A&B Amount (A317)	
A&B Date Done (A319)	
A&B Type (A318)	
Car Management	
Pool Number (P001) User Routing Instructions (TCUR)	
User Routing Instructions (ICOR) Umler Transportation Code (TCOD)	
Transportation Code (TCCD)	
Mechanical Restriction (TCME)	
Mech Restriction Reason (TCMR)	
Miscellaneous	
Commercial Owner CIF (B049)	
	299
Commercial Lessee CIF (B048)	299
Commercial Lessee CIF (B049) Umler Effective Date (EFDT)	299 299

Inspection	299
Inspection Date Done (DTDN)	
Inspection Due Date (INDD)	
Inspection Performer (PERF)	299
Inspection Reporter (REPT)	299
Location/SPLC (SPLC)	299



C	ha	ss	is
0	iu	55	10

## 

tus Code Mandatory USCD	1
entifies the current operational state	
es not Carry Forward.	
rmissible Values for USCD A ACTIVE I INACTIVE	
PRE-REGISTERED	
TES:	
For Restencil and Clone process the initial Status of a car should be Pre-	
Registered.	
All Add-Back processes should initially set the Status to Pre-Registered	
A Pre-registered car will automatically have its Status changed to Active for the initial change when TRAIN detects three (3) movements on the car	
If the Status changes to Active due to movement and the car was created	
from a Restencil, the Prior Equipment ID (PRID) or source car will have its	
status changed to Inactive automatically by Umler	
uipment ID 0001	
e equipment stenciled number	
lidation Rule for 0001	
uipment Number must not be larger than 6 digits (i.e., 999999)	
ITES:	
Equipment ID includes the mark and number stenciled on the equipment.	
Marks can be up to 4 characters and number up to 6 digits (i.e.,	
ABCD999999). Up to 500 cars can be added or updated in a transaction.	
When adding an equipment record, ensure that Prior Equipment ID (PRID)	is
reported, unless the equipment is new.	
echanical Designation Mandatory UMMD	1
uipment description without physical dimensions	
ed for Transportation Codes.	
rmissible Values for UMMD	
rmissible Values for UMMD	
rmissible Values for UMMD	
rmissible Values for UMMD Chassis/Trailer	
rmissible Values for UMMD Chassis/Trailer uipment Descriptor Mandatory B341 ditional information about the type of equipment used in conjunction with the Mechanical Designation to generate the Equipment Type Code (ETC) fo	
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rmissible Values for UMMD Chassis/Trailer uipment Descriptor Mandatory ditional information about the type of equipment used in conjunction with the Mechanical Designation to generate the Equipment Type Code (ETC) fo Intermodal Flat, Locomotive, Chassis, Container, and Trailer equipment groups ue does not carry forward for Equipment Group Change. rmissible Values for B341 C Straight Chassis CC Combo Chassis	
rmissible Values for UMMD Chassis/Trailer         uipment Descriptor Mandatory       B341         ditional information about the type of equipment used in conjunction with the Mechanical Designation to generate the Equipment Type Code (ETC) fo Intermodal Flat, Locomotive, Chassis, Container, and Trailer equipment groups         ulue does not carry forward for Equipment Group Change.         rmissible Values for B341         C       Straight Chassis         CC       Combo Chassis         CE       Extendible Chassis	
rmissible Values for UMMD Chassis/Trailer         uipment Descriptor Mandatory         ditional information about the type of equipment used in conjunction with the Mechanical Designation to generate the Equipment Type Code (ETC) fo Intermodal Flat, Locomotive, Chassis, Container, and Trailer equipment groups         ue does not carry forward for Equipment Group Change.         rmissible Values for B341         C       Straight Chassis         CC       Combo Chassis         CE       Extendible Chassis         CG       Gooseneck Chassis	
rmissible Values for UMMD Chassis/Trailer         uipment Descriptor Mandatory       B341         ditional information about the type of equipment used in conjunction with the Mechanical Designation to generate the Equipment Type Code (ETC) fo Intermodal Flat, Locomotive, Chassis, Container, and Trailer equipment groups         ulue does not carry forward for Equipment Group Change.         rmissible Values for B341         C       Straight Chassis         CC       Combo Chassis         CE       Extendible Chassis	
rmissible Values for UMMD Chassis/Trailer uipment Descriptor Mandatory ditional information about the type of equipment used in conjunction with the Mechanical Designation to generate the Equipment Type Code (ETC) fo Intermodal Flat, Locomotive, Chassis, Container, and Trailer equipment groups lue does not carry forward for Equipment Group Change. rmissible Values for B341 C Straight Chassis CC Combo Chassis CE Extendible Chassis CG Gooseneck Chassis CT Tri-Purpose Chassis	
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rmissible Values for UMMD Chassis/Trailer         uipment Descriptor Mandatory       B341         ditional information about the type of equipment used in conjunction with the Mechanical Designation to generate the Equipment Type Code (ETC) for Intermodal Flat, Locomotive, Chassis, Container, and Trailer equipment groups       Image: Composition of the type of equipment is not eligible for Input.         uipment Type Code       UMET         alpha numeric code that describes the physical attributes of equipment         term Generated Field. This element is not eligible for Input.         OTES:         Please Refer to Appendix I for More information Regarding ETC Generation	er 
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rmissible Values for UMMD Chassis/Trailer Mipment Descriptor Mandatory ditional information about the type of equipment used in conjunction with the Mechanical Designation to generate the Equipment Type Code (ETC) fo Intermodal Flat, Locomotive, Chassis, Container, and Trailer equipment groups Intermodal Flat, Locomotive, Chassis, Container, and Trailer equipment groups Intermosal Flat, Locomotive, Chassis, Container, and Trailer equipment groups Intermodal Flat, Locomotive, Chassis, Container, and Trailer equipment groups Intermosal For B341 C Straight Chassis CC Combo Chassis CC Combo Chassis CC Combo Chassis CC Extendible Chassis CC Gooseneck Chassis CC Gooseneck Chassis CT Tri-Purpose Chassis Idiation Rule for B341 quipment Designator does not agree with the CHSS allowable Mechanical Designations uipment Type Code UMET alpha numeric code that describes the physical attributes of equipment stem Generated Field. This element is not eligible for Input. DTES: Please Refer to Appendix I for More information Regarding ETC Generation ilt Date Mandatory BLDT	pr -

Range of Value	es for BLDT
Minimum	Maximum

Minimum	Maximum	
1/1/1000	12/21/0000	

#### 1900 12/31/9999 tion Rule for BLDT

or Trailers, Containers and Chassis, the age of the equipment if not rebuilt cannot be in excess of 50 years from today rior and target equipment's Built Date (BLDT) must match for restenciling

### S:

- ta is public for railroad marked equipment. r connected unit cars report the oldest car in the set.

For connect	ed unit cars report the oldest car in the set.	
Rebuilt / ILS Da	ate	RBDT
The date the re	e-construction of the equipment is complete	
Data is Confide	ntial. Value does not carry forward for Single	Clone / Multi-
Clone.		
Range of Value	es for RBDT Maximum	
Minimum 1/1/1900	12/31/9999	
Validation Rule		
	s, Containers and Chassis, the Built Date cann	ot be on or before
25 yea	rs before the Rebuilt Date	
	s, Containers and Chassis, the Built Date cann	ot be on or after
the Re	built Date	
NOTES:		
	s applicable only to cars meeting status as p Rules, and the AAR Mechanical Interchange R	
	applicable to all cars meeting AAR Mechani tion C, Office Manual and Sections A and B of	
	ed unit cars report the oldest car in the set. D	o not report Rebuilt
Date unless	car has been approved by the AAR.	
Rebuilt Flag		RBFL
	quipment is nearing its end of life cycle	
	ential. System Generated Field. This element	is not eligible for
	bes not Carry Forward.	is not engine for
Permissible Va	lues for RBFL	
N No	Y Yes	
Owner Manda	•	UMOW
	ing mark of the railroad or private company o	-
Multi-Res	carry forward for Single Clone / Multi-Clone stencil.	/ Single Restencil /
NOTES:		
	primary reporting mark of the railroad or priva car. When car's lease or lien is held by a bank,	
•	e company, etc. not having an assigned mark,	-
	ark affiliated with the stenciled reporting mar	
Equipment Gro	oup Mandatory	0002
Identifies the v	arious major car types	•
Used for Trans	portation Codes. Affects Rating.	
Lessee		LESE
The reporting r	mark of the company leasing the equipment	
Value does not	carry forward for Single Clone / Multi-Clone	/ Single Restencil /
Multi-Res		
Validation Rule		
	(UMOW) and Lessee are not allowed to be eq	ual
NOTES:	and an anti-state is a second s	
<ul> <li>In order to a must be rep</li> </ul>	assign privately marked cars to a pool, a railro	ad reporting mark
must be rep	ion teu.	

=Mandatory ▲=Used in ETC Generation = Affects Rating =Conditionally Mandatory



USCT

A154

### Data Specification Manual

MNPT

B201

#### NOTES:

- If movement is detected on equipment, status is changed to Active.
- If an equipment record is changed to Active, any prior equipment record is placed in Inactive status.

#### Does not Carry Forward.

**Maintenance Party** 

repairs of the equipment

## Mark Owner Category

The company that owns the stenciled mark on the car
System Generated Field. This element is not eligible for Input. Value does not
carry forward for Single Restencil / Multi-Restencil / Equipment Group
Change / Add Back.
De suite d'hite Materia (au DOOA

The parent reporting mark of the company responsible for the maintenance and

#### Permissible Values for B201

- B US Private
- C Canadian Private
- F Foreign Private
- H Canadian Class II
- I Canadian Class I
- J Mexican Class I
- K Canadian Class III
- M Mexican Private
- N US Private Steamship
- O Canadian Private Steamship
- P Mexican Private Steamship
- Q Foreign Private Steamship
- R US Class II Railroad
- U US Class I Railroad
- V US Class III Railroad
- W Mexican Class II Railroad
- Y Mexican Class III Railroad

#### NOTES:

• This value is stored in the Umler Database for informational purposes and is retrieved from the Roadmark Registry.

Prior Equipment ID	PRID
The previous reporting mark and number of the equipment	

Value does not carry forward for Single Clone / Multi-Clone.

Validation Rule for PRID

- -Prior and target equipment's Built Date (BLDT) must match
- -The Prior Equipment ID (0001) must belong to the same or comparable Equipment Group (0002) as the current car initial and number

#### NOTES:

• Prior ID enables equipment records to share the same historical lineage. Equipment Identification Number (EIN) is a generated id that enables these equipment records to share inspections and transaction history.

Last Update Date	B122
Date of the last Umler element change	
System Generated Field. This element is not eligible for Input.	
Equipment Add Date	B082
Date the reporting mark and number was added to the Umler system	
System Generated Field. This element is not eligible for Input.	
Status Change Reason	USCR
Identifies the reason for the current operational state	
System Generated Field. This element is not eligible for Input. Does r	not Carry

Forward.

= Affects Rating

▲=Used in ETC Generation

#### Permissible Values for USCR

- I Initial Load
- M Movement

Mandatory

- O Status Changed Manually
- R Restencil

– **292** – **\***=Conditiona

MX

NA

NB

NC

ND

## placed in Inactive status.

#### Status Change Date

#### Identifies the effective date of the current operational state

System Generated Field. This element is not eligible for Input. Does not Carry Forward.

## Licensing State/Province Licensing State / Province

#### Permissible Values for A154

- AB Canada-Alberta
- AG Mexico-Aguascalientes
- AK US-Alaska
- AL US-Alabama
- AR US-Arkansas
- AZ US-Arizona
- BC Canada-British Columbia
- BJ Mexico-Baja California
- BS Mexico-Baja California Sur
- CA US-California
- CH Mexico-Chiapas
- CI Mexico-Chihuahua
- CL Mexico-Colima
- CO US-Colorado
- CP Mexico-Campeche
- CT US-Connecticut
- CU Mexico-Coahuila De Zargoza
- DC US-District of Columbia
- DE US-Delaware
- DF Mexico-Districto Federal
- DG Mexico-Durango
- EM Mexico-Estado Mexico
- FL US-Florida
- GA US-Georgia
- GJ Mexico-Guanajuato
- GR Mexico-Guerrero
- HG Mexico-Hidalgo
- HI US-Hawaii
- IA US-Iowa
- ID US-Idaho IL US-Illinois
- IN US-Indiana
- JA Mexico-Jalisco
- KS US-Kansas
- KY US-Kentucky
- LA US-Louisiana
- MA US-Massachusetts
- MB Canada-Manitoba
- MD US-Maryland
- ME US-Maine
- MH US-Marshall Islands
- MI US-Michigan
- MN US-Minnesota
- MO US-Missouri
- MR Mexico-Morelos

Mexico-Other

Mexico-Nayarit

**US-North** Carolina

**US-North Dakota** 

Canada-New Brunswick

- MS US-Mississippi
- MT US-Montana

1

2

Subject to Zero-Rating

Subject to Restricted in Interchange

EMandatory Section = Used in ETC Generation

Umlei	r®
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#### Chassis

Chassi	s	Uniter Chassis
	Data	Specification Manual
NE	US-Nebraska	3 Subject to Deletion
NF	Canada-Newfoundland	NOTES:
NH	US-New Hampshire	<ul> <li>Subject to Zero-Rating, goes into effect 30 days after Conflict Status occurs</li> </ul>
NJ	US-New Jersey	<ul> <li>Subject to Restricted in Interchange, goes into effect 90 days after Conflict</li> </ul>
NL	Mexico-Nuevo Leon	Status occurs
NM	US-New Mexico	<ul> <li>Subject to Deletion, goes into effect 365 days after Conflict Status occurs</li> </ul>
NS	Canada-Nova Scotia	
NT	Canada-Northwest Territories	Date of Original Conflict B063
NU	Canada-Nunavut	
NV	US-Nevada	The date the equipment was originally placed in the current conflict
NW	Northwest Territory	System Generated Field. This element is not eligible for Input.
NY	US-New York	
OA	Mexico-Oaxaca	Next Conflict Status B135
ОН	US-Ohio	Identifies the next escalation level of an equipment in active conflict
ОК	US-Oklahoma	System Generated Field. This element is not eligible for Input. Value does no
ON	Canada-Ontario	carry forward for Add Back.
OR	US-Oregon	Permissible Values for B135
PA	US-Pennsylvania	1 Subject to Zero-Rating
PE	Canada-Prince Edward Island	, ,
PQ	Canada-Quebec	<ol> <li>Subject to Restricted in Interchange</li> <li>Subject to Deletion</li> </ol>
PR	US-Puerto Rico	
PU	Mexico-Puebla	NOTES:
QA	Mexico-Querataro	<ul> <li>Subject to Zero-Rating, goes into effect 30 days after Conflict Status occurs</li> </ul>
QR	Mexico-Quintana Roo	<ul> <li>Subject to Restricted in Interchange, goes into effect 90 days after Conflict</li> </ul>
RI	US-Rhode Island	Status occurs
SC	US-South Carolina	<ul> <li>Subject to Deletion, goes into effect 365 days after Conflict Status occurs</li> </ul>
SD	US-South Dakota	
SI	Mexico-Sinaloa	Notice Indicator B137
SK	Canada-Saskatchewan	Identifies equipment in error in Umler Notice Management
SL	Mexico-San Luis Potosi	System Generated Field. This element is not eligible for Input.
SO	Mexico-Sonora	system cenerated new. This element is not englishe for input.
ТА	Mexico-Tabasco	Conflict Status Next Data
TL	Mexico-Tlaxcala	Conflict Status Next Date B062
ТМ	Mexico-Tamaulipas	The date the conflict status will be escalated
TN	US-Tennessee	System Generated Field. This element is not eligible for Input. Value does no
ТΧ	US-Texas	carry forward for Add Back.
UT	US-Utah	
VA	US-Virginia	Rate Indicator A070
VI	US-Virgin Islands	Indicates the rate type applicable to the unit
VL	Mexico-Veracruz-Llave	System Generated Field. Used for Transportation Codes. Affects Rating. This
VT	US-Vermont	element is not eligible for Input. Does not Carry Forward.
WA	US-Washington	Permissible Values for A070
WI	US-Wisconsin	0 Zero-Rated Due to Conflict Errors
WV	US-West Virginia	1 Units subject to special lease arrangement
WY	US-Wyoming	<ul> <li>6 Zero-Rated - Scrap (S_,SX), AAR Overage (XA), FRA Overage (YA), Umle</li> </ul>
XX	Exception (Intl. TOFC/COFC or No License)	Conflict - CHR 1/Tarriff 6007 (XZ). Zero-Rated Private Owner Election
YC	Mexico-Yucatan	to Zero Rate [See Private Zero Rate (B150)].
YK	Canada-Yukon	NOTES:
ΥT	Canada-Yukon	
ZT	Mexico-Zacatecas	<ul> <li>If unit is zero-rated, correction of conflicts will reinstate the appropriate ra indicator code.</li> </ul>
Equipm	ent Identification	
Unique	equipment identifier regardless of stenciled mark	First Movement Date USAT
	Generated Field. This element is not eligible for Input.	The first movement date under the stenciled mark of the equipment
NOTES:		This element is not eligible for Input. Does not Carry Forward.
	ify the Prior ID (PRID) on equipment records to ensure the historic	al Equipment Add Company
	ge is preserved. Equipment with the same EIN share history and	
	ections.	The reporting mark of the company that added the equipment
-1		System Generated Field. This element is not eligible for Input.
Conflict		050 Registration Reason B174
	es the escalation level of equipment in active conflict	The code indicating the reason this equipment is added
-	Generated Field. This element is not eligible for Input. Value doe	Does not Carry Forward.
	rry forward for Add Back.	Permissible Values for B174
	sible Values for B050	A Add-Back N New
1 (	Subject to Zero-Bating	

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– 293 –

= Affects Rating

Pending Restencil

=Conditionally Mandatory

R

Restencil

June 2024



### Data Specification Manual

A266

Reste	ncil Program Ind	B177
Identi	fies the equipment is under a restencil program	
Perm	issible Values for B177	
Y	Yes	
Delet	e Reason Code	B064
A cod	e that designates the reason the equipment has been deleted	
Value	does not carry forward for Add Back.	
Perm	issible Values for B064	
Α	Restenciled	
D	Destroyed or wrecked	
L	Lease terminated, removed from fleet	
Р	Retired unserviceable beyond economic repair	
D	Pohuilt	

- R Rebuilt
- S Sold Serviceable
- W Over age retired for dismantling
- Y Error, reporting did not exist
- Z Other

### Weight

#### Gross Rail Load/Weight

The maximum permissible weight on rail of the equipment and the load, reported in pounds

Range of Values for A266MinimumMaximum4300105500

#### Validation Rule for A266

-Gross Rail Load must be equal to the Load Limit (LDLT) plus the Tare Weight (A259)

NOTES:

- Gross Rail Load must be equal to the Load Limit (LDLT) plus the Tare Weight (A259)
- For connected unit cars report the total gross rail load of the entire set

Use Table 1 below to determine Gross Rail Load, if Qualification for Increased Gross Rail Load (B344) does not exist.

#### TABLE 1 -

Journal Size	Load per Axle	Gross Rail Load for 4-
		axle Equipment
B - 4 1/2" x 8"	25,750 lbs.	103,000 lbs.
C - 5" x 9"	35,500 lbs.	142,000 lbs.
D - 5 1/2" x 10"	44,250 lbs.	177,000 lbs.
E - 6" x 11"	55,000 lbs.	220,000 lbs.
F - 6 1/2" x 12"	65,750 lbs.	263,000 lbs.
G - 7" x 12"	78,750 lbs.	315,000 lbs.
K - 6 1/2" x 9"	71,500 lbs.	263,000 lbs.
M - 7" x 9"	78,750 lbs.	315,000 lbs.

Use Table 2 below to determine Gross Rail Load for 4-axle equipment if Qualification for Increased Gross Rail Load (B344) exists.

#### TABLE 2 -

Qualification for Increased Gross Rail Load (B344)	Journal Size	Gross Rail Load
1	K - 6 1/2" x 9"	286,000 lbs.
1	G - 7" x 12"	286,000 lbs.
1	M - 7" x 9"	286,000 lbs.
2	F - 6 1/2" x 12"	286,000 lbs.
2	K - 6 1/2" x 9"	286,000 lbs.
3	F - 6 1/2" x 12"	268,000 lbs.
3	K - 6 1/2" x 9"	268,000 lbs.

A Gross Rail Load less than the listed or calculated values may be entered; however:

- 7. Star Code (A247) must be R or S, and
- 8. Load Limit (LDLT) must also be reduced, ensuring Tare Weight (A259) plus Load Limit (LDLT) equals the reported Gross Rail Load.

For equipment having two or more different journal sizes, see following examples:

Example for Drawbar Connected:

- A 3-unit drawbar connected car has 12 axles.
- The end units (Locations A and B) each have 4 axles with E 6" x 11" journals.
- The intermediate unit (Locations C) has 4 axles with F 6 1/2" x 12" journals

Using TABLE 1, the Gross Rail Load would be:

8 ea. E-6" x 11" journal axles X 55,000 lbs. per axle = 440,000 lbs. + 4 ea. F-6 1/2" x 12" journal axles X 65,750 lbs. per axle = 263,000 lbs. Gross Rail Load = 703,000 lbs.

Example for IFLT & VFLT:

- A 5-unit articulated intermodal car has 6 trucks (12 axles).
- The end trucks (Locations A and B) each have 2 axles with E 6" x 11" journals.
- The intermediate trucks (Locations C, D, E, and F) each have 2 axles with G 7" x 12" journals.

Using TABLE 1, the Gross Rail Load would be:

4 ea. E-6" x 11" journal axles X 55,000 lbs. per axle = 220,000 lbs. + 8 ea. G-7" x 12" journal axles X 78,750 lbs. per axle = 630,000 lbs. Gross Rail Load = 850,000 lbs.

Tare Weight		A259	
The equipmen	t weight on rail when empty, sometimes referred to as L	ight	
Weight, rep	orted in pounds		
Range of Value	es for A259		
Minimum	Maximum		
3500	33000		
NOTES:			
•	an average Tare Weight for car series, except for Pre-Reg	gistered	
cars			
• when cars a	are made active, the actual Tare Weight must be recorde	a	
Load Limit		LDLT	
The maximum permissible weight of the commodity that can be loaded into the			
equipment,	reported in pounds		
Range of Valu	es for LDLT		
Minimum	Maximum		
0	91000		
	Dimension		
Outside Lengt	h Mandatory	OSLG	
The outside le	ngth over pulling faces of couplers in normal position		
inches.	eneration. Displayed in feet and inches on the Web. Sto	red in	

#### Range of Values for OSLG

- Minimum Maximum
- 15 ft 7 inches 57 ft 0 inches

Validation Rule for OSLG

-For CHSS Equipment Descriptor of ZC the Outside Length must be greater than 40 feet

●=Mandatory ▲=Used in ETC Generation = Affects Rating - 294 -	=Mandatory	ory <b>A</b> =Used in ETC Generation	= Affects Rating	– 294 –	=Conditionally Mandatory	June 2024
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June 2024

## Data Specification Manual

– 295 –

=Conditionally Mandatory

- NOTES:
- For connected unit cars report the maximum coupled length of the set.

●=Mandatory ▲=Used in ETC Generation = Affects Rating

• Tor connected unit cars report the maximum coupled length of the set.	
• Round fraction to the higher inch, e.g., 05 1/4" = 06"	Chassis Loading Combo
	Chassis loading combinations,
Outside Extreme Width Mandatory A186	Used in ETC Generation.
The outside extreme width of the equipment	Permissible Values for B404
Displayed in feet and inches on the Web. Stored in inches.	A 20ft/24ft Chassis Comb
Range of Values for A186	B 20ft/40ft Chassis Comb
Minimum Maximum	
7 ft 3 inches 8 ft 6 inches	King Pin Setting
NOTES:	King Pin Setting
• For connected unit cars report the dimension of the largest unit in the set.	Permissible Values for A149
<ul> <li>Round fraction to the higher inch, e.g., 05 1/4" = 06"</li> </ul>	18 18 Inches
Outside Extreme Unight Mandatony A195	24 24 inches 28 28 inches
Outside Extreme Height Mandatory A185	30 30 inches
Height from top of rail to extreme projecting height	32 32 inches
Used in ETC Generation. Displayed in feet and inches on the Web. Stored in	36 36 inches (standard)
inches. Range of Values for A185	42 42 inches
Minimum Maximum	
2 ft 10 inches 4 ft 9 inches	Forward Extension
NOTES:	Forward Extension
<ul> <li>For connected unit cars report the dimension of the largest unit in the set.</li> </ul>	Range of Values for A106
<ul> <li>Round fraction to the higher inch, e.g., 05 1/4" = 06"</li> </ul>	Minimum Maximum
	18 60
Outside Height Extr Width A187	
The highest point at which the extreme width of the equipment occurs	Brake Type
Displayed in feet and inches on the Web. Stored in inches.	Brake System
Range of Values for A187	Permissible Values for A034
Minimum Maximum	A Air E Electric
2 ft 10 inches 4 ft 9 inches	Aulo Count Mandatory
Validation Rule for A187	Axle Count Mandatory
-Outside Height Extreme Width must be less than or equal to Outside Extreme Height	The total number of axles on the
-	Affects Rating.
<ul><li>NOTES:</li><li>For connected unit cars report the dimension of the largest unit in the set.</li></ul>	Range of Values for A024 Minimum Maximum
<ul> <li>Round fraction to the higher inch, e.g., 05 1/4" = 06"</li> </ul>	1 999
	Validation Rule for A024
Undercarriage Width B217	-Axle Count for an articulat
Undercarriage Width	((Connected Unit Cour
Used in ETC Generation.	-Axle Count for a draw bar
Permissible Values for B217	(Connected Unit Coun
102 102 inches 96 96 inches	The Circ C Wile of Ci
Validation Rule for B217	Tire Size & Wheel Size
-Undercarriage Width must be set if Undercarriage Type is set	Tire Size & Wheel Size
	Range of Values for A261
Specification	Range of Values for A261 Minimum Maximum
	Range of Values for A261
Undercarriage Type B216	Range of Values for A261MinimumMaximum735140012002500
Undercarriage Type B216 Undercarriage Type	Minimum     Maximum       7351400     12002500
Undercarriage Type B216 Undercarriage Type Permissible Values for B216	Range of Values for A261         Minimum       Maximum         7351400       12002500         Remote Monitoring Device         Indicates the equipment is equipment is equipment
Undercarriage Type B216 Undercarriage Type Permissible Values for B216	Range of Values for A261         Minimum       Maximum         7351400       12002500         Remote Monitoring Device       Indicates the equipment is equi
Undercarriage Type B216 Undercarriage Type Permissible Values for B216 F Fix Forward R Fixed Rear S Sliding	Range of Values for A261         Minimum       Maximum         7351400       12002500         Remote Monitoring Device         Indicates the equipment is equipment is equipment
Undercarriage Type B216 Undercarriage Type Permissible Values for B216 F Fix Forward R Fixed Rear S Sliding Validation Rule for B216	Range of Values for A261MinimumMaximum735140012002500Remote Monitoring DeviceIndicates the equipment is equip
Undercarriage Type B216 Undercarriage Type Permissible Values for B216 F Fix Forward R Fixed Rear S Sliding Validation Rule for B216	Range of Values for A261         Minimum       Maximum         7351400       12002500         Remote Monitoring Device       Indicates the equipment is equipment is equipment is equipment is equipment is equipment builder         Permissible Values for B176       Y       Yes
Undercarriage Type     B216       Undercarriage Type     Permissible Values for B216       F     Fix Forward     R       Fixed Rear     S     Sliding       Validation Rule for B216     -Undercarriage Type must be set if Undercarriage Width is set	Range of Values for A261         Minimum       Maximum         7351400       12002500         Remote Monitoring Device       Indicates the equipment is equipment is equipment is equipment set of B176         Y       Yes         Equipment Builder         Identifies the original manufact
Undercarriage Type     B216       Undercarriage Type     Permissible Values for B216       F     Fix Forward     R       Fixed Rear     S     Sliding       Validation Rule for B216     -Undercarriage Type must be set if Undercarriage Width is set       Extendable CHSS Leng Rnge     B307	Range of Values for A261         Minimum       Maximum         7351400       12002500         Remote Monitoring Device       Indicates the equipment is equipment is equipment is equipment set of B176         Y       Yes         Equipment Builder         Identifies the original manufact         Permissible Values for A035
Undercarriage Type     B216       Undercarriage Type     Permissible Values for B216       F     Fix Forward     R       Fixed Rear     S     Sliding       Validation Rule for B216     -Undercarriage Type must be set if Undercarriage Width is set       Extendable CHSS Leng Rnge     B307       Extendable Chassis Length Range <ul> <li>Used in ETC Generation.</li> <li>Permissible Values for B307</li> </ul>	Range of Values for A261         Minimum       Maximum         7351400       12002500         Remote Monitoring Device       Indicates the equipment is equipment is equipment is equipment set of B176         Y       Yes         Equipment Builder         Identifies the original manufact
Undercarriage Type     B216       Undercarriage Type     Permissible Values for B216       F     Fix Forward     R       Fixed Rear     S     Sliding       Validation Rule for B216     -Undercarriage Type must be set if Undercarriage Width is set       Extendable CHSS Leng Rnge     B307       Extendable CHSS Leng Rnge     B307       Extendable Chassis Length Range     ▲       Used in ETC Generation.     Permissible Values for B307       A     40' to 45'	Range of Values for A261         Minimum       Maximum         7351400       12002500         Remote Monitoring Device       Indicates the equipment is equipment is equipment is equipment is equipment set of B176         Y       Yes         Equipment Builder         Identifies the original manufact         Permissible Values for A035         2       GLENAYRE (DSL)
Undercarriage Type     B216       Undercarriage Type     Permissible Values for B216       F     Fix Forward     R       Fixed Rear     S     Sliding       Validation Rule for B216     -Undercarriage Type must be set if Undercarriage Width is set       Extendable CHSS Leng Rnge     B307       Extendable CHSS Leng Rnge     B307       Extendable Chassis Length Range     ▲       Used in ETC Generation.     Permissible Values for B307       A     40' to 45'       B     40' to 53'	Range of Values for A261         Minimum       Maximum         7351400       12002500         Remote Monitoring Device       Indicates the equipment is equipment is equipment is equipment is equipment builder         Permissible Values for B176       Y         Y       Yes         Equipment Builder         Identifies the original manufact         Permissible Values for A035         2       GLENAYRE (DSL)         3       GLENAYRE
Undercarriage Type     B216       Undercarriage Type     Permissible Values for B216       F     Fix Forward     R       Fixed Rear     S     Sliding       Validation Rule for B216     -Undercarriage Type must be set if Undercarriage Width is set       Extendable CHSS Leng Rnge     B307       Extendable CHSS Leng Rnge     B307       Extendable Chassis Length Range     ▲       Used in ETC Generation.     Permissible Values for B307       A     40' to 45'	Range of Values for A261         Minimum       Maximum         7351400       12002500         Remote Monitoring Device       Indicates the equipment is equipment is equipment is equipment is equipment builder         Permissible Values for B176       Y       Yes         Equipment Builder       Identifies the original manufactor       Permissible Values for A035       2       GLENAYRE (DSL)         3       GLENAYRE       4       PULSE ELEC. INC.

#### 53' to 57' (new - ETC Impact Make Effective 072010) Е

Chassis Loading Combo	B404
Chassis loading combinations, used in ETC Generation for Z1	
Used in ETC Generation.	_
Permissible Values for B404	
A 20ft/24ft Chassis Combination	
B 20ft/40ft Chassis Combination	
King Pin Setting	A149
King Pin Setting	
Permissible Values for A149	
18 18 Inches	
24 24 inches	
28 28 inches	
30 30 inches	
32 32 inches	
36 36 inches (standard)	
42 42 inches	
Forward Extension	A106
	A100
Forward Extension	
Range of Values for A106 Minimum Maximum	
18 60	
Brake Type	A034
Brake System	71004
Permissible Values for A034	
A Air E Electric V Vacuum	
Axle Count Mandatory	A024
The total number of axles on the equipment	
	-
Affects Rating.	
Affects Rating. Range of Values for A024	
-	
Range of Values for A024	
Range of Values for A024 Minimum Maximum	
Manage of Values for A024         Minimum       Maximum         1       999         Validation Rule for A024       Axie Count for an articulated car must be greater than or equal to	
Manage of Values for A024         Minimum       Maximum         1       999         Validation Rule for A024       Axle Count for an articulated car must be greater than or equal to ((Connected Unit Count (A020) x 2) + 2)	
Manage of Values for A024         Minimum       Maximum         1       999         Validation Rule for A024         -Axle Count for an articulated car must be greater than or equal to ((Connected Unit Count (A020) x 2) + 2)         -Axle Count for a draw bar connected car must be greater than or equal to (1000 must be greater than or equal to be greater than or equal to be greater than or equal to (1000 must be greater than or equal to be greater than or equal to be greater than or equal to (1000 must be greater than or equal to be greater than or equal to be greater than or equal to (1000 must be greater than	equal to
Manage of Values for A024         Minimum       Maximum         1       999         Validation Rule for A024       Axle Count for an articulated car must be greater than or equal to ((Connected Unit Count (A020) x 2) + 2)	equal to
Manage of Values for A024         Minimum       Maximum         1       999         Validation Rule for A024       Axle Count for an articulated car must be greater than or equal to ((Connected Unit Count (A020) x 2) + 2)         -Axle Count for a draw bar connected car must be greater than or equal to ((Connected Unit Count (A020) x 2) + 2)         -Axle Count for a draw bar connected car must be greater than or equal to (Connected Unit Count (A020) x 4)	
Mange of Values for A024         Minimum       Maximum         1       999         Validation Rule for A024       -Axle Count for an articulated car must be greater than or equal to ((Connected Unit Count (A020) x 2) + 2)         -Axle Count for a draw bar connected car must be greater than or equal to ((Connected Unit Count (A020) x 2) + 2)         -Axle Count for a draw bar connected car must be greater than or equal to (Connected Unit Count (A020) x 4)	equal to
Mange of Values for A024         Minimum       Maximum         1       999         Validation Rule for A024       -Axle Count for an articulated car must be greater than or equal to ((Connected Unit Count (A020) x 2) + 2)         -Axle Count for a draw bar connected car must be greater than or equal to (Connected Unit Count (A020) x 2) + 2)         -Axle Count for a draw bar connected car must be greater than or equal to (Time Size & Wheel Size         Tire Size & Wheel Size	
Mange of Values for A024         Minimum       Maximum         1       999         Validation Rule for A024       -Axle Count for an articulated car must be greater than or equal to ((Connected Unit Count (A020) × 2) + 2)         -Axle Count for a draw bar connected car must be greater than or equal to ((Connected Unit Count (A020) × 2) + 2)         -Axle Count for a draw bar connected car must be greater than or equal to (Connected Unit Count (A020) × 4)         Tire Size & Wheel Size         Tire Size & Wheel Size         Range of Values for A261	
Mange of Values for A024         Minimum       Maximum         1       999         Validation Rule for A024       -Axle Count for an articulated car must be greater than or equal to ((Connected Unit Count (A020) x 2) + 2)         -Axle Count for a draw bar connected car must be greater than or equal to ((Connected Unit Count (A020) x 2) + 2)         -Axle Count for a draw bar connected car must be greater than or equal to (Connected Unit Count (A020) x 4)         Tire Size & Wheel Size         Tire Size & Wheel Size         Range of Values for A261         Minimum       Maximum	
Mange of Values for A024         Minimum       Maximum         1       999         Validation Rule for A024       -Axle Count for an articulated car must be greater than or equal to ((Connected Unit Count (A020) × 2) + 2)         -Axle Count for a draw bar connected car must be greater than or equal to ((Connected Unit Count (A020) × 2) + 2)         -Axle Count for a draw bar connected car must be greater than or equal to (Connected Unit Count (A020) × 4)         Tire Size & Wheel Size         Tire Size & Wheel Size         Range of Values for A261	
Mange of Values for A024         Minimum       Maximum         1       999         Validation Rule for A024       -Axle Count for an articulated car must be greater than or equal to ((Connected Unit Count (A020) x 2) + 2)         -Axle Count for a draw bar connected car must be greater than or equal to ((Connected Unit Count (A020) x 2) + 2)         -Axle Count for a draw bar connected car must be greater than or equal to (Connected Unit Count (A020) x 4)         Tire Size & Wheel Size         Range of Values for A261         Minimum       Maximum         7351400       12002500	A261
Mange of Values for A024         Minimum       Maximum         1       999         Validation Rule for A024       -Axle Count for an articulated car must be greater than or equal to ((Connected Unit Count (A020) x 2) + 2)         -Axle Count for a draw bar connected car must be greater than or equal to ((Connected Unit Count (A020) x 2) + 2)         -Axle Count for a draw bar connected car must be greater than or equal to (Connected Unit Count (A020) x 4)         Tire Size & Wheel Size         Range of Values for A261         Minimum       Maximum         7351400       12002500	A261 B176
Range of Values for A024         Minimum       Maximum         1       999         Validation Rule for A024       -Axle Count for an articulated car must be greater than or equal to ((Connected Unit Count (A020) x 2) + 2)         -Axle Count for a draw bar connected car must be greater than or equal to ((Connected Unit Count (A020) x 2) + 2)         -Axle Count for a draw bar connected car must be greater than or equal to (Connected Unit Count (A020) x 4)         Tire Size & Wheel Size         Range of Values for A261         Minimum       Maximum         7351400       12002500         Remote Monitoring Device         Indicates the equipment is equipped with a location monitoring device	A261 B176
Mange of Values for A024         Minimum       Maximum         1       999         Validation Rule for A024       -Axle Count for an articulated car must be greater than or equal to ((Connected Unit Count (A020) x 2) + 2)         -Axle Count for a draw bar connected car must be greater than or equal to ((Connected Unit Count (A020) x 2) + 2)         -Axle Count for a draw bar connected car must be greater than or equal to (Connected Unit Count (A020) x 4)         Tire Size & Wheel Size         Range of Values for A261         Minimum       Maximum         7351400       12002500         Remote Monitoring Device         Indicates the equipment is equipped with a location monitoring device         Permissible Values for B176	A261 B176
Mange of Values for A024         Minimum       Maximum         1       999         Validation Rule for A024       -Axle Count for an articulated car must be greater than or equal to ((Connected Unit Count (A020) x 2) + 2)         -Axle Count for a draw bar connected car must be greater than or equal to ((Connected Unit Count (A020) x 2) + 2)         -Axle Count for a draw bar connected car must be greater than or equal to (Connected Unit Count (A020) x 4)         Tire Size & Wheel Size         Range of Values for A261         Minimum       Maximum         7351400       12002500         Remote Monitoring Device         Indicates the equipment is equipped with a location monitoring device         Permissible Values for B176	A261 B176
Manige of Values for A024         Minimum       Maximum         1       999         Validation Rule for A024       -Axle Count for an articulated car must be greater than or equal to ((Connected Unit Count (A020) x 2) + 2)         -Axle Count for a draw bar connected car must be greater than or equal to ((Connected Unit Count (A020) x 2) + 2)         -Axle Count for a draw bar connected car must be greater than or equal to (Connected Unit Count (A020) x 4)         Tire Size & Wheel Size         Tire Size & Wheel Size         Range of Values for A261         Minimum       Maximum         7351400       12002500         Remote Monitoring Device         Indicates the equipment is equipped with a location monitoring device         Y       Yes	A261 B176
Manige of Values for A024         Minimum       Maximum         1       999         Validation Rule for A024       -Axle Count for an articulated car must be greater than or equal to ((Connected Unit Count (A020) x 2) + 2)         -Axle Count for a draw bar connected car must be greater than or equal to ((Connected Unit Count (A020) x 2) + 2)         -Axle Count for a draw bar connected car must be greater than or equal to (Connected Unit Count (A020) x 4)         Tire Size & Wheel Size         Tire Size & Wheel Size         Range of Values for A261         Minimum       Maximum         7351400       12002500         Remote Monitoring Device         Indicates the equipment is equipped with a location monitoring device         Permissible Values for B176         Y       Yes	A261 B176
Manige of Values for A024         Minimum       Maximum         1       999         Validation Rule for A024       -Axle Count for an articulated car must be greater than or equal to ((Connected Unit Count (A020) x 2) + 2)         -Axle Count for a draw bar connected car must be greater than or equal to ((Connected Unit Count (A020) x 2) + 2)         -Axle Count for a draw bar connected car must be greater than or equal to (Connected Unit Count (A020) x 4)         Tire Size & Wheel Size         Range of Values for A261         Minimum       Maximum         7351400       12002500         Remote Monitoring Device         Indicates the equipment is equipped with a location monitoring device         Permissible Values for B176         Y       Yes         Equipment Builder         Identifies the original manufacturer of the equipment	A261 B176
Manigue of Values for A024         Minimum       Maximum         1       999         Validation Rule for A024       -Axle Count for an articulated car must be greater than or equal to ((Connected Unit Count (A020) x 2) + 2)         -Axle Count for a draw bar connected car must be greater than or equal to ((Connected Unit Count (A020) x 2) + 2)         -Axle Count for a draw bar connected car must be greater than or equal to (Connected Unit Count (A020) x 4)         Tire Size & Wheel Size         Tire Size & Wheel Size         Range of Values for A261         Minimum       Maximum         7351400       12002500         Remote Monitoring Device         Indicates the equipment is equipped with a location monitoring device         Permissible Values for B176         Y       Yes         Equipment Builder         Identifies the original manufacturer of the equipment         Permissible Values for A035	A261 B176
Manige of Values for A024         Minimum       Maximum         1       999         Validation Rule for A024       -Axle Count for an articulated car must be greater than or equal to ((Connected Unit Count (A020) x 2) + 2)         -Axle Count for a draw bar connected car must be greater than or equal to ((Connected Unit Count (A020) x 2) + 2)         -Axle Count for a draw bar connected car must be greater than or equal to (Connected Unit Count (A020) x 4)         Tire Size & Wheel Size         Range of Values for A261         Minimum       Maximum         7351400       12002500         Remote Monitoring Device         Indicates the equipment is equipped with a location monitoring device         Permissible Values for B176         Y       Yes         Equipment Builder         Identifies the original manufacturer of the equipment	A261 B176
Manigue of Values for A024         Minimum       Maximum         1       999         Validation Rule for A024       -Axle Count for an articulated car must be greater than or equal to ((Connected Unit Count (A020) x 2) + 2)         -Axle Count for a draw bar connected car must be greater than or equal to ((Connected Unit Count (A020) x 2) + 2)         -Axle Count for a draw bar connected car must be greater than or equal to (Connected Unit Count (A020) x 4)         Tire Size & Wheel Size         Tire Size & Wheel Size         Range of Values for A261         Minimum       Maximum         7351400       12002500         Remote Monitoring Device         Indicates the equipment is equipped with a location monitoring device         Permissible Values for B176         Y       Yes         Equipment Builder         Identifies the original manufacturer of the equipment         Permissible Values for A035         2       GLENAYRE (DSL)	A261 B176
Range of Values for A024         Minimum       Maximum         1       999         Validation Rule for A024       -Axle Count for an articulated car must be greater than or equal to ((Connected Unit Count (A020) x 2) + 2)         -Axle Count for a draw bar connected car must be greater than or equal to ((Connected Unit Count (A020) x 2) + 2)         -Axle Count for a draw bar connected car must be greater than or equal to (Connected Unit Count (A020) x 4)         Tire Size & Wheel Size         Range of Values for A261         Minimum       Maximum         7351400       12002500         Remote Monitoring Device         Indicates the equipment is equipped with a location monitoring device         Permissible Values for B176         Y       Yes         Equipment Builder         Identifies the original manufacturer of the equipment         Permissible Values for A035         2       GLENAYRE (DSL)         3       GLENAYRE	A261 B176
Range of Values for A024         Minimum       Maximum         1       999         Validation Rule for A024       -Axle Count for an articulated car must be greater than or equal to ((Connected Unit Count (A020) x 2) + 2)         -Axle Count for a draw bar connected car must be greater than or equal to ((Connected Unit Count (A020) x 2) + 2)         -Axle Count for a draw bar connected car must be greater than or equal to (Connected Unit Count (A020) x 4)         Tire Size & Wheel Size         Range of Values for A261         Minimum       Maximum         7351400       12002500         Remote Monitoring Device         Indicates the equipment is equipped with a location monitoring device         Permissible Values for B176         Y       Yes         Equipment Builder         Identifies the original manufacturer of the equipment         Permissible Values for A035         2       GLENAYRE (DSL)         3       GLENAYRE         4       PULSE ELEC. INC.	A261 B176

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June 2024

		Data Specificat	ion Manu	ial
8	NOT USED		GJ	GUANGZHOU JINDO
9	NORFOLK SOUTHERN RWY		GLOB	Global Lot
AB	AMF BEAIRD		GMB	Greenbrier
ABB ACC	Asea Brown Bavari		GMDD GR	General Motors Diese GREAT DANE
ACCI	American Crane Company Accurate Industries		GREX	
ACE	Accurate industries American Car & Foundry		GROV	Georgetown Rail Equi Grove
ACFX	ACF Industries		GSC	Greenville Steel Car
ALCC	Alloy Crafts Company		GSWI	Gunderson Southwes
ALCO	American Locomotive Company		GULF	Gulf Railcar
ALGE	Alco-GE		GUN4	Gunderson - Trenton
ALST	Alstom		GUND	Gunderson Inc
ALTN	Altoona		GUNM	Gunderson - Mexico
ALWO	Alco-Worthington		H	ELECTRO-MOTIVE DIV
ARI	ARI Industries		HA	HARGIS RAILCAR
В	BALDWIN-LIMA-HAMILTON		HAMB	Hamburg Fab Shop
BERW	Berwick Forge		HARS	Harsco
BETH	Bethlehem Car Works		HB	Haskell & Baker
BL	Boise Locomotive		HEIS	Heisler Locomotive V
BLH	Baldwin Lima Hamilton		HIIX	Hamburg
BLW	Baldwin Locomotive Works		HP	HPA MONON
вомв	Bombardier		HPA	HPA Monon Corpora
BRIL	Brill		HST	Hawker Siddeley
BRKS	Brooks Locomotive Works		HYUN	Hyundai
BS	Barney & Smith		1	FAIRBANKS MORSE
BSP	Bethlehem Steel Corporation		IA	INGALLS
BUDD	Ed G Budd Company		IBH	Industrial Brown Hois
BURR	Burro Crane Works		ICC	International Car Cor
C	BALDWIN-LOCOMOTIVE CO.		ICG	Interglobal Capital
CAN	Canadian Car		IR	Ingersoll Rand
CE	CHESAPEAKE & OHIO		J	GENERAL ELECTRIC
CFF	Canadian Car & Foundry		JAC	Johnstown America (
CHIN	Chinese builders (various)		JACK	Jackson Equipment C
CLC	Canadian Locomotive Company		JLW	Juniata Locomotive V
CLW	Climax Locomotive Works		JNS	JINDO SEOUL
CN	Canadian National		JORD	Jordan Machine Wor
CNCF	Carros De Ferrocarril, SA		JS	Jackson & Sharp
CNR	Canadian National Railway		К	GENERAL ELECTRIC A
CONC	Concarrill		KASG	Kasgro Railcar
CPR	Canadian Pacific		KM	Krauss Maffei
CRMX	Colorado Railcar Manufacturing		KRCA	Kawasaki Railcar Am
CSXR	CSX Remanufacture		L	GENERAL ELECTRIC D
D	BOMBARDIER		LAVE	Lavelin
DARB	Darby		LH	Lima-Hamilton
DAV	Davenport Locomotive Company		LIMA	Lima Locomotive Wo
DETR	Detroit Car Works		LOCO	AMERICAN LOCOMO
DIFC	Difco		LOX	Lox Equipment Comp
00	DORSEY		Μ	GENERAL MOTORS-D
DSL	Davies Ship Building		MA	MANAC
E	CANADIAN GENERAL ELECTRIC		MC	MARATHON TANK CA
EASX	East Rail Car Division		MCDW	McDowell Wellman
EMAB	ElectroMotive Diesel - Asea Brown Bavari		MF	MECHTRON
EMC	ElectroMotive Corporation		MH	MURFREESBORO (BU
EMD	ElectroMotive Diesel		MILW	CMSTP & P Railroad
ETIS	QUANTUM		MK	Morrison-Knudson
EVAN	Evans Products		MLW	Montreal Locomotive
F	CANADIAN LOCOMOTIVE CO.		MO	MONON
FCA	Freight Car America		MRCD	Millennium Railcar, D
FGRW	FRTGRW		MRNE	Marine Industries
FM	Fairbanks Morse		Ν	GENERAL MOTORS-D
FMC	FMC Corporation		NACC	North American Car
FRCE	Freight Car Engineering		NG	NORFOLK & WESTER
FREU	Freuhauf Corporation		NIPP	Nippon-Sharyo
G	DAVENPORT LOCOMOTIVE CO.		NRE	National Railway Equ
GATX	General American Transportation Corp		NSC	National Steel Car
GE	General Electric		0	J.G. BRILL CO.
GEC	GEC Alsthom		OB	Osgood Bradley Car (
JEC				

GJ	GUANGZHOU JINDO
GLOB	Global Lot
GMB	Greenbrier
GMDD	General Motors Diesel Division
GR	GREAT DANE
GREX	Georgetown Rail Equipment Company
GROV GSC	Grove Greenville Steel Car
GSWI	Gunderson Southwest Inc
GULF	Gulf Railcar
GUN4	Gunderson - Trenton Works
GUND	Gunderson Inc
GUNM	Gunderson - Mexico
н	ELECTRO-MOTIVE DIVISION, GENERAL MOTORS CORP.
HA	HARGIS RAILCAR
HAMB	Hamburg Fab Shop
HARS	Harsco
HB	Haskell & Baker
HEIS	Heisler Locomotive Works
HIIX	Hamburg
НР	HPA MONON
HPA HST	HPA Monon Corporation Hawker Siddeley
HYUN	Hyundai
1	FAIRBANKS MORSE
IA	INGALLS
IBH	Industrial Brown Hoist
ICC	International Car Company
ICG	Interglobal Capital
IR	Ingersoll Rand
J	GENERAL ELECTRIC
JAC	Johnstown America Corporation
JACK	Jackson Equipment Company
JLW	Juniata Locomotive Works
JNS	JINDO SEOUL
JORD	Jordan Machine Works
JS K	Jackson & Sharp GENERAL ELECTRIC AGUASCALIENTES
KASG	Kasgro Railcar
KM	Krauss Maffei
KRCA	Kawasaki Railcar America
L	GENERAL ELECTRIC DE BRAZIL
LAVE	Lavelin
LH	Lima-Hamilton
LIMA	Lima Locomotive Works
LOCO	AMERICAN LOCOMOTIVE CO.
LOX	Lox Equipment Company
M	GENERAL MOTORS-DIESEL DIV. CANADA
MA	MANAC
MC	MARATHON TANK CAR
MCDW MF	McDowell Wellman MECHTRON
MH	MURFREESBORO (BUTLER)
MILW	CMSTP & P Railroad
MK	Morrison-Knudson
MLW	Montreal Locomotive Works
MO	MONON
MRCD	Millennium Railcar, Dome Division
MRNE	Marine Industries
Ν	GENERAL MOTORS-DIESEL DIV.
NACC	North American Car
NG	NORFOLK & WESTERN
NIPP	Nippon-Sharyo
NRE	National Railway Equipment
NSC	National Steel Car
O OB	J.G. BRILL CO. Osgood Bradley Car Company
OK	Osgood Bradley Car Company OSHKOSH

Umler®	
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## Data Specification Manual

	Data Speci	fica
ORTN	Ortner	
Р	KRAUSS-MAFFEI, A.G.	
PC	PINES	
PCF	Pacific Car & Foundry	
PCM	Pullman Car & Manufacturing	Ī
PE	PORTEC	
PLAS	Plasser America	
PLC	Paducah Locomotive Company	
PORT	Porter Locomotive Company	
PORW	Thrall-Winder	
PRAT	Pratt Enterprises	
PRO	Procor Limited	
PS	Pullman-Standard	
PSCC	Pressed Steel Car Company	ſ
PSP	Pullman-Standard, Division of Trinity Industries	
PSP	Plasser & Theurer	
Q		
R	MORRISON-KNUDSEN	
RCC	Raceland Car Corporation	
REBD	Reilly Beard	
RELC	Relco	
RICH	Richmond Locomotive Works	
ROAN	Roanoke Shops	1
ROTA	Rota Car Company	
RP	RailPower	
RTCX	Richmond Tank Car	
RUSS	Russian builders (various)	
S	MONTREAL LOCOMOTIVE WORKS	
SC	SOUTHEASTERN	
SCM	Standard Car Manufacturing	
SG	STRICK	
SI	SOUTH IRON	
SIEM	Siemens	
SLC	Saint Louis Car Company	
SRSC	Springfield Railcar	
SSCC	Standard Steel Car Company	
SU	STOUGHTON	
T	PLYMOUTH LOCOMOTIVE WORKS	1
TA	Transit America	
TERX	Terex Corporation	
THR	Thrall Car Service Parts	
THR4	Thrall - Cartersville	
THRL	Thrall	
TLGA	Talgo America	
	5	
TM TRAN	TRAILMOBILE	
	Tranzrail	
TRIN	Trinity Trinity Springfield MO	
TRIS	Trinity - Springfield MO	
TRIX	Trinity Mexico	
TT	TEXANA TANK	
U	H.J.POTTER	
UNAM	United America	
UNKN	Unknown	
UT	UTILITY	
UTLX	Union Tank Car	
V	OWNER RAILROAD	
VENT	Ventrns	
VULC	Vulcan Locomotive Works	
W	WHITECOMP LOCOMOTIVE WORKS	
WABN	Wabash National	
WAG	Wagner Car Company	
X	PEORIA LOCOMOTIVE WORKS	
Y	REPUBLIC LOCOMOTIVES	
	Rule for A035	
	nent built or rebuilt on or after July 1, 2010 cannot have a	
	uipment Builder of Unknown	i
Fai		11
•	nent with a Built Date (BLDT) on or after July 1, 2010 cannot have	

-Equipment Builder can have a value of MULT only if the equipment has	
multiple units.	

#### uilder Lot Code B030 unique identifier for a group of equipment built by one manufacturer under the same contract ata is Confidential. Value does not carry forward for Single Clone / Multi-Clone alidation Rule for B030 -Equipment built or rebuilt on or after June 28, 2012 must have a value for **Builder Lot Code** uilt Country B031 e country where the equipment was constructed ata is Confidential. ermissible Values for B031 CA Canada MX Mexico JS **United States** B170 built Country e country where the equipment was re-constructed ermissible Values for B170 Canada MX Mexico CA JS **United States** Feature ertical CHSS Storage **B340** uipped For Vertical Chassis Storage ermissible Values for B340 Yes Cost A184 riginal Cost e original manufacturer selling price \* ata is Confidential. Value does not carry forward for Single Clone / Multi-Clone. nge of Values for A184 Minimum Maximum 999999 alidation Rule for A184 -Original Cost must be equal to the Ledger Value if there are no Additions & Betterments. -Original Cost must be equal to the Ledger Value if Additions & Betterments Indicator is not reported. -Railroad marked freight cars except MISC, LOCO, TRLR, CONT, CHSS, STWH, EOTD, and PSGR are required to have an Original Cost -Private marked freight cars except MISC, LOCO, TRLR, CONT, CHSS, STWH, EOTD, and PSGR are required to have an Original Cost if Built Date (BLDT) is on or after January 1, 2015 OTES: Original Cost is never altered. It is the cost of the equipment to the original owner. For railroad-marked cars, report in US dollars the original ledger value of the original owner For cars rebuilt, report the cost prescribed in MR Interchange Rule 88 and Circular Letter OT-24 The original cost is used in the settlement of AAR Interchange Rule 107 Office Manual. For connected unit cars report the total original cost for all units in the set. Numeric, applicable to all railroad-marked cars Also, applicable to privately marked covered hopper (LO) cars. Raise all cents to the next dollar, e.g. \$5,501.02 = 0005502 dger Value A150 e sum of original cost and additions & betterments

=Conditionally Mandatory

<sup>–</sup> **297** –

## Umler

A319

A318

### **Data Specification Manual**

Data is Confidential. Value does not carry forward for Single Clone / Multi-Clone

#### Range of Values for A150 Minimum Maximum

0 999999

#### Validation Rule for A150

- -Original Cost must be equal to the Ledger Value if there are no Additions & Betterments.
- -Ledger Value must equal the Original Cost (A184) plus the additions & betterments, if Total A&B (A003) has been reported. Otherwise Ledger Value should equal Original Cost (A184).

Total A&B	A003
System generated sum of all reported amounts in A&B Amount (A317),	in US
dollars	

Data is Confidential. System Generated Field. This element is not eligible for Input. Value does not carry forward for Single Clone / Multi-Clone.

#### Range of Values for A003

Minimum	Maximum	
0	99999999	

NOTES:

- For railroad-marked cars, report the sum of all additions and betterments applied to the car. This value is for record keeping purposes only and will not be used to report Ledger Value.
- For private Cars report the additions and betterments as qualified under AAR interchange Rule 107 for determination of settlement value.
- For privately marked covered hopper (LO) cars, report (if not in original cost) the cost of original into-service freight, capitalized linings, capitalized additions and betterments as authorized by Freight Tariff 6007-series. This field is used to determine Adjusted Value for mileage rate calculations.
  - Additions are costs of all new components applied subsequent to the date the car was built or rebuilt and carried in the capital investment account.
  - o Betterments are costs of all improvements of components of existing equipment through the substitution of superior parts for inferior parts subsequent to the date the car was built of rebuilt.
- For connected unit cars report the total Truck Location A for all units in the set

Ind for Pos/Neg Total A&B A128	Pool Number
A code indicating the positive or negative adjustment to the original cost of the equipment	Unique number used to indicate the grouping of equip purpose
Data is Confidential. System Generated Field. This element is not eligible for Input. Value does not carry forward for Single Clone / Multi-Clone. Permissible Values for A128	Used for Transportation Codes. This element is not eli does not carry forward for Equipment Group Cha
N Negative P Positive	User Routing Instructions
	The routing instruction reported by the user
A&B Pos/Neg Ind A316	Used for Transportation Codes.
A code indicating the positive or negative adjustment to the individual addition and betterment	Permissible Values for TCUR 2 Trailer Service Rule 2
Data is Confidential. Value does not carry forward for Single Clone / Multi- Clone.	G Contaminated commodity service M Mark canceled
Permissible Values for A316 N Negative P Positive Validation Rule for A316	O Owner requested return U Unassigned equipment NOTES:
-When entering an individual Addition & Betterment, you must enter a value in all 4 fields.	For further explanation reference Appendix E.
-The A&B Indicator is required when Additions & Betterments are reported.	Umler Transportation Code
-The A&B Indicator must not be reported if Additions & Betterments are not	The type of assigned service, empty routing or restricti
reported.	System Generated Field. Used for Transportation Code eligible for Input.
A&B Amount A317	NOTES:
The amount of the individual addition and betterment added to or subtracted from the original cost of the equipment	• For further explanation reference Appendix E.
●=Mandatory ▲=Used in ETC Generation = Affects Rating - 2	298 – 🛸 = Conditionally Mandatory

Data is Confidential. Value does not carry forward for Single Clone / Multi-

Clone.		
Range of Values for	Δ31	7

Minimum	Maximum
1	999999

#### Validation Rule for A317

-When entering an individual addition & betterment; A&B Date Done (A319), A&B Type (A318), A&B Pos/Neg Ind (A316), and A&B Amount (A317) must be reported

A&B Date Done	A31
The date of the individual addition and betterment	
Data is Confidential. Value does not carry forward for Single Clone /	Multi-
Clone.	
Range of Values for A319	

#### Minimum Maximum

1/1/1900 12/31/9999

Validation Rule for A319

- -When entering an individual Addition & Betterment, you must enter a value in all 4 fields.
- -Addition and Betterment Date Done cannot be earlier than Built Date (BLDT).

-Additions & Betterments Date Done cannot be later than today's date.

#### А&В Туре

The type of individual addition and betterment as defined by Rule 107 Data is Confidential. Value does not carry forward for Single Clone / Multi-Clone.

#### Permissible Values for A318

General - Capitalized Additions and Betterments GNRI

INIT Initial load of historical A&B amount as of Umler 4.6 implementation date

#### Validation Rule for A318

-For each equipment, only one Individual A&B Type can have a value of INIT.

-When entering an individual Addition & Betterment, you must enter a value in all 4 fields.

## Car Management

Pool Number	P001		
Unique number used to indicate the grouping of equipment for a particular			
purpose			

ligible for Input. Value ange / Add Back.

	User I	Routing Instructions	TCUR	
The routing instruction reported by the user				
	Used for Transportation Codes.			
	Permissible Values for TCUR			
	2	Trailer Service Rule 2		
1	G	Contaminated commodity service		
	М	Mark canceled		
	0	Owner requested return		
	U	Unassigned equipment		
	NOTE	S:		
	<ul> <li>For further explanation reference Appendix E.</li> </ul>			
	Umle	r Transportation Code	TCOD	
	The type of assigned service, empty routing or restriction of the equipment			
	System Generated Field. Used for Transportation Codes. This element is not			
		eligible for Input.		
	NOTE	S:		



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Data Specifi	cation Manual
Transportation Cond Code TCCD	]
The AAR or FRA interchange restriction code	Inspection Performer PERF
System Generated Field. Used for Transportation Codes. This element is not eligible for Input.	The SCAC that completed the inspection; used for all inspection types reported on equipment
NOTES: <ul> <li>For further explanation reference Appendix E.</li> </ul>	Value does not carry forward for Single Clone / Multi-Clone / Add Back.
Advantación de la construcción de la constru	Inspection Reporter REPT
Mechanical Restriction TCME User reported or system generated type of mechanical restriction	The SCAC that reported the inspection; used for all inspection types reported on equipment
Used for Transportation Codes.	Value does not carry forward for Single Clone / Multi-Clone / Add Back.
Permissible Values for TCME	
S Scrap X AAR Interchange Restriction	Location/SPLC SPLC
NOTES:	The SPLC of the inspecting location; used for all inspection types reported on equipment
For further explanation reference Appendix D.1	Value does not carry forward for Single Clone / Multi-Clone / Add Back.
Mech Restriction Reason TCMR	
The explanation of the Mechanical Restriction (TCME)	
<ul> <li>Used for Transportation Codes.</li> <li>Permissible Values for TCMR <ul> <li>Restricted Due to Scrap or Early Warning</li> <li>Restricted Due to Umler Conflict (Not Valid for User Input)</li> </ul> </li> <li>NOTES: <ul> <li>For further explanation reference Appendix D.2.</li> </ul> </li> <li>The assignment of the Transportation Codes S_, SX, XA, XZ and YA generate the Rate Indicator Code 6 to the CHARM file to zero (0) rate the car hire and mileage rate.</li> </ul>	
Miscellaneous Commercial Owner CIF B049	
The Customer Identification File (CIF) number for a commercial owner at a	
specific location	
Commercial Lessee CIF B048	
The Customer Identification File (CIF) number for a commercial lessee at a specific location	
Umler Effective Date EFDT	
The date the rating activity (pre-registration, modification, etc.) is expected to occur	
<ul> <li>This element is not eligible for Query. Does not Carry Forward.</li> <li>Validation Rule for EFDT <ul> <li>Effective Date cannot be set to more than 13 months in the future.</li> </ul> </li> <li>NOTES: <ul> <li>Effective Date will default to the 1st of the following month that equipment is registered</li> </ul> </li> </ul>	
Inspection	
Inspection Date Done DTDN	
The date the inspection was completed; used for all inspection types reported on equipment	
Value does not carry forward for Single Clone / Multi-Clone / Add Back. Validation Rule for DTDN -The inspection date must not be 60 days before the Build Date	
Inspection Due Date INDD	
The due date of the next inspection; used for all inspection types reported on equipment	
System Generated Field. This element is not eligible for Input. Value does not carry forward for Add Back.	

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## Data Specification Manual

# Customer Specific Group

	D (0001)	
	.(GRFQ)	
CSEG Field R	(GRFR)	.301
	(GRFS)	
CSEG Field T	(GRFT)	.301
	(GRFP)	
CSEG Field W	/ (GRFW)	.301
CSEG Field V	(GRFV)	.301
CSEG Field O	(GRFO)	.301
CSEG Field U	(GRFU)	.301
CSEG Field X	(GRFX)	.301
CSEG Field Z (	(GRFZ)	.301
CSEG Group I	ID (GRID)	.301
CSEG Field N	(GRFN)	.301
CSEG Field C	(GRFC)	.301
CSEG Group N	Name (GRNM)	.301
CSEG Field Y	(GRFY)	.301
CSEG Field B	(GRFB)	.301
CSEG Field E	(GRFE)	.301
CSEG Field A	(GRFA)	.302
CSEG Field M	l (GRFM)	. 302
CSEG Field D	(GRFD)	.302
CSEG Field F (	(GRFF)	. 302
CSEG Field G	(GRFG)	. 302
CSEG Field H	(GRFH)	.302
CSEG Field I (	(GRFI)	. 302
CSEG Field J (	(GRFJ)	. 302
CSEG Field K	(GRFK)	. 302
CSEG Field L (	(GRFL)	. 302
Pool Descript	tion (P002)	. 302
Pool Loading	Location (P003)	.302
Pool Loading	State/Prov (POO4)	. 302
Pool Reporte	r (P005)	. 302
Pool Type (PC	006)	. 302
Extended Poo	ol Description (P008)	. 302
Pool Operato	or 1 (P011)	.302
	or 2 (P012)	
Pool Operato	or 3 (P013)	. 303
Pool Operato	or 4 (P014)	. 303



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General	This element is not eligible for Input, Output or Query. Va	
Equipment ID 0001	forward for Single Clone / Multi-Clone / Single Resto / Equipment Group Change / Add Back.	encil / Multi-Restenc
The equipment stenciled number	, , , , , , , , , , , , , , , , , , , ,	
Value does not carry forward for Single Clone / Multi-Clone / Single Restencil /	CSEG Field U	GRFU
Multi-Restencil / Equipment Group Change / Add Back.	Company Specific Equipment Group Field U	
Validation Rule for 0001	This element is not eligible for Input, Output or Query. Va	
-Equipment Number must not be larger than 6 digits (i.e., 999999) <b>NOTES</b> :	forward for Single Clone / Multi-Clone / Single Resto / Equipment Group Change / Add Back.	encil / Multi-Restend
• Equipment ID includes the mark and number stenciled on the equipment.	/ Equipment Group Change / Add Back.	
Marks can be up to 4 characters and number up to 6 digits (i.e.,	CSEG Field X	GRFX
ABCD999999).	Company Specific Equipment Group Field X	
<ul> <li>Up to 500 cars can be added or updated in a transaction.</li> <li>When adding an equipment record, ensure that Prior Equipment ID (PRID) is reported, unless the equipment is new.</li> </ul>	This element is not eligible for Input, Output or Query. Va forward for Single Clone / Multi-Clone / Single Rest / Equipment Group Change / Add Back.	
CSEG Field Q GRFQ	CSEG Field Z	GRFZ
Company Specific Equipment Group Field Q	Company Specific Equipment Group Field Z	Gitte
This element is not eligible for Input, Output or Query. Value does not carry	This element is not eligible for Input, Output or Query. Va	lue does not carry
forward for Single Clone / Multi-Clone / Single Restencil / Multi-Restencil / Equipment Group Change / Add Back.	forward for Single Clone / Multi-Clone / Single Rest / Equipment Group Change / Add Back.	,
CSEG Field R GRFR	CSEG Group ID	GRID
Company Specific Equipment Group Field R	Group ID	
This element is not eligible for Input, Output or Query. Value does not carry forward for Single Clone / Multi-Clone / Single Restencil / Multi-Restencil / Equipment Group Change / Add Back.	This element is not eligible for Input, Output or Query. Va forward for Single Clone / Multi-Clone / Single Rest / Equipment Group Change / Add Back.	
CSEG Field S GRFS	CSEG Field N	GRFN
Company Specific Equipment Group Field S	Company Specific Equipment Group Field N	
This element is not eligible for Input, Output or Query. Value does not carry forward for Single Clone / Multi-Clone / Single Restencil / Multi-Restencil / Equipment Group Change / Add Back.	This element is not eligible for Input, Output or Query. Va forward for Single Clone / Multi-Clone / Single Resto / Equipment Group Change / Add Back.	
CSEG Field T GRFT	CSEG Field C	GRFC
Company Specific Equipment Group Field T	Company Specific Equipment Group Field C	
	company specific Equipment or oup field c	
This element is not eligible for Input, Output or Query. Value does not carry forward for Single Clone / Multi-Clone / Single Restencil / Multi-Restencil / Equipment Group Change / Add Back.	This element is not eligible for Input, Output or Query. Va forward for Single Clone / Multi-Clone / Single Resto / Equipment Group Change / Add Back.	,
This element is not eligible for Input, Output or Query. Value does not carry forward for Single Clone / Multi-Clone / Single Restencil / Multi-Restencil	This element is not eligible for Input, Output or Query. Va forward for Single Clone / Multi-Clone / Single Rest	,
This element is not eligible for Input, Output or Query. Value does not carry forward for Single Clone / Multi-Clone / Single Restencil / Multi-Restencil / Equipment Group Change / Add Back.	This element is not eligible for Input, Output or Query. Va forward for Single Clone / Multi-Clone / Single Rest / Equipment Group Change / Add Back.	encil / Multi-Restend
This element is not eligible for Input, Output or Query. Value does not carry forward for Single Clone / Multi-Clone / Single Restencil / Multi-Restencil / Equipment Group Change / Add Back. CSEG Field P GRFP Company Specific Equipment Group Field P	This element is not eligible for Input, Output or Query. Va forward for Single Clone / Multi-Clone / Single Rest / Equipment Group Change / Add Back.	GRNM
This element is not eligible for Input, Output or Query. Value does not carry forward for Single Clone / Multi-Clone / Single Restencil / Multi-Restencil / Equipment Group Change / Add Back. CSEG Field P GRFP Company Specific Equipment Group Field P This element is not eligible for Input, Output or Query. Value does not carry forward for Single Clone / Multi-Clone / Single Restencil / Multi-Restencil / Equipment Group Change / Add Back.	This element is not eligible for Input, Output or Query. Va forward for Single Clone / Multi-Clone / Single Rest / Equipment Group Change / Add Back. CSEG Group Name Company Specific Equipment Group Name This element is not eligible for Input, Output or Query. Va forward for Single Clone / Multi-Clone / Single Rest	GRNM
This element is not eligible for Input, Output or Query. Value does not carry forward for Single Clone / Multi-Clone / Single Restencil / Multi-Restencil / Equipment Group Change / Add Back. CSEG Field P GRFP Company Specific Equipment Group Field P This element is not eligible for Input, Output or Query. Value does not carry forward for Single Clone / Multi-Clone / Single Restencil / Multi-Restencil / Equipment Group Change / Add Back. CSEG Field W GRFW Company Specific Equipment Group Field W	This element is not eligible for Input, Output or Query. Va forward for Single Clone / Multi-Clone / Single Rest / Equipment Group Change / Add Back. CSEG Group Name Company Specific Equipment Group Name This element is not eligible for Input, Output or Query. Va forward for Single Clone / Multi-Clone / Single Rest / Equipment Group Change / Add Back.	GRNM GRNM lue does not carry encil / Multi-Restend
This element is not eligible for Input, Output or Query. Value does not carry forward for Single Clone / Multi-Clone / Single Restencil / Multi-Restencil / Equipment Group Change / Add Back. CSEG Field P GRFP Company Specific Equipment Group Field P This element is not eligible for Input, Output or Query. Value does not carry forward for Single Clone / Multi-Clone / Single Restencil / Multi-Restencil / Equipment Group Change / Add Back. CSEG Field W GRFW Company Specific Equipment Group Field W	This element is not eligible for Input, Output or Query. Va         forward for Single Clone / Multi-Clone / Single Restr         / Equipment Group Change / Add Back.         CSEG Group Name         Company Specific Equipment Group Name         This element is not eligible for Input, Output or Query. Va         forward for Single Clone / Multi-Clone / Single Restr         / Equipment Group Change / Add Back.         CSEG Field Y	GRNM GRNM lue does not carry encil / Multi-Restend GRFY lue does not carry
This element is not eligible for Input, Output or Query. Value does not carry forward for Single Clone / Multi-Clone / Single Restencil / Multi-Restencil / Equipment Group Change / Add Back. CSEG Field P GRFP Company Specific Equipment Group Field P This element is not eligible for Input, Output or Query. Value does not carry forward for Single Clone / Multi-Clone / Single Restencil / Multi-Restencil / Equipment Group Change / Add Back. CSEG Field W GRFW Company Specific Equipment Group Field W This element is not eligible for Input, Output or Query. Value does not carry forward for Single Clone / Multi-Clone / Single Restencil / Multi-Restencil / Equipment Group Change / Add Back.	This element is not eligible for Input, Output or Query. Va         forward for Single Clone / Multi-Clone / Single Restr         / Equipment Group Change / Add Back.         CSEG Group Name         Company Specific Equipment Group Name         This element is not eligible for Input, Output or Query. Va         forward for Single Clone / Multi-Clone / Single Restr         / Equipment Group Change / Add Back.         Company Specific Equipment Group Name         This element is not eligible for Input, Output or Query. Va         forward for Single Clone / Multi-Clone / Single Restr         / Equipment Group Change / Add Back.            This element is not eligible for Input, Output or Query. Va         forward for Single Clone / Multi-Clone / Single Restr	GRNM GRNM lue does not carry encil / Multi-Restend GRFY lue does not carry
This element is not eligible for Input, Output or Query. Value does not carry forward for Single Clone / Multi-Clone / Single Restencil / Multi-Restencil / Equipment Group Change / Add Back. CSEG Field P GRFP Company Specific Equipment Group Field P This element is not eligible for Input, Output or Query. Value does not carry forward for Single Clone / Multi-Clone / Single Restencil / Multi-Restencil / Equipment Group Change / Add Back. CSEG Field W GRFW Company Specific Equipment Group Field W This element is not eligible for Input, Output or Query. Value does not carry forward for Single Clone / Multi-Clone / Single Restencil / Multi-Restencil / Equipment Group Field W This element is not eligible for Input, Output or Query. Value does not carry forward for Single Clone / Multi-Clone / Single Restencil / Multi-Restencil / Equipment Group Change / Add Back.	This element is not eligible for Input, Output or Query. Va         forward for Single Clone / Multi-Clone / Single Restriction         / Equipment Group Change / Add Back.         Company Specific Equipment Group Name         This element is not eligible for Input, Output or Query. Va         forward for Single Clone / Multi-Clone / Single Restriction         / Equipment Group Change / Add Back.         CSEG Field Y         Company Specific Equipment Group Field Y         This element is not eligible for Input, Output or Query. Va         forward for Single Clone / Multi-Clone / Single Restriction         / Equipment Group Field Y         This element is not eligible for Input, Output or Query. Va         forward for Single Clone / Multi-Clone / Single Restriction         / Equipment Group Change / Add Back.	GRNM GRNM lue does not carry encil / Multi-Restend GRFY lue does not carry encil / Multi-Restend
This element is not eligible for Input, Output or Query. Value does not carry forward for Single Clone / Multi-Clone / Single Restencil / Multi-Restencil / Equipment Group Change / Add Back. CSEG Field P GRFP Company Specific Equipment Group Field P This element is not eligible for Input, Output or Query. Value does not carry forward for Single Clone / Multi-Clone / Single Restencil / Multi-Restencil / Equipment Group Change / Add Back. CSEG Field W GRFW Company Specific Equipment Group Field W This element is not eligible for Input, Output or Query. Value does not carry forward for Single Clone / Multi-Clone / Single Restencil / Multi-Restencil / Lequipment Group Field W This element is not eligible for Input, Output or Query. Value does not carry forward for Single Clone / Multi-Clone / Single Restencil / Multi-Restencil / Equipment Group Change / Add Back. CSEG Field V GRFV	This element is not eligible for Input, Output or Query. Va         forward for Single Clone / Multi-Clone / Single Restriction         / Equipment Group Change / Add Back.         Company Specific Equipment Group Name         This element is not eligible for Input, Output or Query. Va         forward for Single Clone / Multi-Clone / Single Restriction         / Equipment Group Change / Add Back.         CSEG Field Y         Company Specific Equipment Group Field Y         This element is not eligible for Input, Output or Query. Va         forward for Single Clone / Multi-Clone / Single Restriction         / Equipment Group Change / Add Back.         Company Specific Equipment Group Field Y         This element is not eligible for Input, Output or Query. Va         forward for Single Clone / Multi-Clone / Single Restriction         / Equipment Group Change / Add Back.         CSEG Field B         CSEG Field B	GRNM GRNM lue does not carry encil / Multi-Restend GRFY lue does not carry encil / Multi-Restend GRFB lue does not carry
This element is not eligible for Input, Output or Query. Value does not carry forward for Single Clone / Multi-Clone / Single Restencil / Multi-Restencil / Equipment Group Change / Add Back. CSEG Field P GRFP Company Specific Equipment Group Field P This element is not eligible for Input, Output or Query. Value does not carry forward for Single Clone / Multi-Clone / Single Restencil / Multi-Restencil / Equipment Group Change / Add Back. CSEG Field W GRFW Company Specific Equipment Group Field W This element is not eligible for Input, Output or Query. Value does not carry forward for Single Clone / Multi-Clone / Single Restencil / Multi-Restencil / Equipment Group Field W This element is not eligible for Input, Output or Query. Value does not carry forward for Single Clone / Multi-Clone / Single Restencil / Multi-Restencil / Equipment Group Change / Add Back. CSEG Field V GRFV Company Specific Equipment Group Field V This element is not eligible for Input, Output or Query. Value does not carry forward for Single Clone / Multi-Clone / Single Restencil / Multi-Restencil / Equipment Group Change / Add Back.	This element is not eligible for Input, Output or Query. Va         forward for Single Clone / Multi-Clone / Single Restr         / Equipment Group Change / Add Back.         Company Specific Equipment Group Name         This element is not eligible for Input, Output or Query. Va         forward for Single Clone / Multi-Clone / Single Restr         / Equipment Group Change / Add Back.         Company Specific Equipment Group Name         This element is not eligible for Input, Output or Query. Va         forward for Single Clone / Multi-Clone / Single Restr         / Equipment Group Change / Add Back.         Company Specific Equipment Group Field Y         This element is not eligible for Input, Output or Query. Va         forward for Single Clone / Multi-Clone / Single Restr         / Equipment Group Change / Add Back.         CSEG Field B         Company Specific Equipment Group Field B         This element is not eligible for Input, Output or Query. Va         forward for Single Clone / Multi-Clone / Single Restr         This element is not eligible for Input, Output or Query. Va         forward for Single Clone / Multi-Clone / Single Restr	GRNM GRNM lue does not carry encil / Multi-Restend GRFY lue does not carry encil / Multi-Restend GRFB lue does not carry

#### **Customer Specific Group**



Data Specification Manual

This element is not eligible for Input, Output or Query. Value does not carry forward for Single Clone / Multi-Clone / Single Restencil / Multi-Restencil / Equipment Group Change / Add Back. This element is not eligible for Input, Output or Query. Value does not carry forward for Single Clone / Multi-Clone / Single Restencil / Multi-Restencil / Equipment Group Change / Add Back.

/ Equipment Group Change / Add Back.	/ Equipment Group Change / Add Back.	
CSEG Field A GRFA	CSEG Group Description	GRDS
Company Specific Equipment Group Field A	Company Specific Equipment Group Description	
This element is not eligible for Input, Output or Query. Value does not carry forward for Single Clone / Multi-Clone / Single Restencil / Multi-Restencil / Equipment Group Change / Add Back.	This element is not eligible for Input, Output or Query. Value d forward for Single Clone / Multi-Clone / Single Restencil / Equipment Group Change / Add Back.	
CSEG Field M GRFM	Pool Description Mandatory	P002
Company Specific Equipment Group Field M	Pool Description	•
This element is not eligible for Input, Output or Query. Value does not carry forward for Single Clone / Multi-Clone / Single Restencil / Multi-Restencil / Equipment Group Change / Add Back.	This element is not eligible for Input, Output or Query. Value d forward for Single Clone / Multi-Clone / Single Restencil / Equipment Group Change / Add Back.	
CSEG Field D GRFD	Pool Loading Location Mandatory	P003
Company Specific Equipment Group Field D	Pool Loading Location	•
<ul> <li>This element is not eligible for Input, Output or Query. Value does not carry forward for Single Clone / Multi-Clone / Single Restencil / Multi-Restencil</li> <li>/ Equipment Group Change / Add Back.</li> </ul>	This element is not eligible for Input, Output or Query. Value d forward for Single Clone / Multi-Clone / Single Restencil / Equipment Group Change / Add Back.	
CSEG Field F GRFF	Pool Loading State/Prov Mandatory	P004
Company Specific Equipment Group Field F	Pool Loading Location State/Province	•
<ul> <li>This element is not eligible for Input, Output or Query. Value does not carry forward for Single Clone / Multi-Clone / Single Restencil / Multi-Restencil</li> <li>/ Equipment Group Change / Add Back.</li> </ul>	This element is not eligible for Input, Output or Query. Value d forward for Single Clone / Multi-Clone / Single Restencil / Equipment Group Change / Add Back.	•
CSEG Field G GRFG	Pool Reporter	P005
Company Specific Equipment Group Field G	Pool Reporter	
This element is not eligible for Input, Output or Query. Value does not carry forward for Single Clone / Multi-Clone / Single Restencil / Multi-Restencil / Equipment Group Change / Add Back.	This element is not eligible for Input, Output or Query. Value d forward for Single Clone / Multi-Clone / Single Restencil / Equipment Group Change / Add Back.	•
CSEG Field H GRFH	Pool Type Mandatory	P006
Company Specific Equipment Group Field H	Pool Type	•
This element is not eligible for Input, Output or Query. Value does not carry forward for Single Clone / Multi-Clone / Single Restencil / Multi-Restencil / Equipment Group Change / Add Back.	<ul> <li>This element is not eligible for Input, Output or Query. Value d forward for Single Clone / Multi-Clone / Single Restencil / Equipment Group Change / Add Back.</li> <li>Permissible Values for P006</li> </ul>	
CSEG Field I GRFI	C G J N	0
Company Specific Equipment Group Field I	РТ	
This element is not eligible for Input, Output or Query. Value does not carry	Extended Pool Description	P008
forward for Single Clone / Multi-Clone / Single Restencil / Multi-Restencil / Equipment Group Change / Add Back.	Extended Pool Description	1000
, _q=p===================================	This element is not eligible for Input, Output or Query. Value d	loes not carry
CSEG Field J GRFJ	forward for Single Clone / Multi-Clone / Single Restencil	
Company Specific Equipment Group Field J	/ Equipment Group Change / Add Back.	
This element is not eligible for Input, Output or Query. Value does not carry	Deel Orenster 1	8011
forward for Single Clone / Multi-Clone / Single Restencil / Multi-Restencil / Equipment Group Change / Add Back.	Pool Operator 1	P011
/ Equipment Group Change / Aut Back.	Pool Operator 1 This element is not eligible for Input, Output or Query. Value d	loes not carry
CSEG Field K GRFK	forward for Single Clone / Multi-Clone / Single Restencil	-
Company Specific Equipment Group Field K	/ Equipment Group Change / Add Back.	
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forward for Single Clone / Multi-Clone / Single Restencil / Multi-Restencil / Equipment Group Change / Add Back.	Pool Operator 2	P012
/ Equipment Group Change / Add Back.	Pool Operator 2 This element is not eligible for length Output or Ouepr, Value d	loos pot corre
CSEG Field L GRFL	This element is not eligible for Input, Output or Query. Value d forward for Single Clone / Multi-Clone / Single Restencil	
Company Specific Equipment Group Field L	/ Equipment Group Change / Add Back.	,
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●=Mandatory ▲=Used in ETC Generation = Affects Rating -	<b>302</b> – <pre>\$\$=Conditionally Mandatory</pre>	June 2024



Pool Operator 3	P013
Pool Operator 3	
This element is not eligible for Input, Output or Query. Value does not	carry

forward for Single Clone / Multi-Clone / Single Restencil / Multi-Restencil / Equipment Group Change / Add Back.

Pool Operator 4	P014
Pool Operator 4	

This element is not eligible for Input, Output or Query. Value does not carry forward for Single Clone / Multi-Clone / Single Restencil / Multi-Restencil / Equipment Group Change / Add Back.



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## Appendix A: Business Rules

The Pool Assignment/Unassignment and Equipment Management Codes Business Rules reflect the compilation of business rules based on the following criteria.

- Documented business rules
- Knowledge of business practices (undocumented business rules)
- Business knowledge of current application functionality

It is possible that the business rules in the existing application code differ from the business rules stated herein. Rules codified in existing applications cannot be assumed to override those rules stated herein or vice-versa. If discrepancies are identified when reviewing the existing code, each discrepancy must be brought to the attention of the business team for resolution.

The current system provides two one-position codes – the Transportation Code (TC) and the Transportation Condition Code (TCC) – for application to its car management systems.

In order to simplify the codification structure and industry processing, the Transportation Code and the Transportation Condition Code have been defined as five distinct data elements called Equipment Management Codes (EMC) consisting of:

- User Reported Equipment Management Code
- System Generated Equipment Management Code
- Pool Control Equipment Management Code
- Mechanical Restriction Equipment Management Code
- Mechanical Restriction Reason Equipment Management Code

When one of these data elements is individually referenced, they will be identified as:

- User Reported (UR)
- System Generated (SG)
- Pool Control (PC)
- Mechanical Restriction (MR)
- Mechanical Restriction Reason (MRR)

Note: The Mechanical Restriction (MR) and Mechanical Restriction Reason (MRR) are referenced in this document as Mechanical Codes.

The current system codes (TC and TCC) co-exist with the new Equipment Management Codes in Umler. Existing Event Repository and legacy TRAIN II messages will continue to accept submissions of the TC/TCC codes. When these codes are submitted through the legacy systems, the Umler system will generate the appropriate Umler Equipment Management Codes based on the rules outlined herein. For direct users of Umler, the TC/TCC codes are output-only fields that are generated by Equipment Management Codes based on the rules outlined in this document.

This document defines the Umler processing associated with equipment management as it relates to the use of the Equipment Management codes versus the legacy TC/TCC codes. For example, the Event Repository system may generate a TC/TCC which is processed by the Umler system resulting in the generation of the appropriate Equipment Management Codes. Only the resulting EMC codes are discussed. The conversion of TC/TCC to Equipment Management Codes can be found in <u>E.5 Equipment Management Codes /Umler Transportation Codes</u>. Also refer to Section 4. Equipment Management Codes for more details regarding the usage and values associated with these new Umler data elements.

In this document "Owner" pertains to the owner of the Mark that is stenciled on the side of the car, not the data element that is defined as the "Equipment Owner" in Umler. The stenciled mark owner is defined in the IRF Mark File.

## A.1 Pool Assignment/Reassignment/Unassignment Requirements

## A.1.1 Definition of a Pool

The AAR Industry pools are a collection of equipment grouped for a specific purpose and identified by a unique 7-digit (alphanumeric) pool identifier. Pools may be established for several reasons such as cited below.

- To handle the needs of a specific railroad or a railroad's customers (these pools are identified by a 3-digit prefix using the railroad's Accounting/Rule260 Code).
- To handle multiple railroads operating jointly to service one customer or service type (these pools are identified by a 3-digit prefix of 998).
- To handle rail industry needs through National Pools established by the AAR (these pools are identified by a 3-digit prefix of 999) and managed by the stenciled mark owner or a rail industry assigned manager; i.e., Reload National Pools, Box Car National Pools.



## A.1.2 Creation of Pool Header

Before equipment is assigned to a pool, a pool header is established. The pool header identifies the pool Identifier, the type of pool (commodity, agent, shipper, contaminated, or national), a descriptive name for the pool, pool location information, and the pool operator(s) if applicable. After a Pool Header is established, equipment may be assigned (added) to the pool. The business rules for the creation and management of a Pool Header can be found in Railinc's Pool Header Business Rules document.

## A.1.3 Assignment of Unassigned Equipment to a Pool

Pool assignment is defined as the assignment (addition) of equipment to a pool that was not previously in a pool. In this respect, equipment assignment pertains to the addition of a 7-digit Pool Identifier that is not equal to zeros ('0000000'). Equipment unassignment pertains to the removal of the equipment from a pool by the addition of a 7-digit Pool Identifier with a value of zeros ('0000000'). There are very strict rules associated with pool assignments which are imbedded into the Umler application. These rules must be met in order for equipment to be successfully assigned to a pool.

The Pool Type Code in the Pool Header is one of the key elements used to determine whether equipment can be assigned to the pool. The Pool Type Code is used to identify the Mechanical Designations (or Equipment Types) that can be assigned to a pool based on the Car Service Directives applicable to the Pool Type. The relationship between the Car Directives and Orders, the Pool Type Code and the Mechanical Designations and Equipment Types is defined in <u>B.1 Mechanical Designations Applicable to Car Directives and Orders</u>.

In addition to the rules associated with the relationship between the Pool Type and the Mechanical Designations (Equipment Types), there are rules associated with the Pool Category (railroad pool, joint pool or national pool), the Submitter Authorization (refer to <u>C.2 Pool Assignment and</u> <u>Unassignment Security Rules</u>), Rule 260 Validation, Railroad Control Status, and existing Equipment Management Codes Status.

These rules are summarized in <u>Appendix C: Pool Assignment Rules</u> and are based on the following pool categories.

- Railroad Pools
- Joint Pools
- National Pools
- National Pools Managed by TTX

If the equipment passes the applicable assignment rules, the equipment is assigned to the pool and assigned a Pool Control Code based on the Pool Type of the existing Pool Header. Refer to <u>B.2 Pool Type and Equipment Management Code (EMC) Relationship</u> and <u>E.1 EMC Application for Pool</u>.

Equipment, which is defined as being overage according to Rules 88 and 90, is restricted in interchange service, and therefore will be assigned a Mechanical Restriction Code of 'X' and a Mechanical Restriction Reason Code of 'A' automatically by the system. If this equipment is assigned to a pool, this equipment will also carry the applicable Pool Control Code. Refer to Section <u>A.1.5.4.2</u> for more details on this processing. Also refer to <u>Appendix F: Overage Processing for XA or YA for Freight Equipment</u>.

Refer to <u>B.2 Pool Type and Equipment Management Code (EMC) Relationship</u> which identifies the Equipment Management Code assigned to equipment based on the Pool Type of the Pool Header and identifies those pool types which may have Umler Mechanical Codes of XA (Mechanical Restriction Code of X and Mechanical Restriction Reason Code of A).

## A.1.4 Reassignment of Equipment to Another Pool

The reassignment of equipment is defined as moving equipment from one pool to another pool, or in the Umler system, changing the Pool Identifier data element. The Pool Assignment Rules, defined in <u>Appendix B</u>: and <u>Appendix C</u>:, are used in qualifying the equipment for reassignment to the new pool. In addition, authority to remove (unassign) the equipment from its existing pool, as defined in <u>C.2</u>, is added to the equation.

Below are a few additional rules for reassignment From/To Railroad/Joint pools.

- If the Pool Operator 1 or designated reporter/agent of the From Pool is the Pool Operator 1 or designated reporter/agent of the To Pool, then the equipment can be re-assigned.
- If the Pool Operator 1 or designated reporter/agent of the To Pool is the stenciled mark owner in the From Pool, the equipment can be re-assigned.
- The Railinc Administrator can re-assign equipment.

Re-assignment from a Railroad/Joint/National pool to a National pool can only be done by the stenciled mark owner, the Railinc Administrator, or Railinc assigned administrator for authorized National pools (Refer to <u>C.2 Pool Assignment and Unassignment Security Rules</u>).

For reassignment from a National pool to a Railroad/Joint pool, the stenciled mark owner must be the Pool Operator 1 of the 'To Pool' or the designated reporter/agent of the 'To Pool'.

=Mandatory	= Affects Rating	- 307	=Conditionally Mandatory	
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If the equipment is being reassigned to the same pool by the Pool Operator 1 or the designated reporter/agent, the submitter will receive an error identifying that the equipment is already assigned to the pool. If the Pool Operator identifies that their database is not in agreement with Railinc's database, a refresh request can be submitted which will generate output to the submitter on the current status of the equipment.

## A.1.5 Unassignment of Equipment from a Pool

Pool unassignment is defined as the removal of equipment from a pool. Equipment may be unassigned by providing a Pool Identifier of zeros ('0000000').

Equipment assigned to a pool, can be unassigned (removed) from the pool by a pool operator or a designated reporter/agent of the pool operator. For railroad stenciled equipment, equipment can also be unassigned by the stenciled mark owner or a designated reporter/agent of the stenciled mark owner. For railroad or private stenciled equipment with a railroad lessee, the equipment can also be unassigned by the Lessee or a designated reporter/agent of the Lessee. When equipment is unassigned (removed) from a pool, the Pool Identifier is set to zeros ('0000000') and the associated Pool Control Code is set to blank.

For private stenciled equipment, the equipment owner cannot unassign (remove) the equipment from a pool by setting the Pool Identifier to zeros; however, they can remove the equipment from a pool by removing or changing the railroad Lessee. Refer to Section <u>A.1.5.3.2</u>.

The Pool Assignment and Unassignment Authorization Rules for the various pool categories are defined in <u>C.2 Pool Assignment and Unassignment</u> <u>Security Rules</u>.

## A.1.5.1 Unassignment of Covered Hoppers from a Pool

When a railroad stenciled Covered Hopper (Mechanical Designation of 'LO' defined under Car Service Directive '435'), or a private Covered Hopper with a railroad Lessee is removed from a pool, the Pool Identifier is zeroed '0000000' and the Umler Pool Control Code is set to 'W'. Refer to <u>E.2</u> <u>EMC Application for Pool Unassignments</u>.

## A.1.5.2 Unassignment from Contaminated Pools

Although equipment may be unassigned (removed) from railroad contaminated pools (Umler Pool Control = G) by the stenciled mark owner or the owner's designated reporter/agent or the Pool Operator or the Pool Operator's designated reporter/agent, the contaminated G status is retained. In this case, the Pool Identifier is set to zeros ('0000000'), the Umler Pool Control Code is set to blank, and the Umler User Reported Code is set to 'G'.

For the stenciled mark owner to remove the Umler User Reported 'G' (non-pool G), a second transaction must be created to remove the G from the Umler User Reported Code. Although this requires double entry for the owner to remove the equipment from a contaminated status, it assures that the equipment will not be used in non-contaminated service without the owner specifically taking the necessary steps to remove the Umler User Reported 'G' Code.

## A.1.5.3 Unassignment Due to Change in Equipment Status

Equipment may be removed from a pool due to a change in any of the Umler information which disqualifies the equipment for pool assignment, such as a change in the Umler Equipment Type Code, a change in the Umler Built or Rebuilt Year if it impacts its age, a change in the Umler Lessee, a change to a non-assignable Equipment Management Code, etc. Refer to Sections <u>A.1.5.3.1</u> thru <u>A.1.5.3.2</u> and <u>A.1.5.4.1</u> thru <u>A.1.5.4.6</u> for the various conditions that could cause a unit to be unassigned automatically by the Umler system due to Umler data elements changes.

### A.1.5.3.1 Changes in Mechanical Designation

If the Mechanical Designation (related to Equipment Type Code) changes on the equipment such that the Mechanical Designation no longer qualifies for pool assignment, then the equipment is removed from the pool and the Umler Pool Control Code is set to blank. Refer to <u>B.1</u> <u>Mechanical Designations Applicable to Car Directives and Orders</u> and <u>E.2 EMC Application for Pool Unassignments</u>.

## A.1.5.3.2 Removal of a Railroad Lessee on Private Equipment

On private stenciled equipment, if the railroad Lessee is removed or changed, the equipment no longer qualifies for pool assignment. If the equipment is in a pool, the equipment is removed from the pool and the Pool Control Code is set to blank. This rule does not apply to railroad stenciled equipment if the Lessee is removed or changed. Also, this rule does not apply to private equipment with a private lessee since this equipment cannot be assigned to pools. Refer to <u>Appendix C: Pool Assignment Rules</u>.

## A.1.5.4 Assignment of Mechanical Restriction Code to S, X or Y

The assignment of the Mechanical Restriction Codes of S, X, or Y to equipment restricts the use of that equipment in interchange service. If the equipment is in a pool (excluding XA, refer to Section 1.5.4.2 for more details), the equipment is removed from the pool and the Pool Control Code

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is set to blank. In addition, since the equipment no longer qualifies to receive Car Hire/Mileage rates, the Rate Indicator is changed to the applicable Rate Indicator and applicable rate fields are zeroed. Refer to <u>Appendix D</u>: Section <u>D.1 Codes S</u>, X, Y and <u>Rate Indicator Changes</u>.

### A.1.5.4.1 User Reported Mechanical Restriction Codes of S, X, or Y

If the Mechanical Restriction Code is changed by the stenciled mark owner to a "restricted in interchange" code or identified as Scrap, then the equipment no longer qualifies for pool assignment. If the equipment is in a pool, the equipment is removed from the pool and the Pool Control Code is set to blank. In addition, when equipment is assigned an S, X, or Y Mechanical Restriction Code, the equipment no longer qualifies to receive Car Hire/Mileage rates, so the Rate Indicator is changed to the applicable Rate Indicator and applicable rate fields are zeroed. Refer to Appendix D: Section D.1 Codes S, X, Y and Rate Indicator Changes.

For the list of User Reported Mechanical Codes, refer to Section <u>E.3</u>. For associating Umler Equipment Formats to Equipment Groups, refer to Section <u>B.2</u>.

#### A.1.5.4.2 Assignment of Mechanical Codes of XA/YA – Overage Processing

The Umler system must determine the age of the equipment, whenever the Built or Rebuilt Date or Extended Life changes. If the system determines that the equipment is over-age according to AAR Interchange Rules 88 and 90, the applicable Mechanical Codes of XA or YA are assigned.

**XA Code**—If the equipment does not qualify for an extended life or rebuilt status and it is over 40 years of age and less than 50 years of age, a Mechanical Restriction Code of X and a Mechanical Restriction Reason Code of A is assigned. Refer to <u>Appendix F: Overage Processing for XA or YA for Freight Equipment</u>.

If the equipment is assigned to a pool type which allows the equipment to carry an XA, then the equipment may remain in the pool and the applicable Pool Control Code will remain on Umler. However, if the equipment is assigned to a pool type which does not allow it to carry an XA, then the equipment is automatically removed from the pool and the Pool Control Code is set to blank. Refer to Section <u>B.2 Pool Type and</u> <u>Equipment Management Code (EMC) Relationship</u> which identifies the Equipment Management Codes assigned to equipment based on the Pool Type of the Pool Header and identifies those Pool Types which may have the Mechanical Codes of XA (overage).

In addition, when equipment is assigned Umler Codes of XA, the Rate Indicator is changed to the applicable Rate Indicator and applicable rate fields are zeroed. Refer to Section <u>D.1 Codes S, X, Y and Rate Indicator Changes</u>.

**YA Code**—If the equipment qualifies for an extended life or rebuilt status and it is 50 years of age, a Mechanical Restriction Code of Y and a Mechanical Restriction Reason Code of A is assigned. If the equipment does not qualify for an extended life or rebuilt status and it is over 50 years of age, a Mechanical Restriction Code of Y and a Mechanical Restriction Reason Code of Y and a Mechanical Restriction Reason Code of Y and a Mechanical Restriction Reason Code of A is assigned. If the equipment is in a pool, the equipment is removed from the pool and the Pool Control is set to blank. Refer to <u>Appendix F: Overage Processing for XA or YA for Freight Equipment</u>.

In addition, when equipment is assigned the Mechanical Codes of YA, the Rate Indicator is changed to the applicable Rate Indicator and applicable rate fields are zeroed. Refer to <u>Appendix D</u>: Section <u>D.1 Codes S</u>, X, Y and Rate Indicator Changes.

#### Assignment of Mechanical Codes of XD – Prohibited Couplers

If the coupler code on the equipment is identified as prohibited in interchange, the Umler system will assign a Mechanical Restriction Code of X and a Mechanical Restriction Reason Code of D. If the equipment is in a pool, it will automatically be removed from the pool and the Pool Control will be set to blank.

In addition, the Rate Indicator is changed to the applicable Rate Indicator and applicable rate fields are zeroed. Refer to <u>Appendix D</u>: Section <u>D.1</u> <u>Codes S, X, Y and Rate Indicator Changes</u>.

If the stenciled mark owner changes the coupler codes to non-prohibited codes, the Umler system will automatically remove the Mechanical Codes of XD (Mechanical Restriction Code and the Mechanical Restriction Reason Code will be set to blank). The stenciled mark owner must also correct the Rate Indicator to the applicable Rate Indicator to receive car hire or mileage rates.

### Assignment of Mechanical Codes of XJ – Prohibited Bearings

If the Bearing and Brake Shoe on the equipment has plain bearings, which are prohibited in interchange, the Umler system will assign the Mechanical Restriction Code of X and the Mechanical Restriction Reason of J. If the equipment is in a pool, it will automatically be removed from the pool and the Pool Control will be set to blank. In addition, the Rate Indicator is changed to the applicable Rate Indicator and applicable rate fields are zeroed. Refer to Appendix D: Section D.1 Codes S, X, Y and Rate Indicator Changes.

If the stenciled mark owner changes the Bearing and Brake Shoe Code to a non-prohibited code, the Umler system will remove the Umler Mechanical Codes of XJ (Mechanical Restriction Code and the Mechanical Restriction Reason will be set to blank). The owner must also correct the Rate Indicator to the applicable Rate Indicator Code to receive car hire or mileage rates.

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#### Assignment of Mechanical Codes of XN – Prohibited LO w/o Stability Devices

A Covered Hopper car (LO) with a cubic feet capacity of 4000 through 4800 inclusive and not equipped with stability devices in the Truck Type and Axle Spacing is prohibited in interchange. Therefore, the Umler system assigns the Mechanical Restriction Code of X and the Mechanical Restriction Reason of N. If the equipment is in pool assignment, it will automatically be removed from the pool and the Umler Pool Control will be set to blank. In addition, the Rate Indicator is changed to an applicable Rate Indicator and applicable rate fields are zeroed. Refer to <u>Appendix D</u>: Section <u>D.1</u> <u>Codes S, X, Y and Rate Indicator Changes</u>.

If the stenciled mark owner changes the Truck and Axle Spacing Code to a non-prohibited code, the Umler system will remove the Mechanical Codes of XN (Mechanical Restriction Code and the Mechanical Restriction Reason will be set to blank). The owner must also correct the Rate Indicator to the applicable Rate Indicator to receive car hire or mileage rates.

#### **Mechanical Restriction Code S, X or Y Priorities**

The S, X, and Y Mechanical Codes may be assigned by the Umler System or the stenciled mark owner. The assignment of these codes overrides all other Equipment Management Codes. In addition, there is a priority within these codes from highest to lowest – SX, S/Blank, YA, XA, YZ. Refer to Section <u>D.2 Mechanical Restriction Code Priority (S, X, Y)</u>, which identifies the priority when over-riding existing Mechanical Codes.

## A.1.6 Pool Type Changes to the Pool Header

If the Pool Operator 1, the designated reporter/agent or the Railinc Administrator changes the Pool Type on the Pool Header for a particular pool, the system will automatically verify that the equipment qualifies for assignment to the new pool type. If any equipment within the pool does not qualify for the new pool type, the Pool Type change will be rejected with a unique error code indicating that not all equipment qualifies for assignment to the new pool type. In addition, all equipment, which does not qualify for the new pool type, will be identified. If the user wants to progress the Pool Type change, the non-qualifying equipment must be manually removed from the pool before the Pool Type change will be accepted.

Once all equipment within the existing pool qualifies for the new pool type, the system will automatically generate an Equipment Management Code change on all equipment in the pool based on the newly assigned Pool Type of the Pool Header.

Refer to Section B.2 Pool Type and Equipment Management Code (EMC) Relationship and Appendix C: Pool Assignment Rules.

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## A.2 Event Repository (ER) Assigned/Unassigned System Generated Codes D,E,T

The ER system is responsible for the assignment of the System Generated Codes of "D, E, and T" and these transactions are processed by the Umler system for distribution to the industry. The results of assignment and unassignment of the "D, E, and T" codes to existing Equipment Management Codes are defined. Refer to <u>Appendix G: ER System Generated D, E, T</u>.

## A.2.1 ER Assigned/Unassigned System Generated Code of 'D'

Special Car Order No. 200, AAR Circular OT-10, prescribes the business rules for the empty movements of cars that have been assigned the Transportation Code "D". The ER system evaluates movement events to determine whether the newly added RR marked car has not been loaded on the owner's line, RR lessee's line or to the RR where car is assigned. Delivery of the car to the owner, lessee or pool assignee generates a transaction to remove the "D".

The AAR, Mechanical Designations eligible for the TC code "D" are prescribed in AAR Circular CSD-145 and CSD-435, AAR Circular OT-10.

For the Privately-marked car, the ER will generate the Transportation code "D" prior to the cars first loaded move. Such a loaded move will remove the "D" code.

## A.2.2 ER Assigned/Unassigned System Generated Code of 'E'

Special Car Order No. 90, AAR Circular OT-10, prescribes the business rules for the empty movements of (E -Excepted) pools for assigned RR marked and Privately-marked (RR leased) cars that did not participate in the last loaded movement are assigned the Transportation Code "E" subject to Note 2 of the Order. The ER system evaluates movement events to determine whether the (E - Excepted) assigned car has been delivered to the owner's line, RR lessee's line or RR assignment line and generates a transaction to remove the "E". The termination of the car's assignment from the (E -Excepted) pool will generate a transaction to delete the "E" code.

The AAR, Mechanical Designations eligible for the TC code "E" is prescribed in AAR Circular CSD-145.

RRs can request specific pool numbers be reported to the E-Code Exception Table to generate the reporting of the Transportation Code "E" to the Umler record by submitting a request to CSC@Railinc.com providing contact information and the following pool information:

Pool No.	Pool Operator	Pool Type	Description	Effective Date	Expiration
5550001	NS	С	Ford	01/01/2013	12/31/9999

## A.2.3 ER Assigned/Unassigned System Generated Code of 'T'

Special Car Order No. 90, AAR Circular OT-10, prescribes the business rules for the empty movements of non-pool assigned RR marked and Privately-marked (RR leased) cars that have been assigned the Transportation Code "T". The ER system evaluates movement events to determine whether the non-assigned car did not participate in the last loaded movement on the owning railroad or the leasing railroad. When the car assigned the TC of "T" is delivered to the owner railroad or the leasing railroad, the TC code "T" is deleted from the car.

## A.3 ER Assigned/Unassigned User Reported Codes

## User Reported Code of 'G' (Ruminant Protein)

When a waybill is reported to the Event Repository (ER) system with a Standard Transportation Commodity Code (STCC) identified as 'proteins derived from ruminants' on a railroad or private Covered Hopper (ETC C \_ \_ ) unit, the ER system assigns a Car Grade of 'N' and sends an update to the Umler system which assigns an User Reported Code of 'G'. Refer to <u>Appendix H: ER Ruminant Protein Assignment</u> for the business rules associated with the handling of these contaminated equipment.

## A.3.1 User Reported Equipment Management Codes

The stenciled mark owner or their designated reporter/agent may assign or remove specific Umler Equipment Management Codes. Refer to Section E.3 User Reported Equipment Management Codes by Equipment Groups, and Section E.4 User Reported Equipment Management Code (EMC) Assignment.

For details on the assignment of user reported Equipment Management Codes of S, X, Y, refer to Section <u>A.1.5.4.1</u> "User Reported Equipment Management Codes of S, X, or Y".



## A.4 Equipment Management Codes

The Equipment Management Codes structure consists of the following data elements:

- System Generated Code
- User Reported Code
- Pool Control Codes
- Mechanical Restriction Codes
- Mechanical Restriction Reason Codes

A brief description of the various Equipment Management Codes is defined below. In addition, Section <u>E.5 Equipment Management Codes /Umler</u> <u>Transportation Codes</u> defines the valid Equipment Management Code combinations and the resulting Umler Transportation Codes. To fully comprehend the Pool and Equipment Management Code process, the Equipment Management Code table must be used in conjunction with the business rules defined in this document.

## A.4.1 System Generated Code

The 'D', 'E' and 'T' System Generated Codes are assigned and removed by the ER system based on the rules associated with SCO 90.

In order to distinguish a User reported restricted in interchange condition and an Umler system generated Mechanical Codes of XJ (Mechanical Restriction of X and Mechanical Restriction Reason of J) and XN (Mechanical Restriction of X and Mechanical Restriction Reason of N), an X will be assigned to the System Generated Code when the Umler system assigns the restricted condition.

Valid values for the System Generated Code are:

- **D** Car newly added. For railroad marked freight equipment, this code indicates that the equipment has not been delivered to the owner. For private marked freight equipment, this code indicates that the equipment has not yet had a loaded movement.
- **E** A railroad marked car assigned to a system pool under CSD 145 and 155 that has been reloaded by other then the pool assigned road. Empty to be returned via SCO 90 routing rules.
- **T** Empty to be returned via SCO 90 routing rules.
- **X** Restricted in Interchange is assigned by the Umler system and applicable to XJ and XN codes. Refer to Mechanical Restriction Codes for more details.

## A.4.2 User Reported Code

The User Reported Code is usually assigned by the stenciled mark owner. However, under certain conditions, it can be assigned by Railinc's Event Repository (ER) system.

Valid values for the User Reported Code are:

- **G** Contaminated service empty reverse route
- I Return to owner via reverse route or owner's instructions.
- **M** Mark cancelled by AAR.
- **O** Stenciled Mark Owner requested return for lease termination, repair program or assignment.
- U Unassigned railroad stenciled equipment load to or via owner or empty reverse route
- **2** Trailer/Container must be handled in accordance with Trailer Service Rule 2.

There are two types of 'G' User Reported Codes assigned in this data element:

- A User Reported 'G' Code—The user (stenciled mark owner) may assign a 'G' User Reported Code on Railroad/Private equipment designating the equipment is contaminated. In this case, the equipment is not assigned to a contaminated 'G' pool (see <u>A.4.3</u> Pool Control Code).
- An Event Repository User Reported 'G' Code—The ER system will assign a User Reported 'G' Code when a ruminant protein is identified as the waybill commodity by Railinc's Event Repository (ER) system on a railroad/private covered hopper. In addition, the ER system will assign a Car Grade of 'N' on this equipment. Note: The User Reported Code was used instead of the System Generated Code because of the conflict with the 'D' Code.

Not all codes reported by the user are assigned under the User Reported Code. A user can assign an S, X, or Y code and these codes are reported under the Mechanical Restriction and /Mechanical Restriction Reason Codes.

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## A.4.3 Pool Control Codes

The Pool Control Codes are assigned by the Umler pool system. Except for the W, the codes are applicable to equipment in pool service.

Valid values for the Pool Control Code are:

- C Shipper pool service empty reverse route
- G Contaminated pool service empty reverse route
- J Agent pool service empty reverse route
- N National pool service empty return via reverse route or pool operator's instructions
- P Commodity pool service empty reverse route
- **R** Agent pool service empty reverse route
- W Unassigned covered hopper equipment empty reverse route

There are two types of 'G' Pool Control Codes assigned in this data element:

- Pool Operator Assigned to 'G' Pool The pool operator may assign the equipment to a contaminated pool type of 'G' and the car management system will assign a 'G' to the Pool Control Code. Pool assignment is only applicable to railroad owned/railroad leased equipment. In addition, the pool operator may assign a railroad owned/railroad leased unit previously defined as a User Reported 'G' to a pool, including unassigned "ruminant" covered hopper equipment.
- Event Repository Assigned to Municipal Garbage Waste (STCC 40 291 14) 'G' Pool When a municipal garbage waste STCC 40 291 14 is identified as the waybill commodity by Railinc's Event Repository system on a box car, the Event Repository system will assign a Pool Control Code of 'G' and a Car Grade of 'W' on this equipment. Once assigned, the Car Grade 'W' can only be removed by sending a written request to the csc@railinc.com justifying the reason for removing the equipment from this pool.

## A.4.4 Mechanical Restriction Codes

The Mechanical Restriction may be assigned by the Umler system or by the stenciled mark owner and identifies equipment that is restricted in interchange service. Normally, there is a mechanical restriction reason associated with the mechanical restriction (refer to Mechanical Restriction Reason below).

Valid values for the Mechanical Restriction Code are:

- S Scrap/condemned equipment
- X Car restricted by AAR Interchange Rules
- Y Car restricted by FRA regulations

## A.4.5 Mechanical Restriction Reason Code

The Mechanical Restriction Reason may be assigned by the Umler system or by the stenciled mark owner and is associated with the Mechanical Restriction Code defined above.

Valid values for the Mechanical Restriction Reason Code are:

- X If X, valid Mechanical Restriction Reason Codes are A, B, C, D, F, G, J, N, T, U, W, X, Z
- Y If Y, valid Mechanical Restriction Reason Codes are A
- S If S, valid Mechanical Restriction Reason Codes are space or X

XA and YA can only be assigned by the Umler system. XD, XJ, XN and XZ may be assigned by the stenciled mark owner or the Umler system based on Umler reported prohibited coupler codes, prohibited bearings, prohibited truck type, or errors in critical fields. All other S, X, Y codes are assigned by the equipment owner.

To identify XJ and XN assigned by the Umler system, the System Generated Code is assigned an 'X'.

Refer to Section E.3 User Reported Equipment Management Codes by Equipment Groups for the list of Equipment Management Codes which can be reported by a stenciled mark owner.

=Mandatory	= Affects Rating	- 313	=Conditionally Mandatory
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## A.4.6 Umler TC/TCC Values

The Umler TC/TCC Values is the value assigned using the combination of the Umler System Generated, User Reported, Pool Control, Mechanical Restriction, and Mechanical Restriction Reason data elements to generate the two position Umler Transportation Code/Transportation Condition Code values.

## A.5 Processing Not Relevant to EMIS

The following section identifies certain processing that is handled differently in Umler than in EMIS, or in some cases, identifies functionality which is being retired. Existing UMLER TRAIN II messages are not affected by these changes.

## A.5.1 Participant List

In the Umler system, when equipment is added to a pool, the equipment's stenciled mark is added as a pool participant to the Pool Header Master. The participant list is used internally by Railinc to identify equipment marks assigned to the pool. During monthly processing, the Umler system removes participants from the list, if there is no longer equipment for the mark in the pool.

The pool participant list is not distributed to the industry. It is used only within Railinc. Since the EMIS system will provide easy access to the full list of equipment defined to a pool, there is no longer a need to maintain a participant list in the Pool Header Master. Therefore, all processing related to maintaining the participant list will be removed from Umler and will not be incorporated into EMIS processing.

## A.5.2 'From' Pool Identifier Removal

In Umler, the 'From' Pool Identifier is an input data element contained in the Pool Assignment Transaction. Regardless of the value input in 'From' Pool Identifier, the Umler system automatically overlays the data element with the existing Umler Pool Identifier. Since the 'From' Pool Identifier has no value in Umler or EMIS processing, this field will be eliminated as an input data element in the EMIS inbound messages.

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## Appendix B: Car Management Processing Tables

## **B.1** Mechanical Designations Applicable to Car Directives and Orders

CSD Provision	Pool Header Pool Type	Mechanical Designation	Equipment Type Codes	SCO90
CSD 145, 150	C,G,J,N,P,T	XP	A_0_	Yes
		XPI	A_1_	Yes
		XL	A_3_	Yes
		XLI	A	Yes
		XM	B_0_	Yes
		XM	B_1_	Yes
		XM	B_2_	Yes
		XM	B_3_	Yes
		XM	B_4_	Yes
		XM	B_5_	Yes
		XM	B_6_	Yes
		GTS	E_0_	
		GTR	E_1_	
		GBR	E_2_	Yes
		GBS	E_3_	Yes
		GBSR	E_4_	Yes
		GSS	E_6_	Yes
		GWS	E_8_	Yes
		GWSR	E_9_	
		GB	G_1_	Yes
		GB	G_2_	Yes
		GB	G_3_	Yes
		GB	G_4_	Yes
		GS	G_8_	Yes
		HKS	K_0_	
		HMS	K_2_	
		HTR HTS	K_3_	
		HKR	K_4_	
		HMSR	K_5_ K 7	
		НМА	K_7_ K_8_	
		FM	F 0	Yes (4 axles only)
		FMS	F_0_ F_1_	Yes
		FMS	F_1_ F_2_	Yes
		FD	F_3_	163
		FB	F 4	Yes
		FBS	F_5_	Yes
		FW	F_6_	105
		FL	F 7	Yes
		FBC	F 8	Yes
		FDC	F_9_	Yes
		LF	L_0_ (flat)	
		LG	L_1_(gondola)	Yes
		LP	L_2_ (flat)	
		LU	L_4_ (box)	Yes
		LM	L_6_ (hopper)	
		LC	L_7_(box)	Yes
		LS	L_9_ (flat)	
		FC <sup>1</sup>	P	Yes
		FC <sup>1</sup>	Q_1_	Yes
		FCA	Q_2_	Yes
		FCA	Q_3_	Yes
		FCA	Q_4_	Yes
		FCA	Q_5_	Yes
		FCA	Q_6_	Yes
		FCA	Q_7_	Yes

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CSD Provision	Pool Header Pool Type	Mechanical Designation	Equipment Type Codes	SCO90
		FCA	Q_9	Yes
		FC <sup>1</sup>	S_0_	Yes
		FCA	S_2_	Yes
		FCA	S_3_	Yes
		FCA	S_4_	Yes
		FCA	S_5_	Yes
		FCA	S_6_	Yes
		FCA	S_7_	Yes
		FCA	S_8_	Yes
		Т	T	
		FA	V	
		RB	R_0_	Yes
		RBL	R_1_	Yes
		RP	R_6_	Yes
		RPL	R_7_	Yes
		RC	R_9_	
CSD 435	C,G,P, T	LO	C_1_	
CSD 000	Not Assignable <sup>2</sup>	ST	Q_8_	
		Maintenance of Way	M	
		D	D	
		U	U	
		Z	Z	
		NF	M970	

**Note:** Currently, the Car Service Directive Number is defined as a field in Railinc's Equipment Type Code (ETC) Table with the values of 145, 435, or 000 based on the whether the equipment is applicable to a Car Service Directive or not. This field is currently in Railinc's ETC table and is used to determine if the equipment qualifies for pool assignment.

<sup>1</sup> Intermodal flat equipment with FC Mechanical Designations is not permitted in pools with a J (agent pool) Pool Type.

<sup>2</sup> Box, gondola, hopper, flat, intermodal flat and tank equipment groups (excludes Maintenance of Way), assignable to railroad, joint or national pools or equipment not assignable to these pools, since the Critical Error, results in the assignment of Mechanical Codes which are restricted in interchange, will remove railroad, joint, or other national pool assignments. Refer to <u>Appendix C: Pool Assignment Rules</u>. In addition, tank equipment may be assigned if the equipment does not contain double shelf couplers. Refer to <u>Appendix C: Pool Assignment Rules</u>.

## **B.2** Pool Type and Equipment Management Code (EMC) Relationship

Pool Header Pool Type	Umler Transportation Code	Umler EMC
С	С	Pool Control = C
	XA (restricted over 40)	Mechanical Restriction = X
	XB (Requires ABT inspection)	Mechanical Restriction Reason = A, B
G	G	Pool Control = G
	XA (restricted over 40)	Mechanical Restriction = X
	XB (Requires ABT inspection)	Mechanical Restriction Reason = A, B
N	N	Pool Control = N
Т	R	Pool Control = R
	XA (restricted over 40)	Mechanical Restriction = X
	XB (Requires ABT inspection)	Mechanical Restriction Reason = A, B
J	J	Pool Control = J
	XA (restricted over 40)	Mechanical Restriction = X
	XB (Requires ABT inspection)	Mechanical Restriction Reason = A, B
Р	Р	Pool Control = P
	XA (restricted over 40)	Mechanical Restriction = X
	XB (Requires ABT inspection)	Mechanical Restriction Reason = A, B

addition, the table identifies which Pool Types allow equipment to be assigned to it when the equipment is overage. Refer to Section <u>A.1.5.4.2</u> <u>Assignment of Mechanical Codes of XA/YA – Overage Processing</u>.

## Appendix C: Pool Assignment Rules

## C.1 **Pool Assignment Rules**

0,	ool Header Pool Type	Security Rules	Rule 260 Code	Railroad Controlled	Equipment Type Code (Mechanical Designation)	Existing Equipment Management Codes
	,J,P,T	The submitter of the activity must be the Pool Operator 1 defined in the Pool Header or the designated reporter/agent for the Pool Operator 1 or Railinc Administrator.	The Rule 260 Code applicable to Pool Operator 1 must be equal to the first 3 positions of the Pool Identifier.	The equipment must be a stenciled railroad unit or under railroad control (a private unit with a Railroad Lessee)	(Mechanical Designation)         The Equipment Type Code         (Mechanical Designation)         of the equipment must be         valid for the Pool Type         Code defined in the Pool         Header (refer to Appendix 'A')         Exception:         FC Mechanical         Designations are not         permitted in J Pool Type as         per Car Service Directive         145.	The existing Equipment Management Codes (EMC) must not indicate that the equipment is restricted in interchange (X,Y) or identified as Scrap (S) or identified with a cancelled mark (M). <i>Exception:</i> XA and XB are the only EMCs that may be included in these pools. <i>Note:</i> For Pool Types C, J, and P, the corresponding Pool Control is assigned. For Pool Type T, an 'R' Pool Control Code is assigned.



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Pool Category	Pool Header	Security Rules	Rule 260 Code	Railroad Controlled	Equipment Type Code	Existing Equipment
	Pool Type				(Mechanical Designation)	Management Codes
Railroad Pool Identifiers are identified with a 3 digit prefix of 001 through 997 inclusive matching the first three positions of the carrier's Rule 260 code.	G	The submitter of the activity must be the Pool Operator 1 defined in the Pool Header or the designated reporter/agent for the Pool Operator 1 or Railinc Administrator.	The Rule 260 Code applicable to Pool Operator 1 must be equal to the first 3 positions of the Pool Identifier.	The equipment must be a stenciled railroad unit or under railroad control (a private unit with a Railroad Lessee)	Applicable to equipment types under , B, and C (Refer to <u>Appendix</u> <u>I: Equipment Type Codes</u>	The existing Equipment Codes The existing Equipment Management Codes (EMC) must not indicate that the equipment is restricted in interchange (X,Y) or identified as Scrap (S) or identified with a cancelled mark (M). <i>Exception:</i> XA and XB are the only EMCs that may be included in these pools.



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Pool Category	Pool Header	Security Rules	Rule 260 Code	Railroad Controlled	Equipment Type Code	Existing Equipment
	Pool Type				(Mechanical Designation)	Management Codes
Joint Pool Identifiers are identified with a 3 digit prefix of 998.	C,G,P,T	The submitter of the activity must be Pool Operator 1 defined in the Pool Header, their agent as granted through security or Railinc Administrator.	Not Applicable.	The equipment must be a stenciled railroad unit or under railroad control (a private unit with a Railroad Lessee)	The Equipment Type Code (Mechanical Designation) of the equipment must be valid for the Pool Type Code defined in the Pool Header (refer to <u>Appendix</u> <u>B: Car Management</u> <u>Processing Tables</u> )	The existing Equipment Management Codes (EMC) must not indicate that the equipment is restricted in interchange (X,Y) or identified as Scrap (S) or identified with a cancelled mark (M). <b>Exception:</b> XA and XB are the only EMCs that may be included in these pools. <b>Note:</b> For Pool Types C, J, and P, the corresponding Pool Control is assigned. For Pool Type T, an 'R' Pool Control Code is assigned.
National Pool (Header Managed by Railinc Administrator) Numbers 9990001 thru 9990011 and 9990700 thru 9999999.	N	The submitter of the activity must be the railroad owner of the stenciled mark, the railroad lessee of the private equipment, or the Railinc Administrator.	Not Applicable.	The equipment must be a stenciled railroad unit or under railroad control (a private unit with a Railroad Lessee)	The Equipment Type Code of the equipment must be valid for the Pool Type Code defined in the Pool Header ( <u>Appendix B: Car</u> <u>Management Processing</u> <u>Tables</u> )	The existing Equipment Management Codes (EMC) must not indicate that the equipment is restricted in interchange (X,Y) or identified as Scrap (S) or identified with a cancelled mark (M). <b>Note:</b> Overage equipment (XA) is not permitted in National Pool. <b>Note:</b> XB requiring ABT inspection are permitted in National Pool.



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Pool Category	Pool Header	Security Rules	Rule 260 Code	Railroad Controlled	Equipment Type Code	Existing Equipment
	Pool Type				(Mechanical Designation)	Management Codes
National Pools Managed by TTX will consist of pool numbers 9990012 thru 9990699 inclusive. These pool numbers are designated for Heavy Duty, Reload, and Box Car Pools. Railinc will assign TTX authority to maintain these pools.		If the Pool Operator is TTX (Heavy Duty pools operated under a pooling agreement), then the submitter of the activity must be 'TTX' or Railinc Administrator If the Pool Operator is RLOD (Reload pools operated under a pooling agreement), the submitter of the activity must be TTX, the railroad owner of the stenciled mark, be the railroad lessee of the private equipment, or the Railinc Administrator. If the Pool Operator is RBXC (Box car pools operated under a	Not Applicable.	The equipment may be a private or railroad The equipment must be a stenciled railroad unit or under railroad control (a private unit with a Railroad Lessee) The equipment must be a stenciled railroad unit or under railroad control (a private unit with a Railroad Lessee)	The Equipment Type Code of the equipment must be valid for the Pool Type Code defined in the Pool Header (refer to <u>Appendix</u> <u>B: Car Management</u> <u>Processing Tables</u> )	The existing Equipment Management Codes (EMC) must not indicate that the equipment is restricted in interchange (X,Y) or identified as Scrap (S) or identified with a cancelled mark (M).* <b>Note:</b> Overage equipment (XA) is not permitted in National Pool. <b>Note:</b> XB requiring ABT inspection are permitted in National Pool.
* The asterisk identifies rul N.	es that will cha	pooling agreement), the submitter of the activity must be TTX, the railroad owner of the stenciled mark, the railroad lessee of the private equipment, or the Railinc Administrator.	ement Working Commi	ittee (EAMWC) approves	new EMIS codes proposed by	the EMIS Core team. Refer to Appendix

## C.2 Pool Assignment and Unassignment Security Rules

	Submitter of Pool Assignment/Unassignment Activity									
Pool Category	Pools Operator or Designated Reporter/Agent		RR Stenciled Mark Owner or Umler Lessee or Designated Reporter/Agent for stenciled mark or lessee		Railinc Administrator		Other (System Generated)			
	Assign	Unassign	Assign	Unassign	Assign	Unassign	Assign	Unassign		
Railroad Pool (Pool Identifier Prefix 001-997)	Yes	Yes	No	Yes	Yes	Yes	N/A	N/A		
Joint Pool (Pool Identifier Prefix 998)	Yes	Yes	No	Yes	Yes	Yes	N/A	N/A		
National Managed by Railinc Umler group (9990001-9990011, 9990700-9999999)	N/A	N/A	Yes	Yes	Yes	Yes	N/A	N/A		
National Managed by TTX with TTX in Pool Operator 1 (9990012- 9990699)	Yes	Yes	No	Yes	Yes	Yes	N/A	N/A		
National Managed by TTX with RLOD in Pool Operator 1 (9990012- 9990699)	Yes	Yes	Yes	Yes	Yes	Yes	N/A	N/A		
National Managed by TTX with RBXC in Pool Operator 1 (9990012- 9990699)	Yes	Yes	Yes	Yes	Yes	Yes	N/A	N/A		

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## Appendix D: Umler Mechanical Restriction Codes

## D.1 Codes S, X, Y and Rate Indicator Changes

Ownership (Stenciled Mark Owner)	Valid Rate Indicator	Umler Mechanical Restriction S, X, Y with Errors	Umler Mechanical Restriction S, X, Y without Errors	Zero Rates
Private Freight	2/4/6	0	6	Zero CHARM*
(, B, C, see <u>Appendix J:</u> )	2/4/0	0	0	Mileage Rate
Railroad Sub19	в	р	n	Zero CHARM*
(Equipment Group = Box, see <u>Appendix J:</u> )	В	۲	۲	Mileage and Hourly Rates
Railroad Non-Sub19	м	0	0	Zero CHARM*
(, B, and C, see <u>Appendix J:</u> )	IVI	Q	ų	Mileage and Hourly Rates
Trailer/Container/Chassis (see Appendix J:)	1	0	0	Already Zero Rated in CHARM*
Locomotive, EOT, and Maintenance of Way (see Appendix J:)	6	6	6	Already Zero Rated in CHARM*

Additional Processing: Use the following rules to re-instate the Rate Indicator when an S, X, Y Rate Indicator condition is removed.

1. If a Locomotive, End of Train Device or Maintenance of Waywith ETC Prefix M, Steel Wheel Set (ETC Prefix Q8), assign a Rate Indicator of 0 if in error or a 6 if not in error.

2. If a Trailer/Container/Chassis, assign a Rate Indicator of 0 if in error or a 1 if not in error.

3. If a Private Freight unit, assign a Rate Indicator of 0 if in error. If not in error and a TTX unit assign a 4 and if not a TTX unit assign a 2. The stenciled mark owner will be responsible for assigning a Rate Indicator of 6 (zero rate) if applicable.

4. If a Railroad Freight unit with a Rate Indicator of P, retain the Rate Indicator of P if in error or assign a Rate Indicator of B if not in error.

5. If a Railroad Freight unit with a Rate Indicator of Q, retain the Rate Indicator of Q if in error or assign a Rate Indicator of M if not in error. To relate Umler Formats to the Umler Equipment Group, refer to Section <u>B.2</u>.

\*CHARM – The Car Hire Accounting Rate Master is a monthly industry file created by Railinc's CHARM system.

## D.2 Mechanical Restriction Code Priority (S, X, Y)

							nent Manageme	nt Codes				
Input EMC	S,Blank	S,X	X,A	X,D	X,J	X,N	X,Z	X,B to X,Z	Y,A	Y,Z	M,Blank	Other
Change	User Assigned	User Assigned	Umler Assigned (Over 40)	Umler Assigned				User Assigned	Umler Assigned (Over 50)	User Assigned	Umler Admin Assigned	All Other TC/TC
User Assigned S,Blank	S,Blank	S,X	S,Blank	S,Blank	S,Blank	S,Blank	S,Blank	S,Blank	S,Blank	S,Blank	S,Blank	S,Blank
User Assigned S,X	S,X	S,X	S,X	S,X	S,X	S,X	S,X	S,X	S,X	S,X	S,X	S,X
Umler Assigned X,A (Age-Over 40)	S,Blank	S,X	Х,А	Х,А	X,A	X,A	X,A	X,A	X,A (recalculated age)	X,A	X,A	X,A
Umler Assigned X,D Couplers	S,Blank	S,X	Х,А	X,D	X,J	X,N	X,Z	X,D	Y,A	X,D	X,D	X,D
Umler Assigned X,J Plain bearings	S,Blank	S,X	X,A	X,D	X,J	X,N	X,Z	X,J	Y,A	X'1	X'1	X,J
Umler Assigned X,N LO w/o stability devices	S,Blank	S,X	Х,А	X,D	X,J	X,N	X,Z	X,N	Y,A	X,N	X,N	X,N
Umler Assigned X,X (expired EW)	S,Blank	S,X	X,A	X,D	X,J	X,N	X,Z	X,B to X,Z	Υ,Α	Y,Z	X,X	X,X
Umler Assigned X,Z critical error	S,Blank	S,X	X,A	X,D	X,J	X,N	X,Z	X,Z	Y,A	X,Z	X,Z	X,Z
User Assigned X,B to X,Z	S,Blank	S,X	X,A	X,D	X,J	X,N	X,Z	X,B to X,Z	Υ,Α	Y,Z	X,B to X,Z	X,B to X,Z
Umler Assigned Y,A (Age 50)	S,Blank	S,X	Y,A	Y,A	Y,A	Y,A	Y,A	Y,A	Y,A	Y,A	Y,A	Y,A
User Assigned Y,Z	S,Blank	S,X	X,A	X,D	X,J	X,N	X,Z	Y,Z	Y,A	Y,Z	Y,Z	Y,Z
Umler Admin Assigned M,Blank	S,Blank	S,X	X,A	X,D	X,J	X,N	X,Z	X,B to X,Z	Υ,Α	Blank, Blank	M,Blank	M,Blank
Umler Admin Blank,Blank	Blank, Blank	Blank, Blank	Х,А	X,D	X,J	X,N	X,Z	Blank, Blank	Y,A	Blank, Blank	Blank, Blank	Blank, Blank Except Pools Assigned Codes
User Assigned Blank,Blank	Blank, Blank	S,X	X,A	X,D	X,J	X,N	X,Z	Blank, Blank	Y,A	Blank, Blank	M,Blank	reject
All Other input TC/TCC	S,Blank	S,X	X,A	X.D	X,J	X,N	X,Z	Input TC/TCC	Υ,Α	Input C/TCC	M,Blank	Input /TCC
The first column of this prior to the processing Note that the resulting by the reporting (i.e. in	of the EMC cha (processed) EN	inge. The valu 1C may differ	e in the cell at the ir from that submitted	ntersection of I due to the re	the two is the re lative priority of	esulting EMC va f the Codes. The	lue after process e S and Y Transpo	ing is completed. ortation Codes hav istrator.		then all other	EMC codes and ca	

For UMLER assigned X and YA Equipment management Codes, which are assigned based on equipment data elements, the codes can only be removed by changing the applicable data element(s).

Appendices

Data Specification Manual

## Appendix E: Equipment Management Code (EMC)

## E.1 EMC Application for Pool

	Pool Assignment		Before Assignment Af		ter Assignment			
Seq #	Trans. Code	Umler TC/TCC	Umler EMC	Umler TC/TCC	Umler EMC			
1	С	Blank,Blank	All Blank	C,Blank	Pool Control = C			
2	G	Blank,Blank	All Blank	G,Blank	Pool Control = G			
3	J	Blank,Blank	All Blank	J,Blank	Pool Control = J			
4	N	Blank,Blank	All Blank	N,Blank	Pool Control = N			
5	P	Blank,Blank	All Blank	P,Blank	Pool Control = P			
6	R	Blank,Blank	All Blank	R,Blank	Pool Control = R			
7	C	D,Blank	System Generated = D	D,C	System Generated = D Pool Control = C			
8	G	D,Blank	System Generated = D	D,G	System Generated = D Pool Control = G			
9	J	D,Blank	System Generated = D	D,J	System Generated = D Pool Control = J			
10	Ν	D,Blank	System Generated = D	D,N	System Generated = D Pool Control = N			
11	Р	D,Blank	System Generated = D	D,P	System Generated = D Pool Control = P			
12	R	D,Blank	System Generated = D	D,R	System Generated = D Pool Control = R			
13	С	O,Blank	User Reported = O	C,Blank	User Reported = Blank Pool Control = C			
14	G	O,Blank	User Reported = O	G,Blank	User Reported = Blank Pool Control = G			
15	J	O,Blank	User Reported = O	J,Blank	User Reported = Blank Pool Control = J			
16	N	O,Blank	User Reported = O	N,O	User Reported = O			
17	Р	O,Blank	User Reported = O	P,Blank	Pool Control = N User Reported = Blank			
18	R	O,Blank	User Reported = O	R,Blank	Pool Control = P User Reported = Blank			
19	С	T,Blank	System Generated = T	C,Blank	Pool Control = R System Generated = Blank			
20	G	T,Blank	System Generated = T	G,Blank	Pool Control = C System Generated = Blank			
21	J	T,Blank	System Generated = T	J,Blank	Pool Control = G System Generated = Blank			
22	N	T,Blank	System Generated = T	N,Blank	Pool Control = J System Generated = Blank			
23	P	T,Blank	System Generated = T	P,Blank	Pool Control = N System Generated = Blank			
23	R	T,Blank	System Generated = T	R,Blank	Pool Control = P System Generated = Blank			
				,	Pool Control = R			
25	С	U,Blank	User Reported = U	C,Blank	User Reported = Blank Pool Control = C			
26	G	U,Blank	User Reported = U	G,Blank	User Reported = Blank Pool Control = G			
27	J	U,Blank	User Reported = U	J,Blank	User Reported = Blank Pool Control = J			
28	Ν	U,Blank	User Reported = U	N,Blank	User Reported = Blank Pool Control = N			
29	Р	U,Blank	User Reported = U	P,Blank	User Reported = Blank Pool Control = P			
30	R	U,Blank	User Reported = U	R,Blank	User Reported = Blank Pool Control = R			
31	С	W,Blank	Pool Control = W	C,Blank	Pool Control = C			
32	G	W,Blank	Pool Control = W	G,Blank	Pool Control = G			
33	Ν	W,Blank	Pool Control = W	N,Blank	Pool Control = N			
34	Р	W,Blank	Pool Control = W	P,Blank	Pool Control = P			
35	R	W,Blank	Pool Control = W	R,Blank	Pool Control = R System Generated = D			
36	С	D,W	System Generated = D Pool Control = W	rated = D D,C				
37	G	D,W	System Generated = D Pool Control = W	D,G	System Generated = D Pool Control = G			
38	N	D,W	System Generated = D Pool Control = W	D,N	System Generated = D Pool Control = N			
39	Р	D,W	System Generated = D Pool Control = W	D,P	System Generated = D Pool Control = P			
40	R	D,W	System Generated = D Pool Control = W	D,R	System Generated = D Pool Control = R			



	Pool Assignment		Before Assignment	Aft	er Assignment
Seq #	Trans. Code	Umler TC/TCC	Umler EMC	Umler TC/TCC	Umler EMC
41	С	T,U	System Generated = T	C,Blank	System Generated = Blank
			User Reported = U		User Reported = Blank
42	G	T,U	System Generated = T	G,Blank	Pool Control = C System Generated = Blank
42	0	1,0	User Reported = U	O,Didlik	User Reported = Blank
					Pool Control = G
43	J	T,U	System Generated = T	J,Blank	System Generated = Blank
			User Reported = U		User Reported = Blank Pool Control = J
44	N	T,U	System Generated = T	N,Blank	System Generated = Blank
			User Reported = U		User Reported = Blank
45	Р	T,U	System Generated = T	P,Blank	Pool Control = N System Generated = Blank
45	1	1,0	User Reported = U		User Reported = Blank
					Pool Control = P
46	R	T,U	System Generated = T	R,Blank	System Generated = Blank
			User Reported = U		User Reported = Blank Pool Control = R
47	С	Т,О	System Generated = T	C,Blank	System Generated = Blank
			User Reported = O		User Reported = Blank
48	G	Т,О	System Generated = T	G,Blank	Pool Control = C System Generated = Blank
40	0	1,0	User Reported = 0	O,Didlik	User Reported = Blank
					Pool Control = G
49	J	Т,О	System Generated = T	J,Blank	System Generated = Blank
			User Reported = O		User Reported = Blank Pool Control = J
50	N	Т,О	System Generated = T	N,O	System Generated = Blank
			User Reported = O		User Reported = O
51	P	Т,О	System Generated = T	P,Blank	Pool Control = N System Generated = Blank
51	1	1,0	User Reported = 0	T, DIATIK	User Reported = Blank
					Pool Control = P
52	R	Т,О	System Generated = T	R,Blank	System Generated = Blank User Reported = Blank
			User Reported = O		Pool Control = R
53	С	C,Blank	Pool Control = C	C,Blank	Pool Control = C
		J,Blank	Pool Control = J		
		N,Blank P,Blank	Pool Control = N Pool Control = P		
		R,Blank	Pool Control = R		
54	G	G,Blank	G,Blank	G,Blank	Pool Control = G
		C,Blank J,Blank	Pool Control = C Pool Control = J		
		N,Blank	Pool Control = N		
		P,Blank	Pool Control = P		
EE	]	R,Blank	Pool Control = R Pool Control = C	l Plank	Dool Control - I
55	L	C,Blank J,Blank	Pool Control = C Pool Control = J	J,Blank	Pool Control = J
		N,Blank	Pool Control = N		
		P,Blank	Pool Control = P Pool Control = R		
56	N	R,Blank C,Blank	Pool Control = R Pool Control = C	N,Blank	Pool Control = N
50		J,Blank	Pool Control = J	i i joiante	
		N,Blank	Pool Control = N		
		P,Blank R,Blank	Pool Control = P Pool Control = R		
57	Р	C,Blank	Pool Control = C	P,Blank	Pool Control = P
		J, Blank	Pool Control = J	, í	
		N,Blank	Pool Control = N		
		P,Blank R,Blank	Pool Control = P Pool Control = R		
58	R	C,Blank	Pool Control = C	R,Blank	Pool Control = R
		J, Blank	Pool Control = J		
		N,Blank P,Blank	Pool Control = N Pool Control = P		
		R,Blank	Pool Control = R		
59	C,J,N,P,R	G,Blank	Pool Control = G or	Reject	Must remove 'G' to assign
			User Reported = G		equipment to a non-G pool.



	Pool Assignment		Before Assignment	Aft	er Assignment
Seq #	Trans. Code	Umler TC/TCC	Umler EMC	Umler TC/TCC	Umler EMC
60	С	D,C	System Generated = D	D,C	System Generated = D
			Pool Control = C		Pool Control = C
		D,J	System Generated = D		
		D,N	Pool Control =J System Generated = D		
		D, N	Pool Control = N		
		D,P	System Generated = D		
		,	Pool Control = P		
		D,R	System Generated = D		
61	G	D,G	Pool Control = R System Generated = D	D,G	System Generated = D
01	0	0,0	Pool Control = G	0,0	Pool Control = G
		D,C	System Generated = D		
			Pool Control = C		
		D,J	System Generated = D		
		D,N	Pool Control =J System Generated = D		
		0,11	Pool Control = N		
		D,P	System Generated = D		
			Pool Control = P		
		D,R	System Generated = D		
62	J	D,C	Pool Control = R System Generated = D	D,J	System Generated = D
02	2	D,C	Pool Control = C	0,0	Pool Control = J
		D,J	System Generated = D		
			Pool Control =J		
		D,N	System Generated = D		
		D,P	Pool Control = N System Generated = D		
		0,1	Pool Control = P		
		D,R	System Generated = D		
			Pool Control = R		
63	Ν	D,C	System Generated = D Pool Control = C	D,N	System Generated = D Pool Control = N
		D,J	System Generated = D		POOL CONTROL = IN
		- /-	Pool Control =J		
		D,N	System Generated = D		
			Pool Control = N		
		D,P	System Generated = D Pool Control = P		
		D,R	System Generated = D		
			Pool Control = R		
64	Р	D,C	System Generated = D	D,P	System Generated = D
		D,J	Pool Control = C System Generated = D		Pool Control = P
		U,J	Pool Control =J		
		D,N	System Generated = D		
			Pool Control = N		
		D,P	System Generated = D		
		D,R	Pool Control = P System Generated = D		
		0,11	Pool Control = R		
65	R	D,C	System Generated = D	D,R	System Generated = D
			Pool Control = C		Pool Control = R
		D'1	System Generated = D		
		D,N	Pool Control =J System Generated = D		
		2,	Pool Control = N		
		D,P	System Generated = D		
			Pool Control = P		
		D,R	System Generated = D Pool Control = R		
66	C,J,N,P,R	D,G	System Generated = D and	Reject	Must remove 'G' to assign
	-,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	-,-	Pool Control = G or		equipment to a non-G pool.
			User Reported = G		
67	С	E,C	System Generated = E	C,Blank	System Generated = Blank
		E 1	Pool Control = C		Pool Control = C
		E,J	System Generated = E Pool Control =J		Note: E is removed when
		E,P	System Generated = E		equipment reassigned to
			Pool Control = P		another pool
		E,R	System Generated = E		
			Pool Control = R		<u> </u>



	Pool Assignment		Before Assignment	Aft	After Assignment		
Seq #	Trans. Code	Umler TC/TCC	Umler EMC	Umler TC/TCC	Umler EMC		
68	G	E,G	System Generated = E	G,Blank	System Generated = Blank		
			Pool Control = G		Pool Control = G		
		E,C	System Generated = E Pool Control = C		Note: E is removed when		
		E,J	System Generated = E		equipment reassigned to		
		-,-	Pool Control =J		another pool		
		E,P	System Generated = E				
		<b>F D</b>	Pool Control = P				
		E,R	System Generated = E Pool Control = R				
69	J	E,C	System Generated = E	J,Blank	System Generated = Blank		
			Pool Control = C		Pool Control = J		
		E,J	System Generated = E				
		E,P	Pool Control =J System Generated = E		Note: E is removed when equipment reassigned to		
		L,I	Pool Control = P		another pool		
		E,R	System Generated = E				
			Pool Control = R				
70	N	E,C	System Generated = E	N,Blank	System Generated = Blank		
		E,J	Pool Control = C System Generated = E		Pool Control = N		
		L,J	Pool Control =J		Note: E is removed when		
		E,P	System Generated = E		equipment reassigned to		
			Pool Control = P		another pool		
		E,R	System Generated = E				
71	Р	E,C	Pool Control = R System Generated = E	P,Blank	System Generated = Blank		
, 1		2,0	Pool Control = C	, bidink	Pool Control = P		
		E,J	System Generated = E				
			Pool Control =J		Note: E is removed when		
		E,P	System Generated = E Pool Control = P		equipment reassigned to another pool		
		E,R	System Generated = E				
		_,	Pool Control = R				
72	R	E,C	System Generated = E	R,Blank	System Generated = Blank		
		- I	Pool Control = C		Pool Control = R		
		E,J	System Generated = E Pool Control =J		Note: E is removed when		
		E,P	System Generated = E		equipment reassigned to		
			Pool Control = P		another pool		
		E,R	System Generated = E				
73	C,J,N,P,R	E,G	Pool Control = R System Generated = E and	Reject	Must remove 'G' to assign		
75	C,J,N,F,N	1,0	Pool Control = G or	Reject	equipment to a non-G pool.		
			User Reported = G				
74	С	X,A	Mech Rest=X	X,A	Pool Control = C		
			Mech Reason=A, B		Mech Rest=X		
75	G	X,A	Mech Rest=X	X,A	Mech Reason=A Pool Control = G		
75	0	7,7	Mech Reason=A, B	<i>A</i> ,A	Mech Rest=X		
					Mech Reason=A		
76	J	X,A	Mech Rest=X	X,A	Pool Control = J		
			Mech Reason=A, B		Mech Rest=X Mech Reason=A		
77	N	X,A	Mech Rest=X	Reject	A A A A A A A A A A A A A A A A A A A		
			Mech Reason=A, B				
78	Р	X,A	Mech Rest=X	X,A	Pool Control = P		
			Mech Reason=A, B		Mech Rest=X		
79	R	Х,А	Mech Rest=X	X,A	Mech Reason=A Pool Control = R		
15	n	л,н	Mech Reason=A, B	^,A	Mech Rest=X		
					Mech Reason=A		
80	С	X,A	Pool Control = C,J,N,P,R	X,A	Pool Control = C		
			Mech Rest=X		Mech Rest=X		
81	G	X,A	Mech Reason=A, B Pool Control = C,G,J,N,P,R	X,A	Mech Reason=A Pool Control = G		
01	0	7,4	Mech Rest=X	A,A	Mech Rest=X		
			Mech Reason=A, B		Mech Reason=A		
82	J	X,A	Pool Control = C,J,N,P,R	X,A	Pool Control = J		
			Mech Rest=X		Mech Rest=X		
83	Р	Х,А	Mech Reason=A, B Pool Control = C,J,N,P,R	X,A	Mech Reason=A Pool Control = P		
05	'	7,4	Mech Rest=X	A,A	Mech Rest=X		
			Mech Reason=A, B		Mech Reason=A		
84	R	X,A	Pool Control = C,J,N,P,R	X,A	Pool Control = R		
			Mech Rest=X		Mech Rest=X		
			Mech Reason=A, B		Mech Reason=A		



500 #	Pool Assignment		Before Assignment	Afte	er Assignment
Seq #	Trans. Code	Umler TC/TCC	Umler EMC	Umler TC/TCC	Umler EMC
85	C,J,N,P,R	X,A	Pool Control = G	Reject	Must remove 'G' to assign
			Mech Rest=X	-	equipment to a non-G poo
			Mech Reason=A, B		
86	C,J,N,P,R	A,B	User Reported = 2	Reject	Not assignable ETC
87	C,J,N,P,R	М	User Reported = M	Reject	Not assignable TC/TCC
88	C,J,N,P,R	S, Blank	Mech Rest=S	Reject	Not assignable TC/TCC
			Mech Reason=Blank		
89	C,J,N,P,R	S,X	Mech Rest=S	Reject	Not assignable TC/TCC
			Mech Reason=X		
90	C,J,N,P,R	X,J	Mech Rest=X	Reject	Not assignable TC/TCC
			Mech Reason=J		
			System Generated = X		
		X,N	Mech Rest=X		
			Mech Reason=N		
			System Generated = X		
91	C,J,N,P,R	X,D	Mech Rest=X	Reject	Not assignable TC/TCC
			Mech Reason=D		
			Mech Rest=X		
		X,Z	Mech Reason=Z		
			Note: Umler assigned Mechanical Codes		
92	C,J,N,P,R	X,B	Mech Rest=X	C,J,N,P,R	System generated
		N.C	Mech Reason=B (brakes)	Delta al	
		X,C	Mech Rest=X	Reject	Not assignable TC/TCC
		N D	Mech Reason=C (axles)		
		X,D	Mech Rest=X		
		X,F	Mech Reason=D (coupler) Mech Rest=X		
		х,г	Mech Reason=F (yokes)		
		X,J	Mech Rest=X		
		<b>Х,</b> Ј	Mech Reason=J (plain bearings)		
			Mech Rest=X		
		X,G	Mech Reason=G (draft gear)		
		7,0	Mech Rest=X		
		X,P	Mech Reason=P (side frame) Mech		
		7.91	Rest=X		
		X,N	Mech Reason=N (trucks)		
			Mech Rest=X		
		X,T	Mech Reason=T (bolster)		
		,	Mech Rest=X		
		X,U	Mech Reason=U (AAR or owner		
			reported)		
		X,W	Mech Rest=X		
			Mech Reason=W (wheels) Mech Rest=X		
		Х, Х	Mech Reason=X Generated expired EW		
			notice		
			Mech Reason=X		
		X,Z	Mech Reason=Z		
			Note: User assigned TC/TCC		
93	C,J,N,P,R	Y,A	Mech Rest=Y	Reject	Not assignable TC/TCC
			Mech Reason=A (age)		
	1	1	Note: Umler assigned TC/TCC	1	

## Data Specification Manual

# E.2 EMC Application for Pool Unassignments

	Deel Uncertainment	Befor	re Assignment	After Assignment		
Seq #	Pool Unassignment	Umler TC/TCC	Umler TC/TCC Umler EMC Codes		Umler EMC Codes	
1	Pool Identifier = zeros Pool Control = Blank	C,Blank	Pool Control = C	Blank,,Blank	Pool Control = Blank	
2	Same as above	G,Blank	Pool Control = G	G,Blank	User Reported = G Pool Control = Blank	
3	Same as above	J,Blank	Pool Control = J	Blank,,Blank	Pool Control = Blank	
4	Same as above	N,Blank	Pool Control = N	Blank,,Blank	Pool Control = Blank	
5	Same as above	P,Blank	Pool Control = P	Blank,,Blank	Pool Control = Blank	
6	Same as above	R,Blank	Pool Control = R	Blank,,Blank	Pool Control = Blank	
7	Same as above	D,C	System Gen = D Pool Control = C	D,Blank	System Gen = D Pool Control = Blank	
8	Same as above	D,G	System Gen = D Pool Control = G	D,Blank	System Gen = D User Reported = G Pool Control = Blank	
9	Same as above	D'1	System Gen = D Pool Control = J	D,Blank	System Gen = D Pool Control = Blank	
10	Same as above	D,N	System Gen = D Pool Control = N	D,Blank	System Gen = D Pool Control = Blank	
11	Same as above	D,P	System Gen = D Pool Control = P	D,Blank	System Gen = D Pool Control = Blank	
12	Same as above	D,R	System Gen = D Pool Control = R	D,Blank	System Gen = D Pool Control = Blank	
13	Same as above	E,G	System Gen = E Pool Control = G	G,Blank	System Gen = Blank User Reported = G Pool Control = Blank	
14	Same as above	E,C	System Gen = E Pool Control = C	Blank,,Blank	System Gen = Blank Pool Control = Blank	
15	Same as above	E,J	System Gen = E Pool Control =J	Blank,,Blank	System Gen = Blank Pool Control = Blank	
16	Same as above	E,P	System Gen = E Pool Control = P	Blank,,Blank	System Gen = Blank Pool Control = Blank	
17	Same as above	E,R	System Gen = E Pool Control = R	Blank,,Blank	System Gen = Blank Pool Control = Blank	
18	Same as above	Х,А,В	Pool Control = C Mech Rest=X Mech Reason=A	X,A,B	Pool Control = Blank Mec Rest=X Mech Reason=A	
19	Same as above	Х,А,В	Pool Control = G Mech Rest=X Mech Reason=A	Х,А,В	User Reported = G Pool Control = Blank Mech Rest=X Mech Reason=A	
20	Same as above	Х,А,В	Pool Control = J Mech Rest=X Mech Reason=A	X,A,B	Pool Control = Blank Mec Rest=X Mech Reason=A	
21	Same as above	Х,А,В	Pool Control = P Mech Rest=X Mech Reason=A	Х,А,В	Pool Control = Blank Mec Rest=X Mech Reason=A	
22	Same as above	Х,А,В	Pool Control = R Mech Rest=X Mech Reason=A	X,A,B	Pool Control = Blank Mec Rest=X Mech Reason=A	

Appendices

## Data Specification Manual

## E.3 User Reported Equipment Management Codes by Equipment Groups

User Input Data	Box Gondola Hopper	Tank	Flat and Intermodal Flat	Maintenance of Way	Trailer Container Chassis	Locomotive	EOT Steelwheels
2 <sup>1</sup>	N/A	N/A	N/A	N/A	Yes	N/A	N/A
G	Yes	Yes	Yes	Yes	Yes	N/A	N/A
M <sup>2</sup>	Yes	Yes	Yes	Yes	Yes	Yes	Yes
0	Yes	Yes	Yes	Yes	Yes	Yes	Yes
S	Yes	Yes	Yes	Yes	Yes	Yes	Yes
S,X	Yes	Yes	Yes	Yes	N/A	N/A	N/A
U <sup>3</sup>	Yes	N/A	Yes	N/A	N/A	N/A	N/A
Х,В Х,С	Yes	Yes	Yes	Yes	X,Z only	X,Z only	X,Z only
X,C X,D							
X,F							
X,G							
X,J							
X,N							
Х,Р							
Х,Т							
X,W							
Х, Х							
X,Z							
X,U	N/A	Yes	N/A	N/A	N/A	N/A	N/A
Y,Z	Yes	Yes	Yes	Yes	N/A	Yes	N/A

<sup>1</sup> The User Reported Code of '2' is only applicable to trailers and is identified in Umler by the TC/TCC of 'AB'.

 $^{\rm 2}$  The User Reported Code of 'M' can only be reported by the Railinc Administrator.

<sup>3</sup> The User Reported Code of 'U' is only applicable to equipment defined under CSD 150 and 155 in Section <u>B.1 Mechanical Designations</u> <u>Applicable to Car Directives and Orders</u>

To relate Umler Equipment Groups to Umler Formats and Equipment Type Codes, refer to Section <u>B.2</u>.

Data Specification Manual

# E.4 User Reported Equipment Management Code (EMC) Assignment

Seq #	User Input	Bef	ore Assignment		After Assignment
-	Data	TC/TCC	Umler EMC	TC/TCC	Umler EMC
1	0	Blank, Blank	All fields Blank	O,Blank	User Reported=O (all equipment)
2	0	T, Blank	System Generated=T	Т,О	System Generated=T
		,	,	,	User Reported=O
3	0	N,Blank	Pool Control=N	N,O	Pool Control=N
		,		,	User Reported=O
4	U	Blank, Blank	All fields Blank	U,Blank	User Reported=U
					Only applicable to CSD 150 equipment (Refer to
					Appendix B:)
5	U	T, Blank	System Generated=T	T,U	System Generated=T
					User Reported=U
					Only applicable to CSD 150 (Refer to Appendix B:)
6	2	Blank, Blank	All Fields Blank	A,B	User Reported=2
					Applicable to Trailers (ETC Prefix Z) handled under
					Trailer Service Rule 2
7	G	Blank, Blank	All fields Blank	G,Blank	User Reported=G (refer to Appendix J:)
8	G	W	Pool Control=W	G,W	User Reported=G
					Pool Control=W
					(Pool Control of W applicable to unassigned covered
					hopper cars defined under CSD 435, refer to
-					Appendix B:)
9	G	D	System Generated=D	D,G	User Reported=G
	-				System Generated=D
10	G	C,Blank	Pool Control=C	G,Blank	User Reported=G
		D,C	System Generated=D		Control Pool=Blank
			Pool Control=C		System Generated=Blank
		E,C	System Generated=E Pool Control=C		Nate: If the equipment is in a need, it will be
		J,Blank	Pool Control=C		<i>Note:</i> If the equipment is in a pool, it will be removed from the pool.
		D,J	System Generated=D		Tenioved from the pool.
		0,5	Pool Control=J		Note 2: A User Reported G cannot be applied to
		E,J	System Generated=E		equipment identified as being in a G pool.
		L,J	Pool Control=J		equipment identified as being in a G pool.
		N,Blank	Pool Control=N		
		D,N	System Generated=D		
		D,IN	Pool Control=N		
		N,O	Pool Control=N		
		.,-	User Reported=O		
		P,Blank	Pool Control=P		
		D,P	System Generated=D		
			Pool Control=P		
		E,P	System Generated=E		
			Pool Control=P		
		R,Blank	Pool Control=R		
		D,R	System Generated=D		
			Pool Control=R		
		E,R	System Generated=E		
			Pool Control=R		



Seq #	User Input	Befor	re Assignment		After Assignment
-	Data	TC/TCC	Umler EMC	TC/TCC	Umler EMC
11*	G	S,blank	Mech Restriction=S	S,blank	User Reported=G
					Mech Restriction=S
					Mech Reason=Blank
		S,X	Mech Restriction=S	S,X	User Reported=G
			Mech Reason=X		Mech Restriction=S
					Mech Reason=X
		X,A	Mech Restriction=X	Х,А	User Reported=G
			Mech Reason=A		Mech Restriction=X
					Mech Reason=A
		X,B <sup>1</sup>	Mech Restriction=X	X,B <sup>1</sup>	User Reported=G
			Mech Reason=B <sup>1</sup>		Mech Restriction=X
					Mech Reason=B <sup>1</sup>
		Y,A	Mech Restriction=Y	Υ,Α	User Reported=G
			Mech Reason=A		Mech Restriction=Y
					Mech Reason=A
12*	G	X,D	System Generated=X	X,D	User Reported=G
		(prohibited	Mech Restriction=X		System Generated=X
		couplers)	Mech Reason=D		Mech Restriction=X
					Mech Reason=D
		L'X	System Generated=X	X,J	User Reported=G
		(prohibited	Mech Restriction=X	,	System Generated=X
		Bearing/Brake	Mech Reason=J		, Mech Restriction=X
		Shoe)			Mech Reason=J
		X,N	System Generated=X	X,N	User Reported=G
		(LO w/o stability	Mech Restriction=X		System Generated=X
		devices)	Mech Reason=N		Mech Restriction=N
					Mech Reason=N



Seq #	User Input	Before	e Assignment		After Assignment
	Data	TC/TCC	Umler EMC	тс/тсс	Umler EMC
13*	M	2,Blank	User Reported=2	M, Blank	User Reported=M
	(Railinc	G,Blank	User Reported=G		Pool Control=Blank
	Only)				Mech Restriction=Blank
		G,W	User Reported=G		Mech Reason=Blank
			Pool Control=W		
		G,D	User Reported=G		<i>Note:</i> If the equipment is in a pool, it will be
			System Generated=D		removed from the pool.
		D,G	Car Grade=N		<i>Note 2:</i> The User Reported Codes of M and G can not
		0,0	User Reported=G System Generated=D		both be retained since these codes are defined to the
		O,Blank	User Reported=0		same data element. The User Reported M (Mark
		T,O	System Generated=T		cancelled) code has a higher priority then the User
		1,0	User Reported=O		Reported G (contaminated) code.
		U,Blank	User Reported=U		
		T,U	System Generated=T		Note 3: If the equipment is a ruminant protein
		,	User Reported=U		contaminated unit, the User Reported M will overlay
		C,Blank	Pool Control=C		the G. However, the ruminant protein contaminated
		D,C	System Generated=D		unit is identifiable by a Car Grade of N.
			Pool Control=C		
		E,C	System Generated=E		
		C Plaula	Pool Control=C		
		G,Blank	Pool Control=G		
		D,G	System Generated=D		
		E,G	Pool Control=G System Generated=E		
		1,0	Pool Control=G		
		J, Blank	Pool Control=J		
		D,J	System Generated=D		
		,,,	Pool Control=J		
		E,J	System Generated=E		
			Pool Control=J		
		N, Blank	Pool Control=N		
		D,N	System Generated=D		
			Pool Control=N		
		N,O	Pool Control=N		
		D. Dlank	User Reported=O		
		P, Blank	Pool Control=P		
		D,P	System Generated=D Pool Control=P		
		E,P	System Generated=E		
		-,·	Pool Control=P		
		R, Blank	Pool Control=R		
		D,R	System Generated=D		
			Pool Control=R		
		E,R	System Generated=E		
			Pool Control=R		
14*	М	X,A	Mech Restriction=X	Х,А	User Reported=M
	(Railinc		Mech Reason=A		Mech Restriction=X
	Only)				Mech Reason=A
		X,B <sup>1</sup>	Mech Restriction=X	X,B <sup>1</sup>	User Reported=M
			Mech Reason=B <sup>1</sup>		Mech Restriction=X
		C Dlank	Mach Doctriction C	C Diardi	Mech Reason=B <sup>1</sup>
		S,Blank	Mech Restriction=S Mech Reason=Blank	S,Blank	User Reported=M Mech Restriction=S
					Mech Reason=Blank
		s,x	Mech Restriction=S	S,X	User Reported=M
		5,^	Mech Reason=X	5,^	Mech Restriction=S
					Mech Reason=X
		Y,A	Mech Restriction=Y	Y,A	User Reported=M
		.,,,	Mech Reason=A	.,,,,	Mech Restriction=Y
					Mech Reason=A



Sog #	Llcor Input	Pofo	ro Accignment		After Assignment
Seq #	User Input Data	TC/TCC	re Assignment Umler EMC	тс/тсс	After Assignment Umler EMC
15*	M (Railinc Only)	X,D (prohibited couplers)	System Generated=X Mech Restriction=X Mech Reason=D	X,D	User Reported=M System Generated=X Mech Restriction=X Mech Reason=D
		X,J (prohibited Bearing/Brake Shoe)	System Generated=X Mech Restriction=X Mech Reason=J	r'x	User Reported=M System Generated=X Mech Restriction=X Mech Reason=J
		X,N (LO w/o stability devices)	System Generated=X Mech Restriction=X Mech Reason=N	X,N	User Reported=M System Generated=X Mech Restriction=X Mech Reason=N
16	X,B <sup>1</sup>	Blank,Blank O,Blank T,O U,Blank T,U C,Blank D,C E,C J,Blank D,J E,J N,Blank D,N N,O P,Blank D,P E,P R,Blank D,R E,R	All fields blank User Reported=O System Generated=T User Reported=U System Generated=T User Reported=U Pool Control=C System Generated=D Pool Control=C System Generated=E Pool Control=J System Generated=D Pool Control=J System Generated=E Pool Control=J System Generated=D Pool Control=N System Generated=D Pool Control=N System Generated=D Pool Control=N User Reported=O Pool Control=P System Generated=E Pool Control=P System Generated=E Pool Control=R System Generated=D Pool Control=R System Generated=D	X,B <sup>1</sup>	Mech Restriction=X System Generated=Blank User Reported=Blank Pool Control=Blank
17*	X,B <sup>1</sup>	G,Blank G,W G,D	Pool Control=R User Reported=G Vool Control=W User Reported=G System Generated=D Car Grade=N	X,B <sup>1</sup>	Mech Restriction=X Mech Reason=B <sup>1</sup> System Generated=Blank User Reported=G Pool Control=Blank
		D,G G,Blank D,G E,G	User Reported=G System Generated=D Pool Control=G System Generated=D Pool Control=G System Generated=E Pool Control=G		<i>Note:</i> If the equipment is a ruminant protein contaminated unit, it is identifiable by a Car Grade of N.
18	X,Z	2,Blank	User Reported=2	X,Z	Mech Restriction=X Mech Reason=Z User Reported=2



Seq #	User Input	Befor	e Assignment		After Assignment
	Data	TC/TCC	Umler EMC	тс/тсс	Umler EMC
19	Y,Z	Same as Seq. # 16	Same as Seq. # 16	Y,Z	Mech Restriction=Y
13	.,_	above	above	.,_	Mech Reason=Z
		usove	45070		System Generated=Blank
					User Reported=Blank
					Pool Control=Blank
20*	Y,Z	Same as Seq. # 17	Same as Seq. # 17	Y,Z	Mech Restriction=Y
20	1,2	above	above	1,2	Mech Reason=Z
		above	above		System Generated=Blank
					User Reported=G
					Pool Control=Blank
21	S,Blank	Same as Seq. # 16	Same as Seq. # 16 above	S,Blank	Mech Restriction=S
21	S, DIdlik		Same as Seq. # 10 above	3,DIdIIK	Mech Reason=Blank
		above			
					System Generated Blank
					User Reported=Blank
22*		0 0 11 47	C		Pool Control=Blank
22*	S,Blank	Same as Seq. # 17	Same as Seq. # 17	S,Blank	Mech Restriction=S
		above	above		Mech Reason=Blank
					System Generated=Blank
					User Reported=G
					Pool Control=Blank
23	S,X	Same as Seq. # 16	Same as Seq. # 16	S,X	Mech Restriction=S
		above	above		Mech Reason=X
					System Generated=Blank
					User Reported=Blank
	-			-	Pool Control=Blank
24*	S,X	Same as Seq. # 17	Same as Seq. # 17	S,X	Mech Restriction=S
		above	above		Mech Reason=X
					System Generated=Blank
					User Reported=G
	-				Pool Control=Blank
25*	X,B <sup>1</sup>	M,Blank	User Reported=M	X,B <sup>1</sup>	Mech Restriction=X
					Mech Reason=B <sup>1</sup>
					System Generated=Blank
					User Reported=M
L					Pool Control=Blank
26*	Y,Z	M,Blank	User Reported=M	Y,Z	Mech Restriction=Y
					Mech Reason=Z
					System Generated=Blank
					User Reported=M
					Pool Control=Blank
27*	S,Blank	M,Blank	User Reported=M	S,Blank	Mech Restriction=S
					Mech Reason=Blank
					System Generated=Blank
					User Reported=M
					Pool Control=Blank
28	S,X	M,Blank	User Reported=M	S,X	Mech Restriction=S
					Mech Reason=X
					System Generated=Blank
					User Reported=M
					Pool Control=Blank



Appendices

Seq #	User Input	Bofor	e Assignment		After Assignment
Seq #	Data	TC/TCC	Umler EMC	тс/тсс	Umler EMC
29*	X,B <sup>1</sup>	X,B <sup>1</sup>	Mech Reason=B <sup>1</sup>	X,B <sup>1</sup>	Mech Restriction=X Mech Reason=B <sup>1</sup>
		X,B <sup>1</sup>	Mech Restriction=X Mech Reason=B <sup>1</sup> User Reported=G	X,B1	Mech Restriction=X Mech Reason=B <sup>1</sup> User Reported=G
		X,B <sup>1</sup>	Mech Restriction=X Mech Reason=B <sup>1</sup> User Reported=M	Х,В1	Mech Restriction=X Mech Reason=B <sup>1</sup> User Reported=M
					<b>Note:</b> User may overlay existing User Reported Mechanical Codes. User cannot overlay Umler system assigned Mechanical Codes, i.e. XA, XD, XJ, etc. Refer to Section <u>D.2</u> .
30*	S,Blank	X,B <sup>1</sup>	Mech Restriction=X Mech Reason=B <sup>1</sup>	S,Blank	Mech Restriction=S Mech Reason=Blank
		X,B <sup>1</sup>	Mech Restriction=X Mech Reason=B <sup>1</sup> User Reported=G	S,Blank	Mech Restriction=S Mech Reason=Blank User Reported=G
		X,B <sup>1</sup>	Mech Restriction=X Mech Reason=B <sup>1</sup> User Reported=M	S,Blank	Mech Restriction=S Mech Reason=Blank User Reported=M
					<b>Note:</b> User Reported S,Blank may overlay Umler system assigned Mechanical Codes, i.e. XA, XD, XJ, etc. Refer to Section <u>D.2</u> .
31*	S,X	X,B <sup>1</sup>	Mech Restriction=X Mech Reason=B <sup>1</sup>	S,X	Mech Restriction=S Mech Reason=X
		X,B <sup>1</sup>	Mech Restriction=X Mech Reason=B <sup>1</sup> User Reported=G	S,X	Mech Restriction=S Mech Reason=X User Reported=G
		X,B <sup>1</sup>	Mech Restriction=X Mech Reason=B <sup>1</sup> User Reported=M	s,x	Mech Restriction=S Mech Reason=X User Reported=M
		S,Blank	Mech Restriction=S Mech Reason=Blank		<b>Note:</b> User Reported S,X may overlay Umler system assigned Mechanical Codes, i.e. XA, XD, XJ, etc. Refer to Section <u>D.2</u> .
		S,Blank	Mech Restriction=S Mech Reason=Blank User Reported=G		
		S,Blank	Mech Restriction=S Mech Reason=Blank User Reported=M		
32	Blank (remove User Reported 2, G, O or U)	2,Blank G,Blank O,Blank U,Blank	User Reported=2 User Reported=G User Reported=O User Reported=U	Blank,Blank	User Reported=Blank
33	Blank (remove User Reported G)	D,G	User Reported=G System Generated=D	D,Blank	User Reported=Blank System Generated=D
34	Blank (remove User Reported G)	G,W	User Reported=G Pool Control=W	W,Blank	User Reported=Blank Pool Control=W



Seq #	User Input	Befor	e Assignment		After Assignment
Seq #	Data	TC/TCC	Umler EMC	тс/тсс	
35	Blank	Т,О	System Generated=T	T,Blank	System Generated=T
55	(remove User	1,0	User Reported=U	T,DIATIK	User Reported=Blank
	Reported O or	т, U	System Generated=T		User Reported-Blank
	U)	1,0	User Reported=0		
36	Blank	N,O	Pool Control=N	N,Blank	Pool Control=N
30	(remove User	N,O	User Reported=O	N,DIATIK	User Reported=Blank
	Reported O)		User Reported=0		User Reported-Blank
37	Blank,Blank	X,B <sup>1</sup>	Mech Restriction=X	Blank, Blank	Mech Restriction=Blank
57	(remove	л, в	Mech Reason=B <sup>1</sup>	DIdlik, Didlik	Mech Reason=Blank
	Mechanical		Ween Reason-b		Ween Reason-Diank
	Codes)	S,Blank	Mech Restriction=S		
	coues	5, Dialik	Mech Reason=Blank		
38*	Blank,Blank	X,B <sup>1</sup>	User Reported=M	M,Blank	User Reported=M
50	(remove	(with User	Mech Restriction=X	IVI, DIdI IK	Mech Restriction=Blank
	Mechanical	Reported M)	Mech Reason=B <sup>1</sup>		Mech Reason=Blank
	Codes)	Reported M)	User Reported=M		Meeti Reason-Blank
	coues)		User Reported-M		
		S,Blank	Mech Restriction=S		
		J, DIATIK	Mech Reason=Blank		
39*	Blank,Blank	X,B <sup>1</sup>	User Reported=G	G,Blank	User Reported=G
39.	(remove	(with User	Mech Restriction=X	G,BIdTIK	Mech Restriction=Blank
	Mechanical	Reported G)	Mech Reason=B <sup>1</sup>		Mech Reason=Blank
	Codes)	Reported G)			Mech Reason-Blank
	coues)	C Dlank	User Reported=G		
		S,Blank	Mech Restriction=S		
			Mech Reason=Blank		
40*	Blank,Blank	X,B <sup>1</sup>		X,B <sup>1</sup>	Liser Departed-Diank
40	(remove User	х,в-	User Reported=G Mech Restriction=X	х,в-	User Reported=Blank Mech Restriction=X
	•		Mech Reason=B <sup>1</sup>		Mech Reason= $B^1$
	Reported G)		WECH REASON=B*		Mech Reason=B-
		S,Blank	Lisor Poportod-C	S,Blank	User Reported=Blank
		3, DIdlik	User Reported=G Mech Restriction=S	3,DIdTIK	Mech Restriction=S
			Mech Reason=Blank		Mech Reason=Blank
			NIECH REASON-BIANK		Mech Reason-Blank
					<b>Note:</b> If defined as a ruminant protein unit with a Car
					Grade N, reject the activity.
41*	Blank	X,D	User Reported=G	X,D	User Reported=Blank
41	(remove User	(prohibited	System Generated=X	х,0	System Generated=X
	Reported G)	couplers)	Mech Restriction=X		Mech Restriction=X
	Reported G)	couplets)	Mech Reason=D		Mech Reason=D
			WECH REASON-D		Mech Reason-D
		X,J	User Reported=G	X,J	Liser Penerted-Plank
		(prohibited	System Generated=X	Λ,J	User Reported=Blank System Generated=X
			Mech Restriction=X		Mech Restriction=X
		Bearing/Brake	Mech Reason=J		Mech Reason=J
		Shoe)	WECH REASON-J		Mech Reason-J
		V N	Lisor Poported-C	V N	Licor Papartad-Plank
		X,N (LO w/o stability	User Reported=G	X,N	User Reported=Blank System Generated=X
			System Generated=X Mech Restriction=N		Mech Restriction=X
		devices)	Mech Reason=N		Mech Reason=N
			Lisor Poported-C	V D	Licor Papartad-Plank
		X,D (tanks w/o double	User Reported=G Pool Control=N	X,D	User Reported=Blank Pool Control=N
		shelf couplers)	Mech Restriction=X		Mech Restriction=X
			Mech Reason=D		Mech Reason=D
		× 7	Lisor Poportod-C	V 7	Licor Papartad-Plank
		X,Z	User Reported=G	X,Z	User Reported=Blank
		(critical error)	Pool Control=N		Pool Control=N
			Mech Restriction=X		Mech Restriction=X
		1	Mech Reason=Z		Mech Reason=Z



Seq #	User Input	Befor	e Assignment		After Assignment		
•	Data	TC/TCC	Umler EMC	TC/TCC	Umler EMC		
42*	Blank,Blank (remove User Reported M – Railinc Only)	X,B <sup>1</sup>	User Reported=M Mech Restriction=X Mech Reason=B <sup>1</sup>	X,B <sup>1</sup>	User Reported=Blank Mech Restriction=X Mech Reason=B <sup>1</sup>		
	Kalline Only)	S,Blank	User Reported=M Mech Restriction=S Mech Reason=Blank	S,Blank	User Reported=Blank Mech Restriction=S Mech Reason=Blank		
					<b>Note:</b> If defined as a ruminant protein unit with a Car Grade N, assign a User Reported Code of G.		
43*	Blank (remove User	M,Blank	User Reported=M	Blank,Blank	User Reported=Blank		
	(remove User Reported M – Railinc Only)	X,D (prohibited couplers)	User Reported=M System Generated=X Mech Restriction=X Mech Reason=D	X,D	User Reported=Blank System Generated=X Mech Restriction=X Mech Reason=D		
		X,J (prohibited Bearing/Brake Shoe)	User Reported=M System Generated=X Mech Restriction=X Mech Reason=J	Х,Ј	User Reported=Blank System Generated=X Mech Restriction=X Mech Reason=J		
		X,N (LO w/o stability devices)	User Reported=M System Generated=X Mech Restriction=N Mech Reason=N	X,N	User Reported=Blank Pool Control=N Mech Restriction=X Mech Reason=N		
		X,D (tanks w/o double shelf couplers)	User Reported=M Pool Control=N Mech Restriction=X Mech Reason=D	X,D	User Reported=Blank Pool Control=N Mech Restriction=X Mech Reason=D		
		X,Z (critical error)	User Reported=M Pool Control=N Mech Restriction=X Mech Reason=Z	X,Z	User Reported=Blank Pool Control=N Mech Restriction=X Mech Reason=Z		

<sup>1</sup> Processing for XB would be the same for the User Reported codes of XC, XD, XF, XG, XJ, XN, XP, XT, XU, XW, or XZ. Refer to Section <u>E.3</u> for a list of valid User Reported Equipment Management Codes for the various Umler Equipment Groups.

Errors Messages:

- If the user reports a code that is not applicable to the equipment based on the equipment type, i.e., XU is applicable to all equipment types, etc, provide a message indicating that the equipment type is not valid for the reported EMC. Refer to <u>Appendix K:</u>.
- If the user reports the same Umler code which already existing in Umler, then provide a message indicating that the equipment is already assigned with the applicable Umler EMC Code.
- If the user reports a User Reported G and the equipment has a Pool Control of G, provide a message indicating that the equipment is assigned to a G pool. The submitter must use a Pool Unassignment (Pool Identifier set to '0000000') to remove equipment from a G pool. When it is removed from a G pool, the system will automatically assign a User Reported G. Do not generate this message if the activity was generated by the ER system.
- If the user reports an Umler User Reported code that is not defined above, provide a message indicating that the code is not valid based on the existing Umler Equipment Management Codes.
- \* A Sequence Number (Seq #) followed by an asterisk (\*) identify new EMIS codes proposed by the EMIS Core team pending approval by the Equipment Asset Management Working Committee (EAMWC). These codes allow for more information to be provided on the status of the equipment then currently available through the Umler system. Section <u>E.5</u> describes the EMIS Equipment Management Codes. Sequence Numbers followed by an asterisk (\*) identify the new EMIS Core proposed codes.

Note 1: The assignment of the TCs S\_\_, SX, XA, XZ and YA generate the Rate Indicator Code 6 to the CHARM file to zero (0) rate the car hire and mileage rate.

Note 2: Cars assigned the TCs XA and XB can be assigned to pools. See Seq. #'s 33 – 44 in Section E.5.

# E.5 Equipment Management Codes /Umler Transportation Codes

		Umler Equi	pment Managei	ment Codes			
Sequence Number	System Generated	User Reported	Pool Control	Mechanical Restriction	Mechanical Restriction Reason	Umler TC/TCC	Description
1						_'_	No Equipment Management Codes (EMC)
2		М				M_	Railinc assigned M. The reporting mark has been canceled by the AAR. Railroad company no longer exists. Empty car to be handed via reverse route.
3		0				0_	Stenciled Mark Owner assigned O. Stenciled Mark Owner has requested return of equipment for lease termination or repairs. Car may not be loaded by any carrier. Empty car to be handled under provisions of CSD 175.
4		U				U_	Stenciled Mark Owner assigned U - After unloading, handling covered under CSD 150
5	Т					т_	Railinc ER generated T
6	Т	U				TU	Railinc ER generate T with a user reported U
7	Т	0				ТО	Railinc ER generated T with a user reported O
8		G				G	Stenciled Mark Owner assigned G - Car is in contaminated service.
9		G	W			GW	Railinc ER generated G when ruminant protein commodity is identified in the TRAIN II Waybill on a railroad or private covered hopper (ETC C).
10			W			W_	Railinc Umler generated W for an unassigned Covered Hopper under CSD 435.
11			С			C_	Railinc Umler generated C - Railroad car assigned to a specific shipper at a specific location (CSD 145 or 435). Car cannot be loaded. Empty car to be handled via reverse route. Pool Type is 'C'.
12			G			G_	Car is in contaminated commodity service. Stenciled Mark Owner assigned to a railroad contaminated pool or Railinc ER generated G when municipal garbage waste commodity (STCC 4029114) is identified in the TRAIN II Waybill on a box car (ETC A, B, or R).
13			J			٦_	Railinc Umler generated J - Car is assigned to an Agent Pool (CSD 145 or 435). Loaded car may be loaded by any carrier without regard to route or destination. Empty car to be handled via reverse route. Pool Type is 'J'.
14			N			N_	Railinc Umler generated N - Car is in a National Pool (CSD 145). When the National pool has a pool operator defined (applicable to Heavy capacity flat car, box car and Reload pools), the equipment may only be loaded with the pool operator's permission. Empty cars to be handled per pool operator's instructions or via reverse route.
15		0	N			NO	Car is in a National Pool (CSD 145) (refer to sequence number 14) and stenciled mark owner has assigned an O to request the return of equipment under CSD 175.
16			Р			P_	Railinc Umler generated P - Car is assigned to a Commodity Pool (CSD 145 or 435). Empty car cannot be loaded. When empty, car should move via reverse route. Pool Type is 'P'.
17			R			R_	Railinc Umler generated R - Car is assigned to an Agent Pool (CSD 145 or 435). Empty car cannot be loaded. When empty, car should move via reverse route. Pool Type is 'T'.
18	D					D_	Railinc ER generated D to identify a newly added freight car. For railroad marked freight equipment, indicates that the equipment has not been delivered to the owner. For private marked freight equipment, indicates that the equipment has not had a loaded Event reported to the ER.
19	D		С			DC	Railinc ER generated D (refer to sequence number 18) - system car assigned to a C Pool (refer to sequence number 11)
20	D		G			DG	Railinc ER generated D (refer to sequence number 18) - system car assigned to a G pool (refer to sequence number 12)



Appendices

	Umler Equipment Management Codes						
Sequence Number	System Generated	User Reported	Pool Control	Mechanical Restriction	Mechanical Restriction Reason	Umler TC/TCC	Description
21	D	G				GD	Railinc ER generated D (refer to sequence number 18) – and Railinc ER generated G on railroad or private covered hopper loaded with ruminant protein (refer to sequence number 9)
22	D	G				DG	Railinc ER generated D (refer to sequence number 18) - system car assigned a 'G' by the stenciled mark owner (refer to sequence number 8)
23	D		J			DJ	Railinc ER generated D (refer to sequence number 18) - system car assigned to J pool (refer to sequence number 13)
24	D		N			DN	Railinc ER generated D (refer to sequence number 18) - system car assigned to an N pool (refer to sequence number 14)
25	D		Р			DP	Railinc ER generated D (refer to sequence number 18) - system car assigned to P pool (refer to sequence number 16)
26	D		R			DR	Railinc ER generated D (refer to sequence number 18) - system car assigned to T pool (refer to sequence number 17)
27	D		W			DW	Railinc ER generated D (refer to sequence number 18) on unassigned Covered Hopper (refer to sequence number 10 ETC 'C')
28	E		С			EC	Railinc ER generated E (Assigned cars in system pool loaded by other than pool operator. Empty to be returned via SCO90 routing sequence numbers) - system car assigned to C pool (refer to sequence number 11)
29	E		G			EG	Railinc ER generated E (refer to sequence number 28) - system car assigned to a G pool (refer to sequence number 12)
30	E		J			EJ	Railinc ER generated E (refer to sequence number 28) - system car assigned to J pool (refer to sequence number 13)
31	E		Р			EP	Railinc ER generated E (refer to sequence number 28) - system car assigned to P pool (refer to sequence number 16)
32	E		R			ER	Railinc ER generated E - system car assigned to T pool (refer to sequence number 17)
33				Х	A	ХА	Railinc Umler generated XA – Based on service life of the equipment. Prohibited in interchange service by AAR Interchange Rules
34			С	Х	A	ХА	Railinc Umler generated XA – Assigned to C pool (refer to sequence number 11) but restricted in interchange
35			G	Х	A	ХА	Railinc Umler generated XA – Assigned to G pool (refer to sequence number 12) but restricted in interchange
36			J	Х	A	ХА	Railinc Umler generated XA – Assigned to J pool (refer to sequence number 13) but restricted in interchange
37			Р	Х	A	ХА	Railinc Umler generated XA – Assigned to P pool (refer to sequence number 16) but restricted in interchange
38			R	Х	A	ХА	Railinc Umler generated XA Assigned to T pool (refer to sequence number 17) but restricted in interchange
39				Х	В	ХВ	Stenciled Mark Owner assigned XB – Restricted in Interchange due to Brakes
40			С	Х	В	ХВ	Railinc Umler generated XB – Assigned to C pool (refer to sequence number 11) but restricted in interchange
41			G	Х	В	ХВ	Railinc Umler generated XB – Assigned to G pool (refer to sequence number 12) but restricted in interchange
42			J	Х	В	ХВ	Railinc Umler generated XB – Assigned to J pool (refer to sequence number 13) but restricted in interchange
43			Р	Х	В	ХВ	Railinc Umler generated XB – Assigned to P pool (refer to sequence number 16) but restricted in interchange

Appendices

	Umler Equipment Management Codes						
Sequence Number	System Generated	User Reported	Pool Control	Mechanical Restriction	Mechanical Restriction Reason	Umler TC/TCC	Description
44			R	Х	В	ХВ	Railinc Umler generated XB — Assigned to T pool (refer to sequence number 17) but restricted in interchange
45				Х	С	XC	Stenciled Mark Owner assigned XC – Restricted in Interchange due to Axles
46	Х			Х	D	XD	Railinc Umler generated XD – Restricted in interchange due to having prohibited coupler
47			N	Х	D	XD	Railinc Umler generated XD – Restricted in interchange because tank does not have double shelf couplers defined in the Draft Gear/Coupler field in Umler. Must change the Draft Gear/Coupler in Umler to remove the XD.
48				Х	D	XD	Stenciled Mark Owner assigned XD – Restricted in interchange due to Couplers
49				Х	F	XF	Stenciled Mark Owner assigned XF– Restricted in interchange due to Coupler Yokes
50				Х	G	XG	Stenciled Mark Owner assigned XG – Restricted in interchange due to Draft Gears
51	Х			Х	J	LX	Railinc Umler generated XJ – Restricted in interchange due to the equipment having Plain Bearings in the Bearing and Brake Shoe field in Umler. Must change the Bearing /Brake Shoe to removed XJ.
52				Х	J	XJ	Stenciled Mark Owner assigned XJ – Restricted in interchange due to Bearings
53	X			х	N	XN	Railinc Umler generated XN – Restricted in interchange due to the Covered Hopper (LO) equipment having- a cubic feet capacity 4000 to 4800 inclusive and not equipment with stability devices in the Truck Type and Axle Spacing field in Umler. Must change the Truck Type and Axle Spacing to removed XN.
54				Х	N	XN	Stenciled Mark Owner assigned XN – Restricted in interchange due to Truck
55				X	P	XP	Stenciled Mark Owner assigned XP– Restricted in interchange due to Truck Side Frames
56				X	T	XT	Stenciled Mark Owner assigned XT– Restricted in interchange due to Truck Bolsters
57				X	U	XU	Stenciled Mark Owner assigned XU – Equipment restricted in Interchange by AAR or owner
58				Х	W	XW	Stenciled Mark Owner assigned XW – Restricted in Interchange due to Wheels
59				X	X	XX	Railinc Umler generated XX – Expired EW Notice
60			N	X	Z	XZ	System generated XZ – Restricted in interchange due to data element conflicts
61				X	Z	XZ	Stenciled Mark Owner assigned XZ – Restricted in Interchange due to other restrictions defined by owner
62				S		S_	Stenciled Mark Owner assigned S,Blank to identify a condemned car or car destined for scrap or dismantling. Car should only be moving empty by agreement of handling carriers.
63				S	X	SX	Stenciled Mark Owner assigned SX to identify a car sold for scrap under AAR Interchange, Rule 88, can never re-enter (rail) service. If reported in error, can only be removed by the Railinc Administrator.
64				Y	A	YA	Railinc Umler Generated YA – Based on the age of the equipment 50 years. Restricted in interchange service by FRA regulations.
65		2				AB	Stenciled Mark Owner assigned AB – Only applicable to Trailers and Containers. Trailer/Container cannot be designated a general service unit by owner. Must be handled in accordance with Trailer Service Rule 2.
66		G		Х	A	ХА	Railinc Umler generated XA – Restricted in Interchange due to Age and User Reported G (refer to sequence number 8 and 33).
67		G		Х	В	ХВ	Stenciled Mark Owner assigned or generated by Umler for no ABT inspection reported XB – Restricted in Interchange due to Brakes and User Reported G (refer to sequence number 8 and 39).
68		G		Х	С	XC	Stenciled Mark Owner assigned XC – Restricted in Interchange due to Axles and User Reported G (refer to sequence number 8 and 45).

Appendices

		Umler Equi	pment Manager	ment Codes			
Sequence Number	System Generated	User Reported	Pool Control	Mechanical Restriction	Mechanical Restriction Reason	Umler TC/TCC	Description
69	Х	G		х	D	XD	Railinc Umler generated XD – Restricted in interchange due to having prohibited coupler and User Reported G (refer to sequence number 8 and 46).
70		G	N	Х	D	XD	Railinc Umler generated XD – Restricted in interchange because tank does not have double shelf couplers defined in the Draft Gear/Coupler field in Umler and User Reported G (refer to sequence number 8 and 47).
71		G		Х	D	XD	Stenciled Mark Owner assigned XD – Restricted in Interchange due to Couplers and User Reported G (refer to sequence number 8 and 48).
72		G		Х	F	XF	Stenciled Mark Owner assigned XF – Restricted in Interchange due to Coupler Yokes and User Reported G (refer to sequence number 8 and 49).
73		G		Х	G	XG	Stenciled Mark Owner assigned XG – Restricted in Interchange due to Draft Gears and User Reported G (refer to sequence number 8 and 50).
74	Х	G		Х	J	LX	Railinc Umler generated XJ – Restricted in interchange due to the equipment having Plain Bearings in the Bearing and Brake Shoe field in Umler and User Reported G (refer to sequence number 8 and 51).
75		G		Х	J	LX	Stenciled Mark Owner assigned XJ – Restricted in Interchange due to Bearings and User Reported G (refer to sequence number 8 and 52).
76	X	G		Х	N	XN	Railinc Umler generated XN – Restricted in interchange due to the Covered Hopper (LO) equipment having- a cubic feet capacity 4000 to 4800 inclusive and not equipment with stability devices in the Truck Type and Axle Spacing field in Umler and User Reported G (refer to sequence number 8 and 53).
77		G		Х	N	XN	Stenciled Mark Owner assigned XN – Restricted in Interchange due to Trucks and User Reported G (refer to sequence number 8 and 54).
78		G		Х	Р	ХР	Stenciled Mark Owner assigned XP – Restricted in Interchange due to Truck Side Frames and User Reported G (refer to sequence number 8 and 55).
79		G		Х	Т	XT	Stenciled Mark Owner assigned XT – Restricted in Interchange due to Trucks Bolsters and User Reported G (refer to sequence number 8 and 56).
80		G		х	U	XU	Stenciled Mark Owner assigned XU – Equipment restricted in Interchange reported by AAR or owner and User Reported G (refer to sequence number 8 and 57).
81		G		Х	W	XW	Stenciled Mark Owner assigned XW – Restricted in Interchange due to Wheels and User Reported G (refer to sequence number 8 and 58).
82		G		Х	Х	XX	Railinc Umler Generated XX – Restricted in Interchange due to expiration of an EW Notice (refer to sequence number 59).
83		G	N	Х	Z	XZ	Railinc Umler generated XZ – Restricted in interchange due to critical fields in Umler being in error and User Reported G (refer to sequence number 8 and 60).
84		G		S		S_	Stenciled Mark Owner assigned S,Blank to identify a condemned car or car destined for scrap or dismantling and User Reported G (refer to sequence number 8 and 62).
85		G		S	X	SX	Stenciled Mark Owner assigned SX to identify a car sold for scrap under AAR Interchange, Rule 88, can never re-enter (rail) service and User Reported G (refer to sequence number 8 and 63).
86		G		Y	A	YA	Railinc Umler Generated YA – Based on the age of the equipment exceeding 50 years. Restricted in interchange service by FRA regulations and User Reported G (refer to sequence number 8 and 64).
87		М		Х	A	ХА	Railinc Umler generated XA – Restricted in Interchange due to Age and Railinc Reported M (refer to sequence number 2 and 34).
88		М		Х	В	ХВ	Stenciled Mark Owner assigned XB – Restricted in Interchange due to Brakes and Railinc Reported M (refer to sequence number 2 and 39).

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		Umler Equi	pment Managei	ment Codes			
Sequence Number	System Generated	User Reported	Pool Control	Mechanical Restriction	Mechanical Restriction Reason	Umler TC/TCC	Description
89		М		Х	С	XC	Stenciled Mark Owner assigned XC – Restricted in Interchange due to Axles and Railinc Reported M (refer to sequence number 2 and 45).
90	Х	М		Х	D	XD	Stenciled Mark Owner assigned XD – Restricted in Interchange due to Couplers and User Reported M (refer to sequence number 2 and 46).
91		М	N	Х	D	XD	Stenciled Mark Owner assigned XD – Restricted in Interchange due to Couplers and Railinc Reported M (refer to sequence number 2 and 47).
92		М		Х	D	XD	Stenciled Mark Owner assigned XD – Restricted in Interchange due to Couplers and Railinc Reported M (refer to sequence number 2 and 48).
93		М		Х	F	XF	Stenciled Mark Owner assigned XF – Restricted in Interchange due to Coupler Yokes and Railinc Reported M (refer to sequence number 2 and 49).
94		М		Х	G	XG	Stenciled Mark Owner assigned XG – Restricted in Interchange due to Draft Gears and Railinc Reported M (refer to sequence number 2 and 50).
95	Х	М		Х	J	LΧ	Stenciled Mark Owner assigned XJ – Restricted in Interchange due to Bearings and Railinc Reported M (refer to sequence number 2 and 51).
96		М		Х	J	LΧ	Stenciled Mark Owner assigned XJ – Restricted in Interchange due to Bearings and Railinc Reported M (refer to sequence number 2 and 52).
97	Х	М		Х	N	XN	Railinc Umler generated XN – Restricted in interchange due to the Covered Hopper (LO) equipment having- a cubic feet capacity 4000 to 4800 inclusive and not equipment with stability devices in the Truck Type and Axle Spacing field in Umler and Railinc Reported M (refer to sequence number 2 and 53).
98		М		Х	N	XN	Stenciled Mark Owner assigned XN – Restricted in Interchange due to Trucks and Railinc Reported M (refer to sequence number 2 and 54).
99		М		Х	Р	ХР	Stenciled Mark Owner assigned XP – Restricted in Interchange due to Truck Side Frames and Railinc Reported M (refer to sequence number 2 and 55).
100		М		Х	Т	XT	Stenciled Mark Owner assigned XT – Restricted in Interchange due to Trucks Bolsters and Railinc Reported M (refer to sequence number 2 and 56).
101		М		Х	U	XU	Stenciled Mark Owner assigned XU – Tank equipment restricted in Interchange and Railinc Reported M (refer to sequence number 2 and 57).
102		М		Х	W	XW	Stenciled Mark Owner assigned XW – Restricted in Interchange due to Wheels and Railinc Reported M (refer to sequence number 2 and 58).
103	Х			Х	Х	XX	Railinc Umler generated XX – Restricted in Interchange due to Early Warning expiration.
104		М	N	Х	Z	XZ	Railinc Umler generated XZ – Restricted I interchange due to critical fields in Umler being in error and User Reported G (refer to sequence number 8 and 59).
105		М		Х	Z	XZ	Stenciled Mark Owner assigned XZ – Restricted in Interchange due to other restrictions defined by the owner and Railinc Reported M (refer to sequence number 2 and 61).
106		М		S		S_	Stenciled Mark Owner assigned S,Blank to identify a condemned car or car destined for scrap or dismantling and Railinc Reported M (refer to sequence number 2 and 62).
107		М		S	Х	SX	Stenciled Mark Owner assigned SX to identify a car sold for scrap under AAR Interchange, Rule 88, can never re-enter (rail) service and Railinc Reported M (refer to sequence number 2 and 63).
108		М		Y	A	YA	Railinc Umler Generated YA – Based on the age of the equipment 50 years. Restricted in interchange service by FRA regulations and AAR Interchange Rule 88 and Railinc Reported M (refer to sequence number 2 and 64).

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# Appendix F: Overage Processing for XA or YA for Freight Equipment

	Overage	Processing for Freigh	nt Equipment – Assigi	nment of XA/YA	
Built	Date < 01/64	Built Date > 12	/63 and < 07/74	Built	Date > 06/74
Extended Life = N	Extended Life = C and a Special Train Service Codes of WD	Extended Life = C	Extended Life = U	Extended Life = E	Extended Life = V
Permitted To 40	Permitted To 50	Permitted To 50	Permitted To 40	Permitted To 50	Permitted To 65
Extended Life = V	, 65 years of age				
If the freight equi	pment is certified for an ext	ended life of 65 (Extend	led Life = V), then use th	ne built month in calcula	ating the age.
65 Age Calculatio	n = Current Processing Mor	nth and Year – Umler Bu	ilt Month and Year		
	ge is 65 years or older, ther ment Management Codes e	-		sign 'A' to the Mechani	cal Restriction Reason. YA will
Rebuilt or Extend	led Life = C or E, 50 years og	f age			
If the equipn	nent is rebuilt or is built afte	er 06/74, then use the m	onth in calculating the	age.	
If the equipn	nent is built prior to 07/74 a	and is certified for an ext	ended life (Extended Lit	fe = C), then use the mo	onth in calculating the age.
50 Age Calcu	llation = Current Processing	Month and Year – Umle	er Built Month and Year		
	ted age is over 50, then ass Equipment Management Co	-	-	'A' to the Mechanical R	estriction Reason. YA will
Extended Life = N	or U				
Over 50 years of	age				
	nent is not rebuilt and is bui culating the age.	ilt prior to 07/74 and is r	not certified for an exten	nded life (Extended Life	= U or N), then do not use the
50 Age Calcu	lation = Current Processing	Year – Umler Built Year			
	ted age is over 50, then ass quipment Management Co			'A' to the Mechanical R	estriction Reason. YA will
Over 40 years of	age				
If equipment equipment is	is not over 50 and is not re over 40.	built and is not certified	for an extended life (Ex	xtended Life = N or U), t	hen determine if the
40 Age Calcu	llation = Current Processing	Year – Umler Built Year			
	ted age is greater than 40 a t Codes except TC/TCC code		sign an Umler Mechanic	cal Codes of XA. XA will	override all Equipment
Additional Proces					
1. Overage Pro	cessing is applicable to freig	ht equipment including	Maintenance of Way.		
2. When an XA	or YA is assigned, the equip	ment is assigned the ap	plicable Rate Indicator 6	6 and zero in the rates,	refer to Appendix <u>D.1</u> .
3. When the Bu XA/YA condit		he Extended Life fields of goes to a YA, a YA goes	change in Umler, the XA to an XA or the unit is n	/YA processing should I to longer considered ov	be done to determine if the
<ul><li>If a railr</li><li>If a prive</li></ul>	oad box car subject to Sub : oad equipment unit is in co ate freight unit is in conflict quipment is a Maintenance	nflict with a Rate Indicat with a Rate Indicator 0,	tor Q, then assign a Rate then assign a Rate Indio	e Indicator of M when c	

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# Appendix G: ER System Generated D, E, T

# G.1 D, E, T Assignment

ER Code		ssignment	Aft	er Assignment
	Umler TC/TCC	Umler EMC	Umler TC/TCC	Umler EMC
	applicable to railroad and private equ			(J:) equipment. Only the ER
	ign a 'D' Code and the ER system and			
	ng will need to use the Car Grade of 'I			
)	Blank,Blank	All fields spaces	D, Blank	System Generated = D
C	C,Blank	Pool Control = C	D, C	System Generated = D
				Pool Control = C
)	J,Blank	Pool Control = J	D'1	System Generated = D Pool Control = J
)	N,Blank	Pool Control = N	D,N	System Generated = D Pool Control = N
D	P,Blank	Pool Control = P	D, P	System Generated = D Pool Control = P
D	R,Blank	Pool Control = R	D, R	System Generated = D Pool Control = R
)	W,Blank	Pool Control = W	D,W	System Generated = D
)	G,Blank	Pool Control = G	D,G	Pool Control = W System Generated = D
				Pool Control = G
D	G,Blank	User Reported = G System Generated = D	D,G	System Generated = D User Reported = G
)	G,W	User Reported = G Pool Control = W	G,D	System Generated = D User Reported = G
)	Not one of the above TC/TCC (I, O,	Car Grade = N (ruminant)		
	U 2) - reject			
The Code 'E' is	U, 2) - reject only applicable to railroad equipment	and to equipment defined under	SCO90 (Refer to <u>Appendix</u>	<u>B:</u> ). In addition, the equipment
nust be assigne	only applicable to railroad equipment ed to a Pool. Only the ER system or th	e Railinc Administrator can assign	n and remove an 'E' Code.	
nust be assigne	only applicable to railroad equipment ed to a Pool. Only the ER system or th C,Blank	e Railinc Administrator can assign Pool Control = C	SCO90 (Refer to <u>Appendix</u> n and remove an 'E' Code. E,C	System Generated = E
nust be assigne	only applicable to railroad equipment ed to a Pool. Only the ER system or th	ne Railinc Administrator can assign Pool Control = C System Generated = D	n and remove an 'E' Code.	
nust be assigne	only applicable to railroad equipment ed to a Pool. Only the ER system or th C,Blank D,C	e Railinc Administrator can assign Pool Control = C System Generated = D Pool Control = C	n and remove an 'E' Code. E,C	System Generated = E Pool Control = C
nust be assigne	only applicable to railroad equipment ed to a Pool. Only the ER system or th C,Blank D,C G,Blank	e Railinc Administrator can assign Pool Control = C System Generated = D Pool Control = C Pool Control = G	n and remove an 'E' Code.	System Generated = E Pool Control = C System Generated = E
nust be assigne	only applicable to railroad equipment ed to a Pool. Only the ER system or th C,Blank D,C	e Railinc Administrator can assign Pool Control = C System Generated = D Pool Control = C Pool Control = G System Generated = D	n and remove an 'E' Code. E,C	System Generated = E Pool Control = C
nust be assigne	only applicable to railroad equipment ed to a Pool. Only the ER system or th C,Blank D,C G,Blank D,G	e Railinc Administrator can assign Pool Control = C System Generated = D Pool Control = C Pool Control = G System Generated = D Pool Control = G	n and remove an 'E' Code. E,C E,G	System Generated = E Pool Control = C System Generated = E Pool Control = G
nust be assigne	only applicable to railroad equipment ed to a Pool. Only the ER system or th C,Blank D,C G,Blank D,G J,Blank	e Railinc Administrator can assign Pool Control = C System Generated = D Pool Control = C Pool Control = G System Generated = D Pool Control = G Pool Assign = J	n and remove an 'E' Code. E,C	System Generated = E Pool Control = C System Generated = E Pool Control = G System Generated = E
nust be assigne	only applicable to railroad equipment ed to a Pool. Only the ER system or th C,Blank D,C G,Blank D,G	e Railinc Administrator can assign Pool Control = C System Generated = D Pool Control = C Pool Control = G System Generated = D Pool Control = G Pool Assign = J System Generated = D	n and remove an 'E' Code. E,C E,G	System Generated = E Pool Control = C System Generated = E Pool Control = G
nust be assigne	only applicable to railroad equipment ed to a Pool. Only the ER system or th D,C G,Blank D,G J,Blank D,J	e Railinc Administrator can assign Pool Control = C System Generated = D Pool Control = C Pool Control = G System Generated = D Pool Control = G Pool Assign = J System Generated = D Pool Control = J	n and remove an 'E' Code. E,C E,G E,J	System Generated = E Pool Control = C System Generated = E Pool Control = G System Generated = E Pool Control = J
nust be assigne	only applicable to railroad equipment ed to a Pool. Only the ER system or th D,C G,Blank D,G J,Blank D,J P,Blank	e Railinc Administrator can assign Pool Control = C System Generated = D Pool Control = C Pool Control = G System Generated = D Pool Control = G Pool Assign = J System Generated = D Pool Control = J Pool Control = J	n and remove an 'E' Code. E,C E,G	System Generated = E Pool Control = C System Generated = E Pool Control = G System Generated = E
nust be assigne	only applicable to railroad equipment ed to a Pool. Only the ER system or th D,C G,Blank D,G J,Blank D,J	ne Railinc Administrator can assign         Pool Control = C         System Generated = D         Pool Control = C         Pool Control = G         System Generated = D         Pool Control = G         Pool Control = J         Pool Control = J         Pool Control = P         System Generated = D	n and remove an 'E' Code. E,C E,G E,J	System Generated = E Pool Control = CSystem Generated = E Pool Control = GSystem Generated = E Pool Control = JSystem Generated = E
nust be assigne	only applicable to railroad equipment ed to a Pool. Only the ER system or th D,C G,Blank D,G J,Blank D,J P,Blank D,J	e Railinc Administrator can assign Pool Control = C System Generated = D Pool Control = C Pool Control = G System Generated = D Pool Control = G Pool Assign = J System Generated = D Pool Control = J Pool Control = J	n and remove an 'E' Code. E,C E,G E,J E,P	System Generated = E Pool Control = CSystem Generated = E Pool Control = GSystem Generated = E Pool Control = JSystem Generated = E Pool Control = P
nust be assigne	only applicable to railroad equipment ed to a Pool. Only the ER system or th C,Blank D,C G,Blank D,G J,Blank D,J P,Blank D,J R,Blank	ne Railinc Administrator can assign         Pool Control = C         System Generated = D         Pool Control = C         Pool Control = G         System Generated = D         Pool Control = G         Pool Control = G         Pool Control = G         Pool Control = G         Pool Control = J         Pool Control = J         Pool Control = P         System Generated = D         Pool Control = P         System Generated = D         Pool Control = P         System Generated = D	n and remove an 'E' Code. E,C E,G E,J	System Generated = E Pool Control = CSystem Generated = E Pool Control = GSystem Generated = E Pool Control = JSystem Generated = E
nust be assigne	only applicable to railroad equipment ed to a Pool. Only the ER system or th D,C G,Blank D,G J,Blank D,J P,Blank D,J	ne Railinc Administrator can assign         Pool Control = C         System Generated = D         Pool Control = C         Pool Control = G         System Generated = D         Pool Control = G         Pool Control = F         Pool Control = P         Pool Control = P         Pool Control = R	n and remove an 'E' Code. E,C E,G E,J E,P	System Generated = E Pool Control = CSystem Generated = E Pool Control = GSystem Generated = E Pool Control = JSystem Generated = E Pool Control = PSystem Generated = E Pool Control = PSystem Generated = E
nust be assigne	only applicable to railroad equipment ed to a Pool. Only the ER system or th C,Blank D,C G,Blank D,G J,Blank D,J P,Blank D,J R,Blank D,P R,Blank D,R Not one of the above TC/TCC -	ne Railinc Administrator can assign         Pool Control = C         System Generated = D         Pool Control = C         Pool Control = G         System Generated = D         Pool Control = G         Pool Control = F         Pool Control = P         Pool Control = R         System Generated = D	n and remove an 'E' Code. E,C E,G E,J E,P	System Generated = E Pool Control = CSystem Generated = E Pool Control = GSystem Generated = E Pool Control = JSystem Generated = E Pool Control = PSystem Generated = E Pool Control = PSystem Generated = E
nust be assigne	only applicable to railroad equipment ed to a Pool. Only the ER system or th C,Blank D,C G,Blank D,G J,Blank D,J P,Blank D,J R,Blank D,P R,Blank D,R Not one of the above TC/TCC - reject only applicable to railroad equipment	ne Railinc Administrator can assign         Pool Control = C         System Generated = D         Pool Control = C         Pool Control = C         Pool Control = G         System Generated = D         Pool Control = G         Pool Control = G         Pool Control = G         Pool Control = J         Pool Control = P         System Generated = D         Pool Control = P         System Generated = D         Pool Control = R         System Generated = D         Pool Control = R         System Generated = D         Pool Control = R         and to equipment defined under	n and remove an 'E' Code. E,C E,G E,J E,P E,R E,R SCO90 (Refer to <u>Appendix</u>	System Generated = E Pool Control = CSystem Generated = E Pool Control = GSystem Generated = E Pool Control = JSystem Generated = E Pool Control = PSystem Generated = E Pool Control = R
must be assigne	only applicable to railroad equipment ed to a Pool. Only the ER system or th C,Blank D,C G,Blank D,G J,Blank D,J P,Blank D,J R,Blank D,P R,Blank D,R Not one of the above TC/TCC - reject only applicable to railroad equipment med to a Pool. Only the ER system or	ne Railinc Administrator can assign         Pool Control = C         System Generated = D         Pool Control = C         Pool Control = G         System Generated = D         Pool Control = G         Pool Control = J         Pool Control = P         System Generated = D         Pool Control = P         Pool Control = R         System Generated = D         Pool Control = R         System Generated = D         Pool Control = R         and to equipment defined under         the Railinc Administrator can assign	n and remove an 'E' Code. E,C E,G E,J E,P E,R E,R E,R SCO90 (Refer to <u>Appendix</u> gn and remove a 'T' Code.	System Generated = E         Pool Control = C         System Generated = E         Pool Control = G         System Generated = E         Pool Control = J         System Generated = E         Pool Control = P         System Generated = E         Pool Control = P         System Generated = E         Pool Control = R         B:). In addition, the equipment
must be assigne E E E E E Fhe Code 'T' is	only applicable to railroad equipment ed to a Pool. Only the ER system or th C,Blank D,C G,Blank D,G J,Blank D,J P,Blank D,J R,Blank D,P R,Blank D,R Not one of the above TC/TCC - reject only applicable to railroad equipment	ne Railinc Administrator can assign         Pool Control = C         System Generated = D         Pool Control = C         Pool Control = C         Pool Control = G         System Generated = D         Pool Control = G         Pool Control = G         Pool Control = G         Pool Control = J         Pool Control = P         System Generated = D         Pool Control = P         System Generated = D         Pool Control = R         System Generated = D         Pool Control = R         System Generated = D         Pool Control = R         and to equipment defined under	n and remove an 'E' Code. E,C E,G E,J E,P E,R E,R SCO90 (Refer to <u>Appendix</u>	System Generated = E         Pool Control = C         System Generated = E         Pool Control = G         System Generated = E         Pool Control = J         System Generated = E         Pool Control = P         System Generated = E         Pool Control = P         System Generated = E         Pool Control = R         B:). In addition, the equipment         System Generated = T         System Generated = T
nust be assigne	only applicable to railroad equipment ed to a Pool. Only the ER system or th C,Blank D,C G,Blank D,G J,Blank D,J P,Blank D,J R,Blank D,P R,Blank D,R Not one of the above TC/TCC - reject only applicable to railroad equipment med to a Pool. Only the ER system or Blank,Blank U,Blank	ne Railinc Administrator can assign         Pool Control = C         System Generated = D         Pool Control = C         Pool Control = G         System Generated = D         Pool Control = G         Pool Control = G         Pool Control = G         Pool Control = G         Pool Control = J         Pool Control = P         System Generated = D         Pool Control = P         System Generated = D         Pool Control = R         System Generated = D         Pool Control = R         System Generated = D         Pool Control = R         and to equipment defined under         the Railinc Administrator can assigned         All fields spaces         User Reported = U	n and remove an 'E' Code. E,C E,G E,J E,P E,R E,R SCO90 (Refer to <u>Appendix</u> gn and remove a 'T' Code. T,Blank T,U	System Generated = E         Pool Control = C         System Generated = E         Pool Control = G         System Generated = E         Pool Control = J         System Generated = E         Pool Control = P         System Generated = E         Pool Control = P         System Generated = E         Pool Control = R         B:         In addition, the equipment         System Generated = T         System Generated = T         User Reported = U
nust be assigne	only applicable to railroad equipment ed to a Pool. Only the ER system or th C,Blank D,C G,Blank D,G J,Blank D,J P,Blank D,P R,Blank D,R Not one of the above TC/TCC - reject only applicable to railroad equipment med to a Pool. Only the ER system or Blank,Blank U,Blank O,Blank	ne Railinc Administrator can assign         Pool Control = C         System Generated = D         Pool Control = C         Pool Control = G         System Generated = D         Pool Control = G         System Generated = D         Pool Control = G         Pool Control = G         Pool Control = J         Pool Control = J         Pool Control = P         System Generated = D         Pool Control = P         Pool Control = R         System Generated = D         Pool Control = R         System Generated = D         Pool Control = R         and to equipment defined under         the Railinc Administrator can assign         All fields spaces	n and remove an 'E' Code. E,C E,G E,J E,P E,R E,R SCO90 (Refer to <u>Appendix</u> gn and remove a 'T' Code. T,Blank	System Generated = E         Pool Control = C         System Generated = E         Pool Control = G         System Generated = E         Pool Control = J         System Generated = E         Pool Control = P         System Generated = E         Pool Control = P         System Generated = E         Pool Control = R         B:). In addition, the equipment         System Generated = T         System Generated = T
nust be assigne	only applicable to railroad equipment ed to a Pool. Only the ER system or th C,Blank D,C G,Blank D,G J,Blank D,J P,Blank D,J R,Blank D,P R,Blank D,R Not one of the above TC/TCC - reject only applicable to railroad equipment med to a Pool. Only the ER system or Blank,Blank U,Blank	ne Railinc Administrator can assign         Pool Control = C         System Generated = D         Pool Control = C         Pool Control = G         System Generated = D         Pool Control = G         Pool Control = G         Pool Control = G         Pool Control = G         Pool Control = J         Pool Control = P         System Generated = D         Pool Control = P         System Generated = D         Pool Control = R         System Generated = D         Pool Control = R         System Generated = D         Pool Control = R         and to equipment defined under         the Railinc Administrator can assigned         All fields spaces         User Reported = U	n and remove an 'E' Code. E,C E,G E,J E,P E,R E,R SCO90 (Refer to <u>Appendix</u> gn and remove a 'T' Code. T,Blank T,U	System Generated = E         Pool Control = C         System Generated = E         Pool Control = G         System Generated = E         Pool Control = J         System Generated = E         Pool Control = P         System Generated = E         Pool Control = P         System Generated = E         Pool Control = R         B:). In addition, the equipment         System Generated = T         System Generated = T         System Generated = U         System Generated = U

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# G.2 D, E, T Unassignment

ER Code	Before Unass	ignment	After Unassignment		
ER Code	Umler TC/TCC	Umler EMC	Umler TC/TCC	Umler EMC	
The Code 'D' i	is removed by the ER system (or Railinc	Administrator).			
Remove D	D, Blank	System Generated = D	Blank, Blank	All fields Blank	
Remove D	D, C	System Gent = D	C, Blank	Pool Control = C	
		Pool Control = C			
Remove D	D,J	System Generated = D	J, Blank	Pool Control = J	
		Pool Control = J			
Remove D	D,N	System Generated = D	N, Blank	Pool Control = N	
		Pool Control = N			
Remove D	D, P	System Generated = D	P, Blank	Pool Control = P	
		Pool Control = P			
Remove D	D, R	System Generated = D	R, Blank	Pool Control = R	
		Pool Control = R			
Remove D	D,W	System Generated = D	W, Blank	Pool Control = W	
		Pool Control = W			
Remove D	D,G	System Gent = D	G, Blank	Pool Control = G	
		Pool Control = G			
Remove D	D,G	System Generated = D	G, Blank	User Reported = G	
		User Reported = G			
Remove D	G,D	System Generated = D	G, W	User Reported = G	
		User Reported = G		Pool Control = W	
Demesse D		Car Grade = N (ruminant)			
Remove D	Not one of the above TC/TCC - reject s removed by the ER system or by the L		is upassigned from a need		
Remove E	E.C	System Generated = E	C,Blank	Pool Control = C	
Remove E	E,C	Pool Control = C	С,Віапк	POOT CONTROL = C	
Remove E	E,G	System Generated = E	G,Blank	Pool Control = G	
Kelliove E	E,G	Pool Control = G	G, BIATIK	Poor control – G	
Remove E	E.J	System Generated = E	J.Blank	Pool Control = J	
	E,3	Pool Control = J	3,51411		
Remove E	E,P	System Generated = E	P,Blank	Pool Control = P	
	-,-	Pool Control = P	, bidink		
Remove E	E,R	System Generated = E	R,Blank	Pool Control = R	
	-,	Pool Control = R			
Remove E	Not one of the above TC/TCC – rejec				
	s removed by the ER system or by the L		is assigned to a pool. The Rai	linc Administrator can remove a	
′Τ′.					
Remove T	T, Blank	System Generated = T	Blank,Blank	All fields Blank	
Remove T	T, U	System Generated = T	U,Blank	User Reported = U	
-		User Reported = U			
Remove T	Т, О	System Generated = T	O,Blank	User Reported = O	
	, ,	User Reported = O	,		
Remove T	Not one of the above TC/TCC - reject				

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# Appendix H: ER Ruminant Protein Assignment

Umler User Reported	Before Assignment After Assignment							
G Code	Umler TC/TCC	Umler EMC	Umler TC/TCC	Umler EMC				
	er Reported G Code Assignm							
the ER system bridges a	ctivity to the Umler system.	The Umler system will genera	te an Umler User F	h has been loaded with a ruminant protein, Reported G Code to the industry.				
In addition, the ER system will create an ER Car Grade (Car Grade N by waybill) to the industry (TRAIN82/83) and bridge a Car Grade transaction to the Umler system for distribution to the industry. The assignment of the Car Grade N can only be developed by an ER waybill reporting. It cannot be done through the Umler system.								
When the ER system ide	Vhen the ER system identifies a "ruminant protein" loaded in a covered hopper for the first time, the Umler system does the following:							
If the equipment is	<ul> <li>If the equipment is not in a pool, the system will set the Umler User Reported to a G.</li> </ul>							
	in a pool, including a 'G' poo the Pool Control to W.	ol, the system will remove the	equipment from t	he pool and set the Umler User Reported				
When the ER system ide	entifies a "ruminant protein"	loaded again in a covered ho	oper, the Umler sy	stem does the following:				
	not assigned or assigned in ol Code of G will be updated		ne current status o	f the equipment. Neither the pool assignment				
other Pool Type. When G.	the equipment is assigned to	o the G pool, then the User Re	ported Code is set	e of its G pools but it cannot assign it to any to blank and the Pool Control Code is set to				
		loaded in a covered hopper a vever, the Car Grade N will be		has an Equipment Management Code of M, buted to the industry.				
	•	is assigned, it can only be ove M, S, X, Y Assignment below.	rlaid by a Transpo	rtation Code of M, S, X, or Y. Refer to				
Once the Car Grade N is Grade N.	reported, another Car Grad	e Inspection cannot be report	ed in the ER or Um	ler system that would supercede the Car				
are needed to identify a dismantled. When the c must provide document	"ruminant protein" car. The ar grade N is assigned to a c ation to correct the error. So	ese codes (N and G) are perma ar as a result of the reporting	inently assigned ar of a waybill with an ported to Railinc's	nt Codes of M, S, X, or Y and the Car Grade N nd will remain with the car until retired or n incorrect STCC, the erring railroad Customer Success Center in order to have a vice Rule 14, #3).				
The assignment of the r	uminant protein 'G' is define	ed below.						
G (Ruminant Protein) Private car not leased to a Railroad	Blank, Blank G,Blank O,Blank	All fields blank User Reported=G User Reported=O	G,Blank	User Reported=G Car Grade=N				
G (Ruminant Protein) Railroad car or Private car leased to a Railroad	W, Blank G, Blank O, Blank	Pool Control=W User Reported=G User Reported=O	G,W	User Reported=G Pool Control=W Car Grade=N				
G (Ruminant Protein - Railroad or Private)	D,G	System Generated=D User Reported=G	G,D	User Reported=G System Generated=D Car Grade=N				
G (Ruminant Protein - Railroad or Private)	G (Ruminant Protein -       D,G       System Generated=D       G,D       User Reported=G         Railroad or Private)       Pool Control=G       G,D       System Generated=D       System Generated=D         Car Grade=N       Car Grade=N       Car Grade=N       Car Grade=N       Car Grade=N							
G (Ruminant Protein) Railroad car or Private car leased to a Railroad – not in a pool	D,W	System Generated=D Pool Control=W System Generated=D User Reported=G	G,D	<b>Note:</b> Equipment is removed from the pool. User Reported=G System Generated=D Car Grade=N				



Umler User Reported	Before A	ssignment		After Assignment
G Code	Umler TC/TCC	Umler EMC	Umler TC/TCC	Umler EMC
G (Ruminant Protein)	D,C	System Generated=D	G,D	User Reported=G
		Pool Control=C System		System Generated=D
Railroad car or Private	D,J	Generated=D		Car Grade=N
car leased to a		Pool Control=J		
Railroad – in a pool	D,N	System Generated=D Pool Control=N		Note: Equipment is removed from the pool.
	D,P	System Generated=D		
		Pool Control=P		
	D,R	System Generated=D		
		Pool Control=R		
G (Ruminant Protein)	C,Blank	Pool Control=C	G,W	User Reported=G
	G,Blank	Pool Control=G		Pool Control=W
Railroad car or Private	J,Blank	Pool Control=J		Car Grade=N
car leased to a	N,Blank	Pool Control=N		Note: Equipment is removed from the pool
Railroad	N,O	Pool Control=N		
		User Reported=O		
	P,Blank	Pool Control=P		
	R,Blank	Pool Control=R		
G (Ruminant Protein)	M,Blank	User Reported=M	M,Blank	User Reported=M
	S,Blank	Mech Rest=S	S,Blank	Mech Rest=S
		Mech Reason=Blank		Mech Reason=Blank
	S,X	Mech Rest=S	S,X	Mech Rest=S
		Mech Reason=X		Mech Reason=X
	X,etc.	Mech Rest=X	X,etc.	Mech Rest=X
		Mech Reason=etc		Mech Reason=etc
	Υ,Α	Mech Rest=Y	Y,A	Mech Rest=Y
		Mech Reason=A		Mech Reason=A
				Car Grade N
G (Ruminant Protein)	Not one of the above			
	Transportation Codes - not			
	applicable reject			

### Ruminant Protein – Equipment Management Code M, S, X, Y Assignment

The Equipment Management Codes of M, S, X, or Y may be assigned to "ruminant protein" Covered Hoppers in addition to other types of equipment. These codes may be assigned by the stenciled mark owner, the Umler system (due to the equipment's age or other events) or the Railinc Administrator. These codes will override the "ruminant protein" User Reported G Code or the Pool Control G Code. However, the Car Grade N will still identify the equipment as a "ruminant protein" car.

If the M, S or X or Y is removed from the equipment, then the User Reported Code will be set to 'G' and the applicable prior Equipment Management Codes will be set to blank. For railroad equipment or private equipment leased to a railroad (railroad controlled), the Umler Pool Control will be set to W.

Blank, Blank	M,Blank	User Reported=M	G,W	User Reported = G	
Railroad Controlled	S,Blank	Mech Rest=S		Pool Control = W	
		Mech Reason=Blank		Mech Rest=Blank	
	S,X	Mech Rest=S		Mech Reason=Blank	
		Mech Reason=X			
				Car Grade = N	
	X,etc.	Mech Rest=X			
		Mech Reason=etc			
	Y,A	Mech Rest=Y			
		Mech Reason=A			
		Car Grade N			



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Umler User Reported	Before Assignment		After Assignment		
G Code	Umler TC/TCC	Umler EMC	Umler TC/TCC	Umler EMC	
Blank, Blank	M,Blank	User Reported=M	G, Blank	User Reported=G	
Private without a	S,Blank	Mech Rest=S		Mech Rest=Blank	
railroad lessee		Mech Reason=Blank		Mech Reason=Blank	
	S,X	Mech Rest=S			
		Mech Reason=X		Car Grade N	
	X,etc.	Mech Rest=X			
		Mech Reason=etc			
	Y,A	Mech Rest=Y			
		Mech Reason=A			
		Car Grade N			

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# Appendix I: Equipment Type Codes (ETC)

# Equipped Box Cars ETC A\_\_\_

FIRST NUMERIC: 0–Not Used 1–Less than 49' inside length 2–Less than 49' inside length, cushion draft gear/underframe 3–49' and less than 59' inside length 4–49' and less than 59' inside length, cushion draft gear/underframe 5–59' and less than 79' inside length 6–59' and less than 79' inside length, cushion draft gear/underframe 7–79' and over, inside length 8–79' and over, inside length, cushion draft gear/underframe 9–Not Used SECOND NUMERIC:

0–XP 1–XPI 2– Not Used 3–XL 4–XLI

THIRD NUMERIC: 0–Other type door/opening 1–Sliding door, opening, Side Door Width less than 9' 2–Sliding door, opening, 9' less than 11' 3–Sliding door, opening, 11' and over 4–Plug door, opening, less than 9' 5–Plug door, opening, 9' less than 11' 6–Plug door, opening, 11' and over 7–Combination (Sliding-Plug) doors 8, 9–Not Used

XL–Loader Equipped. Box car similar in design to "XM", with steel perforated side walls or equipped with interior side rails for securement of certain types of lading and/or permanently attached movable bulkheads.XP–Boxcar similar in design to "XM", but which is specially equipped,

designed, and/or structurally suitable for a specific commodity loading; except, boxcars. "XM" dedicated to the transportation of commodities in paragraph A, Rule 97, AAR Interchange Rules, must be designated "XP".

NOTE 1: When cars qualified as XP or XL are insulated, the suffix "I" must be affixed to the applicable designation and reported to the Umler file.

# Unequipped Box Cars ETC B\_\_\_

FIRST NUMERIC:
0-Not Used
1-Less than 49' inside length
2-Less than 49' inside length, cushion draft gear/underframe
3-49' and less than 59' inside length
4-49' and less than 59' inside length, cushion draft gear/underframe
5-59' and less than 79' inside length
6-59' and less than 79' inside length, cushion draft gear/underframe
7-79' and over, inside length
8-79' and over, inside length, cushion draft gear/underframe

8–79' and over, inside length, cushion draft gear/underframe 9–Not Used SECOND NUMERIC:

0–XM–Sliding doors, inside width less than 9'06" 1–XM–Sliding door, inside width 9'06" & over 2–XM–Plug doors, inside width, less than 9'06" 3–XM–Plug doors, inside width 9'06" & over 4–XM–Combination (sliding-plug) doors, inside width less than 9'06" 5–XM–Combination (sliding-plug) doors, inside width 9'06" & over 6–XM–Other door, any width 7– Not Used 8–XMI–Inside width 9'06" and over 9–Not Used

THIRD NUMERIC: 0–Other type door/opening 1–Side Door Width less than 8' opening 2–Doors 8' less than 9' opening 3–Doors 9' less than 10' opening 4–Doors 10' less than 11' opening 5–Doors 11' less than 13' opening 6–Doors 13' less than 15' opening 7–Doors 15' & over opening 8, 9–Not Used

XM-Box car for general service equipped with side or side and end doors.

# Covered Hopper Cars ETC C\_\_\_

FIRST NUMERIC:

0–Not Used

- 1-Gravity Unloading-non-pressurized gravity unloading.
- 2–Pneumatic Unloading–non-pressurized, for unloading by means of vacuum or suction equipment with receiver's facilities without capability of gravity discharge into a hopper.
- 3–Gravity-Pneumatic Unloading–non-pressurized car with capabilities either for unloading by means of vacuum or suction in conjunction with receiver's facilities or operation as a straight gravity mode.
- 4–Fluidized-Gravity Unloading–Air fluidization to expedite unloading; nonpressurized except in fluidization chambers, with gravity outlet.
- 5–Fluidized = Pneumatic Unloading–Air Fluidization to expedite unloading; non-pressurized except in fluidization chambers, with means for unloading by means of vacuum or suction in conjunction with receiver's facilities.
- 6–Pressure Differential–Car body pressurized to 5 psi. or greater, with or without supplementary fluidization; discharge through pneumatic pipes.
- 7–Other Unloading Systems–Any discharge system not defined by 1 through 6 above.
- 8, 9–Not Used

SECOND NUMERIC: 0–Not Used 1–LO (Covered Hopper) 2 through 9–Not Used

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#### THIRD NUMERIC:

0-Not Used 1-Less than 3,000 cu. ft. capacity 2-3,000 but less than 4,000 cu. ft. capacity 3-4,000 but less than 5,000 cu. ft. capacity 4-5,000 cu. ft. capacity and over

5 through 9-Not Used

LO-A permanently enclosed car, other than a box car, regardless of exterior or interior shape, for handling bulk commodities, with or without insulation and provided with openings for loading through top or sides with weathertight covers or doors. Car may be provided with one or more bottom openings for unloading, with tight fitting covers, doors, valves, or tight fitting slide or gate to prevent leakage of lading. Car may be provided with facilities for discharge of lading through openings in top or sides and may have one or more compartments. Mechanical or other means may be provided within car to expedite loading or unloading.

## Locomotives ETC D\_\_\_

FIRST NUMERIC:

- 0-Not Used
- 1–Freight Locomotive
- 2–Passenger Locomotive
- 3–Switching Locomotive
- 4-Non-Cab Freight Locomotive
- 5-Non-Cab Passenger Locomotive
- 6-Auxiliary Unit (Includes slugs, boosters, etc., which draw their power from the"mother" unit.
- 7–Electric
- 8, 9-Not Used

#### SECOND NUMERIC:

- 0-Not Used
- 1-AAR Truck type 'B-B'...4 powered axles
- 2-AAR Truck type 'C-C'...6 powered axles
- 3-AAR Truck type 'D-D'...8 powered axles 4-AAR Truck type 'A1A-A1A'...4 powered axles
- 5-AAR Truck type 'B-C'...5 powered axles

6-More than 8 powered axles

7-Less than 9 powered axles with a different configuration than 1 through 5 8, 9–Not Used

THIRD NUMERIC: 0-Less than 1000 hp

1-1000 to 1499 hp 2-1500 to 1999 hp 3-2000 to 2499 hp 4-2500 to 2999 hp 5-3000 to 3499 hp 6-3500 to 3999 hp 7-4000 to 4499 hp 8-4500 to 4999 hp 9-5000 and over

## Equipped Gondolas ETC E\_\_\_

FIRST NUMERIC: 0-Not Used 1-Less than 48' inside length 2-Less than 48' inside length with cushion draft gear/underframe 3-48' and less than 52' inside length 4-48' and less than 52' inside length with cushion draft gear/underframe 5-52' and less than 61' inside length 6-52' and less than 61' inside length with cushion draft gear/underframe 7-61' and over inside length 8-61' and over inside length with cushion draft gear/underframe 9-Not Used

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SECOND NUMERIC:

\* 0-GTS 1–GTR 2–GBR 3-GBS 4–GBSR 5-Not used 6–GSS 7–Not Used 8–GWS 9–GWSR

#### THIRD NUMERIC:

- \* 0-All cars
- 1-Coil steel/aluminum equipped car
- 2-Coil steel car with transverse trough
- 3-Not Used
- \* 4-Less than 3000 cu. ft.
- \* 5-3000 to less than 4000 cu. ft.
- \* 6-4000 to less than 5000 cu. ft.
- \* 7-5000 cu. ft. and over
- 8, 9-Not Used

NOTE 1: \* -GTS if NOT light density service, report third numeric 0; report fitting code "LD" and third numeric 4, 5, 6 or 7 for cars restricted to light density service.

NOTE 2: When gondola cars equipped with any or all of the modifications as provided for in the following NOTES 3 and 4, the suffixes as provided for shall be added to the primary classification in order of the notes as listed. NOTE 3: Where cars are specially built, modified or equipped for handling particular commodities, the letter "S" must be affixed to the applicable designating letters. Such special equipment must be reported in the fitting code field in the Umler file.

NOTE 4: If any of these gondola cars are equipped with a roof for protection of contents, the letter "R" must be affixed to the regular symbol to designate its special class of service.

NOTE 5: For primary classifications, see Equipment Type Code G (plain gondola).

## Flat Cars ETC F

FIRST NUMERIC: 0-Not Used 1-Less than 155,000 pounds load limit 2-155,000 to 184,999 pounds load limit 3-185,000 to 199,999 pounds load limit 4-200,000 pounds load limit and over 5-9-Not Used

#### SECOND NUMERIC:

- \*0-FM 1-FMS, standard draft gear/solid drawbar 2-FMS, equipped with cushioned draft gear/underframe
- 3-FD
- 4–FB
- 5–FBS
- 6-FW 7-FL
- 8-FBC
- 9-FDC

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THIRD NUMERIC:

- 0–Not Used
- 1-Less than 53' inside length
- $2\text{--}53^{\prime}$  and less than 60^{\prime} inside length
- $3\text{--}60^{\prime}$  and less than 75  $^{\prime}$  inside length
- 4-75' and less than 85' inside length
- 5-85' and less than 89' inside length
- 6-89' and over inside length
- 7 through 9–Not Used

FB–Bulkhead flat cars equipped with fixed or permanently attached movable bulkheads or ends a minimum of three feet in height and flat floor for general commodity loading.

FBC–Flat car constructed with a center beam above the car deck from bulkhead to bulkhead.

FD–Depressed center flat car of special construction having the portion of floor extending between trucks depressed to provide necessary overhead clearance for lading.

FDC—Flat car, constructed with a center beam above the deck from bulkhead to bulkhead and having the portion of the floor extending between trucks depressed to provide additional volume capacity.

FL–Flat car with or without straight deck consisting of two trucks fitted with cross supports over truck bolsters; the trucks are connected with a skeleton or flexible frame or solid underframe fitted with supports for transporting lading loaded lengthwise, e.g., logs, pipes, slab steel.

FM–Flat car with straight deck or platform with flooring over sills and without sides, end risers or bulkheads.

FW–Flat car with an opening in the deck to allow lading to be lowered to accommodate clearance restrictions.

NOTE: Where cars are specially modified or equipped for handling particular commodities, the letter "S" must be affixed to the applicable designating letters. Such special equipment must be reported in the fitting code field in the Umler file. This would not apply to cars with "FA", "FD", "FL", or "FW" designation.

## Unequipped Gondola ETC G\_\_\_

FIRST NUMERIC:

- 0–Not Used
- 1-Less than 48' inside length

2–48' and less than 52' inside length, less than 9' inside width 3–48' and less than 52' inside length, 9' and over inside width 4–52' and less than 61' inside length, less than 9' inside width 5–52' and less than 61' inside length, 9' and over inside width 6–61' and over inside length, less than 9' inside width 7–61' and over inside length, 9' and over inside width 8, 9–Not Used

SECOND NUMERIC: 0-Not Used 1-GB steel floor, solid ends 2-GB steel floor, drop ends 3-GB wood floor, solid ends 4-GB wood floor, drop ends 5-Not Used 6-Not Used 7-Not Used 8-GS 9-Not Used THIRD NUMERIC – Inside Height – Load Limit: 0 – 12" to 167" – 154,999 and less 1 – 12" to 46" – 155,000 to 184,999 2 – 47" to 167" – 155,000 to 184,999 3 – 12" to 46" – 185,000 to 204,999 4 – 47" to 52" – 185,000 to 204,999 5 – 53" to 58" – 185,000 to 204,999 6 – 59" to 64" – 185,000 to 204,999 7 – 65" to 167" – 185,000 to 204,999 8 – 12" to 59" – 205,000 and greater

- 9 60" to 167" 205,000 and greater
- GB–Open top car, having fixed sides, fixed or drop ends and solid bottom or swinging side doors to enable dumping.
- GS–Open top car, having fixed sides and ends and drop bottom, consisting of doors hinged at center sills or side sills to dump outside and/or inside of rails.
- GW–Open top well-hole car for transportation of special commodities. A solid bottom car with fixed sides and ends, having one or more openings or depressions provided in floor, permitting the lading to be lowered in order to obtain overhead clearance.

## Unequipped Hopper Cars ETC H\_\_\_

FIRST NUMERIC: 0–Not Used

- 1–Less than 155,000 pounds load limit
- 2–155,000 to 184,999 pounds load limit
- 3–185,000 pounds load limit and over
- 4 through 9–Not Used

SECOND NUMERIC: 0, 1–Not Used 2–Not Used 3–HK 4–HM 5–HT 6–HTA

7 through 9–Not Used

THIRD NUMERIC: 0–Non-rotary couplers 1–Rotary coupler on one end 2–Rotary couplers on both ends 3 through 9–Not Used

HK–Open top self-clearing car, having fixed sides and ends and bottomconsisting of two or more divided hoppers dumping outside and/or inside of rails. (Includes former "HFA")

HM–Open top self-clearing car, having fixed sides and ends and bottom consisting of two divided hoppers with doors hinged crosswise of car and dumping between rails.

- HT–Open top self-clearing car, having fixed sides and ends and bottom consisting of three or more divided hoppers with doors hinged crosswise of car and dumping between rails.
- HTA–Open top self-clearing car, having fixed sides and ends and bottom consisting of three or more divided hoppers with doors hinged lengthwise of car and dumping between rails.

# Gondola Cars (GT) ETC J\_\_\_

### FIRST NUMERIC:

0–Not Used 1–Less than 155,000 pounds load limit 2–155,000 to 184,999 pounds load limit 3–185,000 pounds load limit and over 4 through 9–Not Used

#### SECOND NUMERIC: 0–GT Flat Bottom 1–GT Depressed Bottom 2 through 9–Not Used

### THIRD NUMERIC:

0-Less than 36' inside length (Ore Jenny) 1-36' inside length and less than 48' 2-48' inside length and less than 52' 3-52' inside length and less than 61' 4-61' inside length and over 5 through 9-Not Used

GT–Open top car, having high fixed sides and fixed or hinged ends and solid bottom, suitable for unloading on dumping machines only.

# Equipped Hoppers ETC K\_\_\_

FIRST NUMERIC: 0–Not Used 1–Less than 155,000 pounds load limit 2–155,000 to 184,999 pounds load limit 3–185,000 pounds load limit and over 4 through 9–Not Used

SECOND NUMERIC:

0-HKS 1-Not Used 2-HMS 3-HTR \* 4-HTS 5-HKR 6-Not Used 7-HMSR 8-HMA 9-Not Used

THIRD NUMERIC:

- 0–Non-rotary couplers
- 1-Rotary coupler on one end
- 2-Rotary couplers on both ends
- 3–Not Used
- \* 4–Less than 3000 cu. ft.
- \* 5–3000 to less than 4000 cu. ft. \* 6–4000 to less than 5000 cu. ft.
- \* 7–5000 cu. ft. and over
- 8, 9–Not used

NOTE: \* HTS if NOT light density service, report third numeric 0, 1, 2, or 3; report "Y" Light Density (B124) and third numeric 4, 5, 6, or 7 for cars restricted to light density service.

HMA–Open top self-clearing car, having fixed sides and ends and bottom consisting of two divided hoppers with doors hinged lengthwise of car and dumping between rails.

NOTE 1: Where cars are specially built, modified or equipped for handling particular commodities, the letter "S" must be affixed to the applicable designating letters. Such special equipment must be reported in the fitting code field in the Umler file.

### Data Specification Manual

NOTE 2: If any of these hopper cars are equipped with a roof for protection of contents, the letter "R" must be affixed to the regular symbol to designate its special class of service.

NOTE 3: For primary classifications, see Equipment Type Code H (unequipped hopper cars).

# Special Type Cars ETC L\_\_\_

FIRST NUMERIC: 0–All cars, except L999, see NOTE 1 through 9–Not Used

SECOND NUMERIC: 0–LF (Flat) 1–LG (Gondola) 2–LP (Flat) 3–Not Used 4–LU (Box) 5–Not Used 6–LM (Hopper) 7–LC (Box) 8–Not Used 9–LS (Flat)

#### THIRD NUMERIC:

0–Cubic Capacity and Length not applicable (LS only) 1–Less than 3,000 cu. ft. capacity–LM 2–3,000 but less than 4,000 cu. ft. capacity–LM 3–4,000 but less than 5,000 cu. ft. capacity–LM 4–5,000 cu. ft. capacity and over–LM 5–Not Used 6–Less than 49'8" inside length–LC, LF, LG, LP, LU 7–49'8" and less than 59'8" inside length–LC, LF, LG, LP, LU 8–59'8" and over inside length–LC, LF, LG, LP, LU 9–Not Used

LC–Box car with side doors and roof hatches. May be equipped with end doors.

- LF–Flat car equipped to handle one or more demountable containers for the transportation of commodities not qualified for TOFC/COFC service.
- NOTE: Not applicable to flat cars designed to handle containers in TOFC/COFC service or containers handling setup vehicles.
- LG–Gondola car equipped to handle one or more demountable containers for the transportation of commodities not under refrigeration.
- LM–A car equipped with one or more permanently enclosed tanks or containers, provided with one or more openings for loading and equipped for pneumatic or gravity unloading. Car is suitable for handling certain dry powered or granular commodities, and also low viscosity, non-dangerous liquid commodities.
- LP–Open-Top car having solid bottom and fixed ends equipped with sloping floor or longitudinal floor risers or side-stakes for the handling of pulpwood and not suitable for general commodity loading.
- LS–A car of special construction having two separable interlocking units which form a car body. Units may be separated and load interposed between and locked in place to form a complete transportation unit.
- LU–An enclosed with roof, having a special metal beam of heavy design at top of each side to support a series of retractable overhead side doors and their appurtenances, or other types of doors, running substantially the length of car, which beams also support the roof details. Car may be equipped with special loading devices or racks for handling various commodities.

ETC N\_ \_ (Not used)

### Data Specification Manual

## M-O-W, Scale ETC M\_\_\_

PASSENGER, CABOOSE, END OF TRAIN INFORMATION SYSTEMS, MAINTENANCE OF WAY, AND SCALE.

FIRST AND SECOND NUMERIC: 10-MW 11-MWB 12-MWD 14–MWE 15-MWF 16-MWDC 19-MWM 20-MWP 21-MWS 23-Not Used 25-MWW 26-MWX 27-MWSP 28-MWG 29-MWRC 30-MWGN 31–MWK 32–MWH 33-MWIF 34-MWVF 35-MS (SCALE) 36–MWTK 50-PA 51–PB 52-PD 53-PS 54-PAB 55–PSD 60-MT-training units and/or articulated combinations 80-Fuel Tender, Diesel (Tank) 81-Fuel Tender, Natural Gas (Tank) 82-Fuel Tender, Diesel (Non-tank) 83-Fuel Tender, Natural Gas (Non-tank)

93–NE Caboose

97–NF (SBT) Two way sensor Brake Unit/End-of-Train - Format G. A device mounted on the trailing coupler on the rear car of the train coupled to the brake pipe. The SBT senses brake-pipe pressure, and may sense motion and direction. This information is relayed by radio to the head end of the train to a RDU, CDU, or a CLU/IDU combination. In addition, the SBT acts as a marker to indicate the rear of the train and IS equipped with an emergency braking feature to be used in the event of a loss of the normal braking capability from the head end of the train.

THIRD NUMERIC:

0–All units

1 through 9-Not Used

- Grass Cutter–A car equipped with machinery for propelling itself, or otherwise and cutting grass along the track as it proceeds.
- MS–Scale Car-Cars used to test railroad track sales.

MT-Training unit equipped with training aids or modified to demonstrate components of the unit.

- MWB–Ballast Cars. A car used to carry ballast for laying new right of way and repairs. The car used generally for this work is of the gondola type, with side or center dump.
- MWDC–Ditching Car. A car equipped for excavating ditches along the sides of tracks as it proceeds, self-propelled or not.
- MWD–Dump Cars. Type of contractor's car used for building up fills; the body of the car dumps being raised by means of counterweight (air or hand power) for dumping.
- MWE–Ballast Spreader and Trimmer. A car with blades or wings for spreading or trimming ballast.

MWF–Flat Car. Used for transporting rails, ties or ballast and for storage of wrecking trucks or gathering scraps along right of way. These cars are at times equipped with low sides, about 10 or 12 inches high. MWGN-Gondola used specifically in Maintenance-of-Way service.

MWG–Section Gang or Track Inspection Car. Flat car with or without seats or tool boxes, and equipped with single or double cylinder gasoline engine serving as motive power.

MWH-Hopper (open top or covered) used specifically in Maintenance-of-Way service.

MWIF-IFlat used specifically in Maintenance-of-Way service.

MWK–Snow-removing Car. A car equipped with any special device for removing snow from between or alongside of rails.

MW–Miscellaneous (Otherwise not classified).

MWM–Store-Supply Car. A box car used for handling material or storing tools, blocking or other material for railway use.

MWP-Pile Driver. A car equipped with machinery for pile driving.

MWRC–Unit equipped to receive and transmit radio signals via multiple-unit connections to coupled locomotive for remote control operation.

MWSP–Shoving platform consists of a car equipped with hand safety rails and a shelter where a train crew can guide a train in a reverse or shoving operation.

MWS–Steam Shovel. A car equipped with powered boom, the end of which is a shovel or scoop. Because it is equipped with safety appliances, it may be propelled by its own power or by means of a locomotive and be run as a car in freight trains. The cubic capacity of the shovels (in yards) can be indicated following the classification letters (for example, MWS 6 yards).

MWTK–Similar in design to "T", but used specifically in Maintenance-of-Way service.

MWVF-VFlat used specifically in Maintenance-of-Way service.

MWW–Wrecking Derrick. A derrick used for wrecking purposes equipped with an engine housed on a separate platform to raise and lower booms and hoists.

The separate platform and the attached boom are pivoted in the center of the car. A derrick is usually fitted with outrigger beams to stabilize the car for heavy lifting. Derricks are usually propelled by means of a locomotive, but can be equipped with self-propulsion equipment for traveling short distances. Lifting capacity (in tons) is clearly marked.

MWX–Boarding Outfit Car. A car used for boarding, sleeping or cooking purposes in construction and similar work.

NE–All cabooses.

NF—A device mounted on the trailing coupler on the rear car of the train coupled to the brake pipe. The SBT senses brake pipe pressure, and may sense motion and direction. This information is relayed by radio to the head end of the train to a RDU, CDU or a CLU/IDU combination. In addition, the SBT acts as a marker to indicate the rear of the train and is equipped with an emergency braking feature to be used in the event of a loss of the normal braking capability from the head end of the train.

PAB–Car equipped to handle passengers and equipped to handle baggage, express mail, merchandise or similar products.

PA-Car equipped to handle passengers.

PB–A car constructed for passenger train service and equipped to handle baggage, express, mail, merchandise or similar products.

PD-Car equipped for food or beverage service.

PS–Company service car, including office cars, instruction cars, display cars, etc.

- PSD–Company service car (including office, instruction, display, etc. equipped for food and/or beverage service.
- Rail Bender–A car equipped with machinery for bending track rails and similar material.
- Rail Saw–A car equipped with machinery for sawing track rails and similar material.
- Track Layer–A car equipped with machinery for propelling itself, or otherwise, and laying the track ahead of it as it proceeds.
- Weed Exterminator-A car equipped with machinery for propelling itself, or otherwise, and burning or spraying weeds along the track as it proceeds.



## Conventional Intermodal Cars ETC P\_\_\_

Mechanical Designation "FC"

## If Tare Weight is 33M Pounds or Greater (See NOTES 1 through 5 below)

FIRST NUMERIC (See NOTES 1 and 2):

#### 0–Not Used

- 1-Single Length-Low Level-8' Tandem
- 2–Single Length—Low Level–8 1/2' Tandem
- 3–Single Length–Standard Level–8' Tandem
- 4–Single Length–Standard Level–8 1/2' Tandem
- 5–Double Length–Low Level–8' Tandem
- 6–Double Length–Low Level–8 1/2' Tandem
- 7–Double Length—Standard Level–8' Tandem
- 8–Double Length—Standard Level–8 1/2' Tandem
- 9–Double Length Car with Deck Height 3'2" ATR-8' Tandem

#### SECOND NUMERIC:

0–Not Used

- 1-Circus and Lift On/Lift Off-TOFC Only
- 2–Circus, equipped for portable bridge plates, and Lift On/Lift Off–TOFC Only 3–Lift On/Lift Off Only–TOFC Only
- 4–Circus and Lift On/Lift Off–All Purpose (TOFC and COFC)
- 5–Circus, equipped for portable bridge plates, and Lift On/Lift Off–All Purpose
- (With Stub Bridge Plates)
  6-Circus, equipped for portable bridge plates, and Lift On/Lift Off-All Purpose (No Stub Bridge Plates)
- 7–Lift On/Lift Off Only—All Purpose
- 8-Lift On/Lift Off Only-COFC Only

9–Not Used

#### THIRD NUMERIC (See NOTE 3):

If First Numeric is 1 through 4 and Second Numeric is 1, 2, or 3, then, 0–Cars otherwise not classified–contact car owner

1-Trailer up to 40' long 2-Trailer up to 45' long 3-Trailer up to 48' long 4-Trailer up to 50' long 5-Trailer up to 53' long 6-Trailer up to 57' long 7 through 9-Not Used

If First Numeric is 1 through 4 and Second Numeric is 4 through 7, then, Third Numeric (TOFC/COFC) is:

0–All cars

1 through 9–Not Used

#### If First Numeric is 1 through 4 and Second Numeric is 8, then, (See NOTE 5) O-Cars not otherwise classified-contact car owner

1–1-40' and 1-20' container or 3-20' containers 2–1-40' or 1-40' 03" container

3 through 9–Not Used

## If First Numeric is 5 through 9 and Second Numeric is 1, 2, or 3, then,

0-Cars not otherwise classified, contact owner

- 1–2-40' trailers with or without nose mounted reefers (If 1st Numeric equals 9, car will not handle nose mounted reefers).
- 2–1-40' trailer without and 1-45' trailer with nose mounted reefer, or 2-40' trailers with nose mounted reefer.
- 3–2-45' trailers (see NOTE 4)
- 4–Any two trailers with aggregate length up to 90'.
- 5–1-40' trailer without and 1-45' trailer with nose mounted reefer, or 3-28' "Pups" or 2-40' trailers with nose mounted reefer.
- 6–Any two trailers with aggregate length up to 90' or 3-28' Pups. 7 through 9–Not Used

# If First Numeric is 5 through 9 and Second Numeric is 4 through 7 (All Purpose) then,

0-Cars not otherwise classified-contact car owner

- 1–Trailers and/or containers as follows 1-40' trailer without and 1-45' trailer with nose mounted reefer, or 2-40' trailers with nose mounted reefer, or various combinations of 20' and 40' containers and/or trailers, or 1-45' container with one other container up to 35' long.
- 2–Trailers and/or containers as follows 2-45' trailers without nose mounted reefers or various combinations of 20' and 40' containers and/or trailers, or 1-45' container with one other container up to 35' long. (See NOTE 4)
  3 through 9–Not Used

#### If First Numeric is 5 through 9 and Second Numeric is 8 (COFC Only) then, (See NOTE 5)

- 0-Cars not otherwise classified-contact car owner
- 1–1-40' and 1-20' or 3-20' containers.
- 2-1-40' or 1-40' 3" container.
- 3–2-40' or 4-20' containers and various combinations or 1-45' container with one other container up to 35' long.
- 4 through 9–Not Used
- NOTE 1: "Single Length" car will handle one unit at least 40' long. (Car will generally be 50'-75' long). "Double Length" car will handle two units at least 40' long. (Car will generally be 85'-89'4" long).
- NOTE 2: "Low Level" is 2'9" or less ATR. "Standard Level" is 3'4" inches ATR or over.
- NOTE 3: Although other king pin settings may be acceptable, trailer handling capabilities assume trailer king pin settings of 36".
- NOTE 4: These cars will also handle 40' or 45' trailers with nose mounted reefer units at the "A" position (middle) hitch provided the "B" position (leading) hitch is carrying a 40' or shorter trailer. In no case will the "B" position hitch handle a trailer with nose mounted reefer regardless of the length of the trailer.
- NOTE 5: These cars will not handle containers more than 8'0" wide. FC–Flat cars, specifically equipped to carry trailers, containers, and chassis in TOFC/COFC service.

## Lighter Weight Intermodal ETC Q\_\_\_

LOW PROFILE INTERMODAL CARS

Mechanical Designation "FC" – If Less than 33M Pounds or "FCA" Articulated and Multi-Platform Cars or Steel Wheel Railsets for Car-less Technology (See NOTES 1 through 6 below)

FIRST NUMERIC: 0–Not Used 1–Trailers Only 2–Containers Only–8' wide–Single tier 3–Containers Only–8' or 8 1/2' wide–Single tier 4–Containers Only–8' or 8 1/2' wide–Single tier 5–Trailers or 8' wide containers 6–Trailers or 8 1/2' wide containers 7–Trailers or 8' or 8 1/2' wide containers 8–Steel wheel railsets for car-less technology (See NOTE 4)

9-Integrated multi-platform unit, trailers-containers various dimensions

SECOND NUMERIC (See NOTE 4): 1–1 Platform – FC 2–2 Platforms – FCA 3–3 Platforms – FCA 4–4 Platforms – FCA 5–5 Platforms – FCA 6–6 Platforms – FCA 8–8 Platforms – FCA 9–9 Platforms – FCA

0-10 or more Platforms - FCA



#### THIRD NUMERIC-If First Numeric is 1 (See NOTES 5 and 6):

- 0-Cars not otherwise classified-contact car owner
- 1-One 40'-45' trailer per platform
- 2-One 40'-48' trailer per platform
- 3–One 40'-53' trailer per platform
- 4–One 40'-57' trailer per platform
- 5–One 40'-45' trailer per platform with nose mounted reefer units on trailers on A and B platforms Only.
- 6–One 28'-48' trailer per platform
- 7–Four trailers up to 45' long, without nose-mounted reefer units per car; or three trailers, up to 56' long per car, where the center trailer must be 48' long or longer and Only the center trailer may be equipped with nose-mounted reefer unit and/or 42" king pin settings (deck height is 3'6" ATR).
- 8–Three trailers up to 56' long per car, with up to 42" king pin settings and/or nose-mounted reefer units per car. The center trailer must be 48' long or longer (deck height is 3'6" ATR).
- 9–Not Used

#### THIRD NUMERIC-If First Numeric is 2, 3 or 4:

- 0-Cars not otherwise classified-contact car owner
- 1–Two 20' or one 40', 45' or 48' by 96" by 96" or 102" container(s) on A, B, and D platforms and one 40', 45' or 48' by 96" or 102" container on C and E platforms.
- 2–Two 20' or one 40', 45' or 48' by 96" or 102" container(s) on all platforms. 3 through 9–Not Used

#### THIRD NUMERIC-If First Numeric is 5, 6 or 7:

- 0-Cars not otherwise classified-contact car owner
- 1–One 28' through 48' trailer on all platforms or one 40' through 48' by 96" or 102" container on all platforms, or two 20' by 96" or 102" containers on A and B platforms Only.
- 2–One 28' through 53' trailer on all platforms or one 40' through 53' by 96" or 102" container on all platforms, or two 20' by 96" or 102" containers on A and B platforms Only.
- 3-1-28', 1-40', 1-45', 1-48', 1-53' Trailer or 1-40', 1-45', 1-48', 1-53' Container on each segment.
- 4- Two 28' trailers, or One 40' or One 45' or One 48' or One 53' or One 57' trailer on all platforms, or One 40' or One 45' or One 48' or One 53' 96" or 102" container on all platforms
- 5 through 9–Not Used.

#### THIRD NUMERIC-If First Numeric is 8:

- 0–Bogey equipped with rail coupler
- 1–Bogey single air line with rail coupler
- 2–Bogey double air line with rail coupler
- 3–Intermediate Connector without rail coupler
- 4 through 9–Not Used
- NOTE 1: All "Q" class cars have a deck height of 2'8" ATR or less, unless otherwise indicated.
- NOTE 2: All "Q" class cars are suitable Only for Lift-On/Lift-Off terminal handling (no bridge plates and non-retractable hitches).
- NOTE 3: All "Q" class cars will handle trailers with tandem wheels up to 102" wide.
- NOTE 4: Multiples of two or more platforms are either fully articulated or are semi-permanently coupled together and cannot be separated except at a repair track. A "platform" is capable of carrying a trailer or container at least 40' long or two 20' containers. If 1st numeric is 8 (Steel wheel sets for carless technology) 2nd numeric must be a 1.
- NOTE 5: Although other king pin settings may be acceptable, trailer handling capabilities are based on a trailer king pin setting of 36".
- NOTE 6: All "Q" class cars with TOFC capability will handle trailers of the length indicated, plus nose mounted refrigeration units, unless otherwise indicated.
- FCA—Flat car, articulated or drawbar connected multi-unit, specially equipped for transporting containers, chassis, and trailers in TOFC/COFC service.

## Refrigerator Cars ETC R\_ \_ \_

FIRST NUMERIC:

0–Not Used

- 1–Less than 49' inside length
- 2-Less than 49' inside length with cushion draft gear/underframe
- 3-49' and less than 59' inside length

4–49' and less than 59' inside length with cushion draft gear/underframe 5–59' and less than 79' inside length

6–59' and less than 79' inside length with cushion draft gear/underframe 7–79' and over, inside length

8–79' and over inside length with cushion draft gear/underframe 9–Not Used

SECOND NUMERIC:

0–RB 1–RBL 2 through 5–Not Used 6–RP 7–RPL 8–Not Used 9–RC

THIRD NUMERIC: 0–All other cars 1–Body fiberglass, reinforced composite 2 through 9–Not Used

- RB–Bunkerless refrigerator car with or without ventilating devices and with or without device for attaching portable heaters. Constructed with insulation in side ends, floor and roof to meet maximum UA factor requirement of 250 BTU/F/Hour for 50 foot cars and 300 BTU/F/Hour for 60 foot cars. Effective for cars ordered new after March 1, 1984.
- NOTE: Cars built or rebuilt prior to March 1, 1984, must have been constructed with a minimum of 3 in. of insulation in the sides and ends and 3-1/2 in. in floor and roof based on the insulation requirements given in the AAR Manual of Standards and Recommended Practices, Section C, Recommended Practice RP-253 or a thickness reduced in proportion to the thermal conductivity of the insulation.
- RBL–Car similar in construction to an "RB" type car, but equipped in addition with adjustable loading or stowing device.
- NOTE: Cars equipped with interior side rails only, built new, rebuilt or reclassified on and after January 1, 1966, in order to qualify for the "RBL" designation, shall have a minimum of four (4) usable side rails on each wall of car, each extending from doorway to approximately four (4) feet from end of car.
- RC–Refrigerator Car similar to an "RB" car using a cryogen to produce temperatures to transport frozen commodities.
- RP–Mechanical Refrigerator car equipped with or without means of ventilation and provided with apparatus for furnishing protection against heat and/or cold.
- RPL–Mechanical Refrigerator. Similar to "RP" but equipped in addition with adjustable loading or stowing device.

## Stack Cars ETC S\_\_\_

Well Cars-COFC/TOFC Capable of Carrying Double Stacked Containers

FIRST NUMERIC: 0-Cars not otherwise classified-contact car owner 1-All 40' Wells 2-All 45' Wells 3-All 48' Wells 4-40' end and 45' Intermediate Wells 5-40' end and 48' Intermediate Wells 6-All 53' Wells 7-All 56' Wells 8, 9-Not Used



SECOND NUMERIC:

- 0-Cars not otherwise classified-contact car owner
- 1-Single Well IBC Type -FC
- 2-Two Wells IBC Type -FCA
- 3–Three Wells IBC Type –FCA
- 4–Four Wells IBC Type –FCA
- 5-Five Wells IBC Type -Light Capacity (100 Ton Trucks) FCA
- 6–Five Wells IBC Type –Heavy Capacity (125 Ton Trucks) FCA
- 7–Five Wells Bulkhead Type Light Capacity (100 Ton Trucks) FCA 8–Five Wells – Bulkhead Type – Heavy Capacity (125 Ton Trucks) – FCA
- 9–Not Used

#### THIRD NUMERIC-If Second Numeric is 1, 2, 3, or 4:

- 0–Car classifiable in ETC, see element Single Length Loading Configuration (B288) for loading configuration
- 1–1-40', 45', or 48' container in well and 1-40, 45', 48', or 53' container stacked on top of well.
- 2–2-20', 1-40', 45', or 48' container in well and 1-40', 45', 48', or 53' container stacked on top of well.
- 3–2-20', 1-40', 45', or 48' container in well and 1-40', 48', or 53' container stacked on top of well or 2-28' trailers or 1-40' through 53' trailer in well. Trailers can be either 96" or 102" wide and can be equipped with nose-mounted refrigerator units.
- 4–2-20' or 28' containers or 1-40', 45', 48', or 53' container in well and 2-28' containers, 1-40', 45', 48' or 53' container stacked on top of well
- 5–2-20', 1-40', 45', 48' or 53' container in well and 1-40', 45', 48', or 53' (see NOTE 5) container stacked on top of well.
- 6-Container only, Bottom : 2-20' or 1-40' ; Top : 1-40', 45', 48', or 53'
- 7-Container only, Bottom : 2-20' or 1-40' ; Top : 1-40', 45', 48', or 53'; 53' container can be loaded on the A and B unit , if the C unit has a 40' or 45' container loaded on it.

8-Container and Trailer capability, Bottom : 2-20' or 1-40' container or 1-28' trailer ; Top : 1-40', 45', or 48' container ; 53' container can be loaded in the A and B units if the C unit has a 40' container.

9-Container capability, Bottom : 2-20', 1-40', 45', 48', or 53' container ; Top : 1-40', 45', 48', or 53' container. Trailer : 2-28', 1-40', 1-45', 1-48', 1-53', or 1-57'.

#### THIRD NUMERIC-If Second Numeric is 5 or 6:

- 0–Car classifiable in ETC, see element Single Length Loading Configuration (B288) for loading configuration
- 1–2-20' or 1-40' container(s) in end wells and 1-40' container only in intermediate wells with 1-40', 45' or 48' container stacked on top of all wells.
- 2–2-20' or 1-40' container(s) in all wells and 1-40', 45', or 48' container stacked on top of all wells.
- 3–1-40' or 45' container in all wells and 1-40', 45', 48', or 53' container stacked on top of all wells.
- 4–1-40', 45' or 48' container in all wells and 1-40', 45', 48', or 53' container stacked on top of all wells.
- 5–2-20' or 1-40' container(s) in end wells and 1-40' or 45' container in intermediate wells with 1-40', 45', or 48' container stacked on top of all wells and 53' containers stacked only on top of intermediate wells.
- 6–2-20' or 1-40' container(s) in end wells and 1-40', 45', or 48' container in intermediate wells with 1-40', 45' or 48' container stacked on top of all wells and 53' containers stacked only on top of intermediate wells.
- 7–2-20', 2-24', 1-40', 1-45', or 1-48' container(s) in all wells with 1-40', 1-45', 1-48', or 1-53' container stacked on top of all wells.
- 8–2-20', 24', 1-40', 1-45', or 1-48' container(s) in the end wells and 1-40', 1-45', or 1-48' container in the intermediate wells with 1-40', 1-45', 1-48', or 1-53' stacked on top of all wells.

9–Container only, Bottom: 2-20' or 1-40'; Top :1-40', 45', or 48'; a 53' container can be loaded on the A, B and D units if the C and E unit as a 40' container.

#### THIRD NUMERIC-If Second Numeric is 7 or 8:

0-Car classifiable in ETC, see element Single Length Loading Configuration (B288) for loading configuration

- 1–2-20' or 1-40' container(s) in end wells and 40' containers only in intermediate wells with 40' or 48' containers stacked on top of all wells.
- 2–2-20' or 1-40' container(s) in end wells and 40' containers only in intermediate wells with 40', 45', or 48' containers stacked on top of all wells.
- 3–2-20' or 1-40' container(s) in end wells and 40' containers only in intermediate wells with 40' containers stacked on end wells and 40' or 45' containers stacked on intermediate wells.
- 4–2-20' or 1-40' container(s) in all wells with 40' or 48' containers stacked on top of all wells.
- 5–2-20' or 1-40' container(s) in all wells with 40', 45', or 48' containers stacked on top of all wells.
- 6–1-40' container only in end wells and 2-20' or 1-40' container(s) in intermediate wells with 40' or 48' containers stacked on top of all wells.
- 7–1-40' container only in end wells and 2-20' or 1-40' container(s) in intermediate wells with 40', 45', or 48' containers stacked on top of all wells.
- 8–1-40' container in all wells with 1-40' or 1-45' container stacked on top of all wells.
- 9-2-20' or 1-40' container(s) in all wells with 1-40' or 1-45' container stacked on top of all wells.

## Tank Cars ETC T\_\_\_

FIRST AND SECOND NUMERIC: Major Class Description (See <u>Appendix N:</u>)

THIRD NUMERIC:

- 0–Capacity not applicable
- 1–7,000 gal. and less capacity
- 2-8,000 through 9,000 gallons capacity
- 3–10,000 through 11,000 gallons capacity
- 4-12,000 through 18,000 gallons capacity
- 5–19,000 through 21,000 gallons capacity
- 6-22,000 through 24,000 gallons capacity
- 7–25,000 through 27,000 gallons capacity
- 8-28,000 through 31,000 gallons capacity
- 9–32,000 gallons capacity and over

For the purpose of determining capacity for coding, the following is used: 6,500 to 7,499 gallons—show as 7,000 gallons capacity

- 7,500 to 8,499 gallons—show as 8,000 gallons capacity
- 8,500 to 9,499 gallons—show as 9,000 gallons capacity, etc.
- T-Tank Car. Tank car means any car which is used only for the transportation of liquids, liquefied gases, compressed gases, or solids that are liquefied prior to unloading. Car may be without underframe if container serving as superstructure is designed to serve as underframe. If car has underframe, it must be designed only for the carriage of one or more enclosed containers (with or without compartments) that form the superstructure and are integral parts of the car. All such containers must be securely attached to the underframe when offered for transportation but may have demountable features. Before any car can be considered a tank car hereunder, the design of all such containers thereon must have been approved 1) by the AAR Committee on Tank Cars as having met all applicable AAR specifications and requirements and 2) by said Committee or, in appropriate cases, the Department of Transportation, as having met all applicable specifications and requirements of Subpart I of the Regulations for Transportation of Explosives and Other Dangerous Articles.
- NOTE: For a listing of all tank car specification, refer to the AAR Manual of Standards and Recommended Practices, Section C, Specification M-1002, Specification for Tank Cars and/or Field Manual of AAR Interchange Rules.

## Containers ETC U\_\_\_

FIRST NUMERIC: 0–Bulk Hopper 1–Not Used 2–General Service (Non-equipped Dry Vans)

#### Appendices

3–Flat Racks 4–Open Tops 5–Mechanical Refrigerator 6–Tank 7–Insulated 8–Not Used 9–Special Equipped Straight Floor Closed

#### SECOND NUMERIC:

0–40 ft. and less than 42 ft., outside length 1–Less than 20 ft., outside length 2–20 ft. and less than 27 ft., outside length 3–27 ft. and less than 35 ft., outside length 4–35 ft. and less than 40 ft., outside length 5–45 ft. and less than 48 ft., outside length 6–42 ft. and less than 45 ft., outside length 7–48 ft. and less than 53 ft., outside length 8–53 ft. and less than 57 ft., outside length 9–57 ft. and over, outside length

THIRD NUMERIC:

0-Container not otherwise classified, contact owner
1-O.S. Width 8' and under, Outside Height 8'6" and under
2-O.S. Width 8' and under, Outside Height over 8'6" and to 9' inclusive
3-O.S. Width 8' and under, Outside Height over 9' and to 9'6" inclusive
4-O.S. Width 8' and under, Outside Height over 9'6"
5-O.S. Width over 8', Outside Height 8'6" and under
6-O.S. Width over 8', Outside Height over 8'6" and to 9' inclusive
7-O.S. Width over 8', Outside Height over 8'6" and to 9' inclusive
7-O.S. Width over 8', Outside Height over 9' and to 9'6" inclusive
8-O.S. Width over 8', Outside Height over 9'6"
9-Not Used

## Vehicular Flat Cars ETC V\_\_\_

(FA ONLY)

FIRST NUMERIC:

0–Uni-level rack, single unit, fully enclosed with doors and roof

1-Tri-level rack, multiple unit, fully enclosed with doors and roof

2-Tri-level rack, articulated, fully enclosed with doors and roof

3–Tri-level rack, single unit, non-fully enclosed (includes non-side-shielded, roof but no doors, doors but no roof)

4–Tri-level rack, single unit, fully enclosed with doors and roof 5–Not used

6-Bi-level rack, multiple unit, fully enclosed with doors and roof

7-Bi-level rack, articulated, fully enclosed with doors and roof

8–Bi-level rack, single unit, non-fully enclosed (includes non-side-shielded, side-shielded, roof but no doors, doors but no roof)

9–Bi-level rack, single unit, fully enclosed with doors and roof

NOTE: Articulated = Articulated Connector at Intermediate Connection. Multiple Unit = Solid Drawbar at Intermediate Connection.

#### SECOND NUMERIC:

- 0–Low level, extreme height less than 18'10"
- 1-Low level, extreme height 18'10" and less than 19'01"

2-Low level, extreme length 19'01" and less than 20'02"

- 3-Mid level, extreme height less than 18'10"
- 4-Mid level, extreme height 18'10" and less than 19'01"

5-Mid level, extreme height 19'01" and less than 20'02"

6-High level, extreme height less than 18'10"

7–High level, extreme height 18'10" and less than 19'01"

8-High level, extreme height 19'01" and less than 20'02"

9-Any level, extreme height 20'02" and greater

NOTE: Platform heights ATR are defined: Low level = less than 34"; Mid level = 34" and less than 40"; High level is 40" and greater.

### THIRD NUMERIC:



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- 0–No doors
- 1–Full height, Radial
- 2-Full height, RAVE, Trinity
- 3–Full height, RAVE, Portec
- 4–Full height, Tri-Arc
- 5–Full height, Tri-Fold 6–Full height, Pick

7–Full height, All other (including Bi-Fold, Three Piece, Wire Mesh, etc.) 8–Full height, Seal Safe Radial

9-Partial height, all (including Bi-Fold, Radial, Tri-Fold, Wire Mesh, etc.)
 FA-Flat car specifically equipped with a superstructure or the superstructure is an integral component of the car used for transporting set-up vehicles.

## Trailers ETC Z\_\_\_

FIRST NUMERIC

- 0–Bulk Hopper or Tank
- 1-Chassis (Refer to Second and Third Numeric under Chassis)
- 2–General Service (Non-equipped Dry Vans)
- 3-Flat Beds (includes removable sides, platforms and expandables)
- 4–Open Tops
- 5-Mechanical Refrigerators
- \*\* 6–Rail Compatible Unit
- 7–Insulated
- 8– Drop Frames (includes Wedge Frames)
- 9–Special Equipped Straight Floor Closed
- Note: Z0\_ must have Fitting Code "CN" for Tank.

SECOND NUMERIC: (Not For Z1\_\_or Z6\_\_) 0–40 ft. and less than 42 ft., outside length 1–Less than 20 ft., outside length 2–20 ft. and less than 27 ft., outside length 3–27 ft. and less than 35 ft., outside length 4–35 ft. and less than 40 ft., outside length 5–45 ft. and less than 48 ft., outside length 6–42 ft. and less than 45 ft., outside length 7–48 ft. and less than 53 ft., outside length 8–53 ft. and less than 57 ft., outside length 9–57 ft. and over, outside length

\*\* SECOND NUMERIC (Z6\_\_Only)

- 0–Not Used
- 1–Less than 48' Mark IV Type Van 2–48' and less than 53' Mark IV Type Van
- 3–53' and over Mark IV Type Van
- 4–Less than 48' Mark V Type Van

5–48' and less than 53' Mark V Type Van

- 6–53' and greater Mark V Type Van
- \* 7–Chassis less than 48', outside length
- \* 8-Chassis 48' and less than 53', outside length
- \* 9–Chassis 53' and over, outside length
- NOTE: Use Chassis third numeric.

#### Appendices

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#### THIRD NUMERIC: (Not for Z1\_ \_and Z6\_ \_)

- 0-Trailer not otherwise classified, contact owner
- 1–O.S. Extreme Width 8' and under–Outside Height 12'6" and under
- 2–O.S. Extreme Width 8' and under–Outside Height over 12'6" and under 13'
- 3–O.S. Extreme Width 8' and under–Outside Height 13' and under 13'6"
- 4-O.S. Extreme Width 8' and under-Outside Height 13'6" and over
- 5–O.S. Extreme Width over 8'–Outside Height 13' and under–96" Wide Tandem
- 6–O.S. Extreme Width over 8'–Outside Height over 13'–96" Wide Tandem
- 7–O.S. Extreme Width over 8'–Outside Height 13' and under–over 96" Wide Tandem
- 8-O.S. Extreme Width over 8'-Outside Height over 13'-over 96" Wide Tandem

### SECOND NUMERIC (Z1\_\_):

- 0-45 ft. to 53 ft. Extendible, outside length
- 1-40 ft. to 45 ft. Extendible, outside length
- 2–20 ft. Straight and 20/24 ft. Combo, outside length
- 3–48 ft. and over Straight, outside length
- 4-40 ft. to 53 ft. Extendible, outside length
- 5-45 ft. and less than 48 ft. Straight, outside length
- 6–40 ft. and less than 45 ft. Straight, outside length
- 7-40 ft. to 48 ft. Gooseneck, outside length
- 8–40 ft. Combo (20/40), outside length
- 9–40 ft. Tri-Purpose, outside length

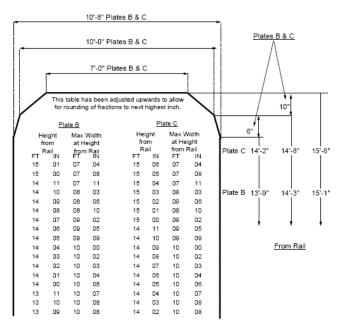
#### THIRD NUMERIC (Z1\_ and Z6\_ Only):

- 0-Chassis not otherwise classified, contact owner
- 1–O.S. Height 4'6" and under at locking plane, Tandem Width 96" or less
- 2–O.S. Height 4'6" and under at locking plane, Tandem Width over 96" to 102" inclusive
- 3–O.S. Height 4'6" and under at locking plane, Tandem Width over 102"
- 4–O.S. Height over 4'6" at locking plane, Tandem Width 96" or under
- 5–O.S. Height over 4'6" at locking plane, Tandem Width over 96" to 102" inclusive
- 6–O.S. Height over 4'6" locking plane, Tandem Width over 102"
- 7 through 9–Not Used

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# Appendix J: Plate Codes (CLEARANCES)

Widths at one inch increments in height. Top portion of equipment diagrams plates B and C.



#### Widths at one inch increments in height. Top portion of equipment diagrams plates E and F FOR Umler EDITING CHECKS ONLY

FOR Umler EDITING CHECKS ONLY HOW TO USE the plate graphics:

The plate graphic's purpose is to determine if the outside height and width data furnished in your Umler record is within the Plate Clearance code reported. (e.g., clearance–B, Height From Rail to Extreme Width–1500, Extreme Width–0704; you would then find the height reported (1500) under Plate B in the above table.

Directly to the right of 1500 is the maximum width at that height, in this case 0708. Therefore, the Extreme Width reported of 0704 is within Plate B.)

In the event that the data reported for the Extreme Width in the above example was 0711, Extreme Width would be flagged in the error listing as follows: 0711.

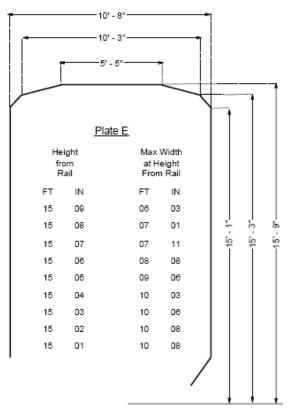
Relational errors (See Exhibit 11, Section IX), as in the above example, indicate one of the following could be wrong:

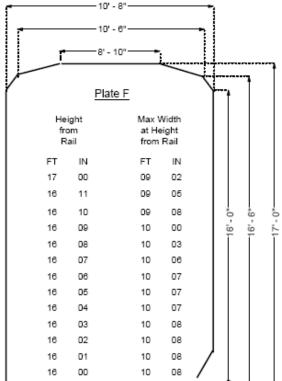
- a. 0711 Extreme Width is not correct. It was actually 0708 or less.
  b. 1500 height above rail to extreme width is not correct. It was
- b. ISOU neight above rail to extreme width is not correct. It was actually 1411 or less.
- c. Clearance code B is incorrect, and the 2 dimensions are correct. The car is actually a Code C.

It will be the responsibility of the reporting party to resolve such errors with their mechanical department and submit the correct data.

Dimensions in excess of Plate E or F, Report Clearance Code G

- Related Plate Code Data Elements;
  - o A046 Plate Code
  - o A187 Outside Height Extreme Width
  - o A186 Outside Extreme Width
  - o A185 Outside Extreme Height

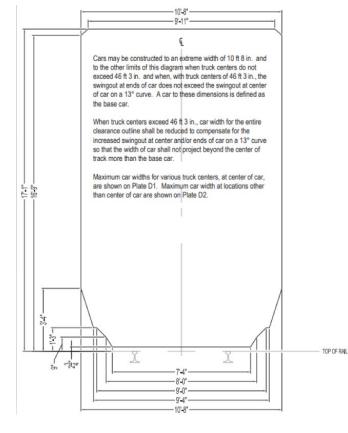




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Appendices

#### Data Specification Manual



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## Appendix K: Components

In the Umler System, most data elements like Built Date only occur one time in the equipment record. There are some data elements that occur multiple times.

Component Groups in the Umler System identify data elements that repeat in an equipment record. For example, there are two couplers on most equipment records. Coupler information is recorded for each Draft System Component in the equipment record. Draft Systems are identified by a location ID. Location IDs follow the CRB convention for locations on equipment. Locations are identified starting from the Brake-End of Equipment or the Front using either letters or numbers.

Numeric Location Ids: 1,2,3,4,5,.... CRB conventions starting from the Brake End: B, C, D, E, F, ..., A (Brake-End to the A-End) Locomotive convention starting from the Front: F, A, B, C, D, ..., R (Front to Rear)

#### **Component Groups**

Draft Gear System - contains information related to Draft Gear and Couplers

Elements: Alignment Control Equipped, Coupler Code, Coupler Style Location IDs: [**B**,**A**]

*Truck System* – Truck Systems are a component containing sub-components Axle Spacing and Trucks. Truck Systems locations are lettered starting with B (Brake End) and ending with A. Equipment with 4 Truck Systems would have locations [**B**,**C**,**D**,...,**A**]. (Except for locomotives which have locations starting with F (Front End) and ending with R (Rear End). Locomotives with 4 truck systems would have locations [**F**,**A**,**B**,...,**R**].

Axle Spacing – Axle Spacing Distance information for axles on the equipment. Axle Spacing Locations are numbered (1,2,3...) starting from the brake end.

Elements: Axle Spacing Distance Location IDs: [**1,2,3,4,...**]

Truck – information related to equipment trucks.

Elements: Journal Size, Locomotive Truck Type, Stability Device Equipped, Truck Axle Count, Wheel Diameter Location IDs: [B,C,D,...,A] ([F,A,B,...,R] for Locos)

*Hitch* – Intermodal Trailer connections locations. These locations are identified numerically from the B-End to the A-End of the equipment.

Elements: Intermodal Flat King Pin Opening Orientation, Intermodal Flat King Pin Setting Inches, Trailer Hitch System Capacity Location IDs: [**1,2,3,4,...**]

*Intermediate Connection* – locations where trailers can be loaded across two intermodal flatcars are identified numerically from the B-End to the A-End.

Elements: Bridging Allowable Load Length, Intermediate Truck Car Builder Load Limit Location IDs: [1,2,3,4,...]

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**Unit Segment** – connected units (articulated or drawbar) have information regarding each platform. In addition to the data on the platforms, there is also information regarding the Loading capabilities of the platforms/units. Each Unit Segment is identified by location beginning at the B-End and ending at the A-End. 3-unit cars [B,C,A]. 5-Unit cars [B,C,D,E,A]. In addition to elements associated to each unit segment, there are also two sub-components; 1) Inter-Container Securement, and 2) Loading Capabilities.

Elements: Air Receptacle Equipped, Car Load Limit, COFC/TOFC/All Purpose/Environment Containers, Electrical Receptacle Equipped, Fuel Receptacle Equipped, Intermodal Flat Loading Method Circus, Intermodal Flat Loading Method LOLO, Intermodal Flat Loading Method Side, Loading Plane Height (Containers) Above Rail, Loading Plane Height (Trailer) Above Rail, Lock/Cone Profile, Lower Position Clearance, Lower Position Clearance Outline, Number of Handbrakes, Number of Hitches per unit, Permanent / Temp Receptacle, Side Wall Height, Side Wall Height from Cone, TOFC Width, Between Exterior Rub Rails, TOFC Width Between Interior Rub Rails, Unit Builders Load Limit, Unit Container Loading Capacity, Unit Cubic Feet Capacity, Unit Equipment Group, Unit Inside Length, Unit Load Limit, Unit Load Limit (COFC), Unit Load Limit (TOFC), Unit Load Limit Star Code, Unit Tare Weight, Unit Trailer Loading Capacity, Upper Position Clearance Location IDs: **[B,C,D,...,A]** 

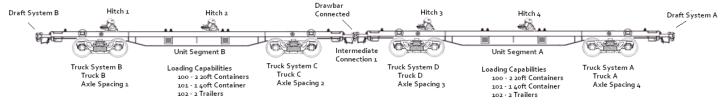
Inter Container - locations that describe specific securement capabilities of containers

Elements: Inter-Container Securement Location IDs: [1,2,3,4,...]

**Loading Capabilities** – each unit segment can be described as having many loading capabilities. Each loading capability is identified in a location. Multiple capabilities can be defined for a unit such as container combinations and trailer combinations.

 Elements: LC Allowable Locations for HAZMAT, LC Allowable Lower Load Widths, LC Container Load Limit Restrictions, LC Flat Rack Capable, LC Intermodal Equipment Type, LC Load Height Combinations, LC Load Length Combinations, LC Location, LC Notes
 Location IDs (Capability IDs): [100,101,102,103,...]

Diagram of Components on a 2-Unit Drawbar Connected Intermodal Flat.



#### Data Specification Manual

## Appendix L: Umler Data Transfer Procedures

Requests for the transfer of a unit data from a specific reporting mark and/or number to a new mark or number will be processed under the following guidelines.

- 1. Request for transfers must be received by 5:00 p. m. Eastern Time on the 25th day of the month to be processed prior to the first day of the subsequent month in order to be included in the CHARM file.
- 2. Letters from both parties authorizing the transfer or copy of the bill of sale or copy of an executed Form 88-C must be filed.
- All requests must be submitted via email to: <u>csc@railinc.com</u> advising: (a) Owner's Mark, (b) Lessee's Mark (if applicable), (c) Rate Indicator, (d) A.E.I. Transponder Code, (e) Name of Contact, Company, address, telephone, and email to be invoiced, (d) "Subject: From Mark: \_\_\_\_\_ To Mark: \_\_\_\_\_ ".
- 4. The list of cars should be in the following s an attachment to the email. The file must be in Excel (.xls) or Text (.txt). For example the Excel format will be four columns A-D with data elements prior initial, number and new initial, number.
- 5. Requests for transfers will be time stamped and if not approved by the second party within ten (10) working days, the request will be considered null and void.
- 6. Each request for transfer will be assessed \$150.00 for the transfer of 1-25 units and \$1.50 per car for each additional car. These charges may be subject to change on thirty (30) days notice.
- 7. The deletion of cars is the responsibility of the owner/agent that authorized the transfer. Caution should be exercised to ensure that the cars being transferred have been stenciled to their new reporting marks.
- **Note:** The email address for transfers is <u>csc@railinc.com</u>.

## Appendix M: Umler Exception Control File

### M.1 Exception Registration Process

Procedures for registering equipment with weights and/or dimensions outside the normal Umler edits in the Umler Exception Control File.

- 1. Owner must email <u>csc@railinc.com</u> a request listing the car initials and numbers and the specific dimensions for applicable fields outside the Umler edit parameters. Exception records must be submitted to Railinc at least 5 working days prior to reporting of the of Umler records.
- 2. Unit does not have to be on the Umler file prior to being reported to the Umler Exception Control File and as many exception fields as necessary may be reported per car.
- 3. Owners may request a list of their equipment in the Umler Exception Control File.

### M.2 Railinc Exception Processing

Railinc will process the record as follows:

- 1. Railinc will key the data and construct an Umler Exception Control Record.
- 2. Data on an Umler transaction that does not match the data in the Umler Exception Control File will have the normal edits applied and Umler record will be flagged in error.
- 3. An Umler transaction for equipment that is outside the edit parameters that matches the Umler Exception Control File will be accepted as a valid record.
- 4. If a unit with an exception record is deleted from the Umler file, Railinc will automatically delete the Umler Exception Control record.
- **Note:** In addition to weight and dimension information, other data elements may be eligible for reporting to the Exception Control File.

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## Appendix N: Major Tank Class & Validation Matrices for DOT117, HM-246

Major Classes of Tank Cars AAR and DOT or ICC Container Specifications

01 Major Class (AAR) - ALUMINUM, NON-PRESSURE CARS	37 Major Class (DOT) - STE
01 Major Class (ICC or DOT) - ALUMINUM, NON-PRESSURE CARS	112S200W, 112T200W
111A100ALW1, 111A100ALW2, 111A60ALW1, 111A60ALW2,	38 Major Class (DOT) - STE
111S100ALW1, 111S100ALW2, 111S60ALW1, 111S60ALW2	112J340W
02 Major Class (ICC or DOT) - HIGH PURITY ALUMINUM, NON-PRESSURE	39 Major Class (DOT) - STE
CARS	112S340W
04 Major Class (ICC or DOT) - NICKEL CARS	40 Major Class (DOT) - STE
05 Major Class (AAR) - ACID CARS, WELDED OR RIVETED	112T340W
05 Major Class (ICC or DOT) - ACID CARS, WELDED OR RIVETED	41 Major Class (DOT) - STE
111A100W2, 111A100W5, 111A60W2	112J400W
06 Major Class (AAR) - STAINLESS STEEL CARS (STAINLESS	42 Major Class (DOT) - STE 112S400W
GRADE 304 or 430)	43 Major Class (DOT) - STE
211A100W6 06 Major Class (ICC or DOT) - STAINLESS STEEL CARS (STAINLESS GRADE	112T400W
304 or 430)	44 Major Class (DOT) - STE
111A100W6, 111A60W6, 111A60W7	114J340W
07 Major Class (ICC or DOT) - STAINLESS STEEL CARS (STAINLESS GRADE	45 Major Class (DOT) - STE
304L)	114S340W
111A100W6, 111A60W6, 111A60W7, 120J200W	46 Major Class (DOT) - STE
08 Major Class (ICC or DOT) - STAINLESS STEEL CARS (STAINLESS GRADE	114T340W
316)	47 Major Class (DOT) - STE
111A100W6	114J400W
09 Major Class (ICC or DOT) - STAINLESS STEEL CARS (STAINLESS GRADE	48 Major Class (DOT) - STE
316L)	114S400W
111A100W6, 111A60W7, 111S100W6	49 Major Class (DOT) - STI
10 Major Class (AAR) - GENERAL SERVICE CARS—CARBON STEEL TANK (WELDED OR RIVETED)(Includes Rubber Lined)	114T400W
203, 203W, 211A100W1, 211A60W1, 211J100W1	50 Major Class (ICC or DO
10 Maior Class (ICC or DOT) - GENERAL SERVICE CARS—CARBON STEEL	105A100ALW, 105A200AL
TANK (WELDED OR RIVETED)(Includes Rubber Lined)	51 Major Class (ICC or DO
111A100W1, 111A100W3, 111A100W4, 111A60W1	109A300ALW 52 Major Class (ICC or DO
11 Major Class (AAR) - NON-PRESSURE TANK WITHIN A TANK (CARBON	105A100W
STEEL INNER TANK)	53 Major Class (ICC or DO
206W	105A200W, 120J200W
11 Major Class (ICC or DOT) - NON-PRESSURE TANK WITHIN A TANK	54 Major Class (ICC or DO
(CARBON STEEL INNER TANK)	105A300W, 109A300W, 12
	55 Major Class (ICC or DO
13 Major Class (AAR) - NON-PRESSURE TANK WITHIN A TANK (GRADE 304 or 430 STAINLESS STEEL INNER TANK)	105A400W, 120A400W
206W	56 Major Class (ICC or DO
13 Major Class (ICC or DOT) - NON-PRESSURE TANK WITHIN A TANK	105A500W, 120A500W
(GRADE 304 or 430 STAINLESS STEEL INNER TANK)	57 Major Class (ICC or DO
115A60W6	105A600W
14 Major Class (AAR) - NON-PRESSURE TANK WITHIN A TANK (GRADE	58 Major Class (ICC or DO
304L STAINLESS STEEL INNER TANK)	(MULTI-UNIT TANKS) 59 Major Class (ICC or DO
206W	112A200W
14 Major Class (ICC or DOT) - NON-PRESSURE TANK WITHIN A TANK	60 Major Class (DOT) - STE
(GRADE 304L STAINLESS STEEL INNER TANK)	112S340W
115A60W6 15 Major Class (AAR) - NON-PRESSURE TANK WITHIN A TANK (GRADE	60 Major Class (ICC or DO
316 STAINLESS STEEL INNER TANK)	112A340W
206W	61 Major Class (ICC or DO
15 Major Class (ICC or DOT) - NON-PRESSURE TANK WITHIN A TANK	112A400W, 112S400W
(GRADE 316 STAINLESS STEEL INNER TANK)	62 Major Class (DOT) - STE
115A60W6	112S500W
16 Major Class (AAR) - NON-PRESSURE TANK WITHIN A TANK (GRADE	64 Major Class (ICC or DO
316L STAINLESS STEEL INNER TANK)	114A340W
206W	65 Major Class (ICC or DO 114A400W
16 Major Class (ICC or DOT) - NON-PRESSURE TANK WITHIN A TANK	67 Major Class (ICC or DO
(GRADE 316L STAINLESS STEEL INNER TANK) 115A60W6	113A60W, 113C120W, 113
17 Major Class (DOT) – NON-PRESSURE TANK HM-251	76 Major Class (AAR) - CR
117J100W, 117P100W, 117R100W	113C140W, 113C60W, 113
18 Major Class (AAR) - STAINLESS CLAD STEEL CARS	76 Major Class (DOT) - CR
203W	113A90W
18 Major Class (ICC or DOT) - STAINLESS CLAD STEEL CARS	77 Major Class (ICC or DO
105A300W, 105A500W, 111A100W1, 111A100W2, 111A100W3	107A
19 Major Class (ICC or DOT) - NICKEL CLAD STEEL CARS	80 Major Class (DOT) - ST
111A100W2	105J300W
20 Major Class (DOT) -	81 Major Class (DOT) - ST/
111S100W1, 111S100W2, 111S100W3, 111S100W5	105S300W, 105S400W
21 Major Class (DOT) -	84 Major Class (DOT) – PR
111J100W2, 111J100W3, 111J100W4	105J500I, 105H500W, 112
•=Mandatory $\triangle$ =Used in ETC Generation = Affects Rating - <b>366</b> -	=Conditionally Mandatory

37 Major Class (DOT) - STEEL PRESSURE NON-INSULATED CARS
112S200W, 112T200W 38 Major Class (DOT) - STEEL PRESSURE NON-INSULATED CARS
112J340W 39 Major Class (DOT) - STEEL PRESSURE NON-INSULATED CARS
112S340W
40 Major Class (DOT) - STEEL PRESSURE NON-INSULATED CARS 112T340W
41 Major Class (DOT) - STEEL PRESSURE NON-INSULATED CARS 112J400W
42 Major Class (DOT) - STEEL PRESSURE NON-INSULATED CARS
112S400W 43 Major Class (DOT) - STEEL PRESSURE NON-INSULATED CARS
112T400W 44 Major Class (DOT) - STEEL PRESSURE NON-INSULATED CARS
114J340W
45 Major Class (DOT) - STEEL PRESSURE NON-INSULATED CARS 114S340W
46 Major Class (DOT) - STEEL PRESSURE NON-INSULATED CARS 114T340W
47 Major Class (DOT) - STEEL PRESSURE NON-INSULATED CARS
114J400W 48 Major Class (DOT) - STEEL PRESSURE NON-INSULATED CARS
114S400W 49 Major Class (DOT) - STEEL PRESSURE NON-INSULATED CARS
114T400W
50 Major Class (ICC or DOT) - ALUMINUM, PRESSURE CARS 105A100ALW, 105A200ALW, 109A200ALW
51 Major Class (ICC or DOT) - ALUMINUM, HIGH PRESSURE CARS 109A300ALW
52 Major Class (ICC or DOT) - STEEL PRESSURE INSULATED CARS
105A100W 53 Major Class (ICC or DOT) - STEEL PRESSURE INSULATED CARS
105A200W, 120J200W 54 Major Class (ICC or DOT) - STEEL PRESSURE INSULATED CARS
105A300W, 109A300W, 120A300W
55 Major Class (ICC or DOT) - STEEL PRESSURE INSULATED CARS 105A400W, 120A400W
56 Major Class (ICC or DOT) - STEEL PRESSURE INSULATED CARS 105A500W, 120A500W
57 Major Class (ICC or DOT) - STEEL PRESSURE INSULATED CARS
105A600W 58 Major Class (ICC or DOT) - STEEL PRESSURE CARS
(MULTI-UNIT TANKS)
59 Major Class (ICC or DOT) - STEEL PRESSURE NON-INSULATED CARS 112A200W
60 Major Class (DOT) - STEEL PRESSURE NON-INSULATED CARS 112S340W
60 Major Class (ICC or DOT) - STEEL PRESSURE NON-INSULATED CARS 112A340W
61 Major Class (ICC or DOT) - STEEL PRESSURE NON-INSULATED CARS
112A400W, 112S400W 62 Major Class (DOT) - STEEL PRESSURE NON-INSULATED
112S500W 64 Major Class (ICC or DOT) - STEEL PRESSURE NON-INSULATED CARS
114A340W
65 Major Class (ICC or DOT) - STEEL PRESSURE NON-INSULATED CARS 114A400W
67 Major Class (ICC or DOT) - PRESSURE–TANK WITHIN A TANK
113A60W, 113C120W, 113C120W9, 113D120W, 115A60ALW 76 Major Class (AAR) - CRYOGENIC–TANK WITHIN A TANK
113C140W, 113C60W, 113D60W, 204W 76 Major Class (DOT) - CRYOGENIC–TANK WITHIN A TANK
113A90W
77 Major Class (ICC or DOT) - HELIUM CARS 107A
80 Major Class (DOT) - STAINLESS CLAD STEEL CARS 105J300W
81 Major Class (DOT) - STAINLESS CLAD STEEL CARS
105S300W, 105S400W 84 Major Class (DOT) – PRESSURE TANK FOR TIH (HM-246)
105J500I, 105H500W, 112J500I, 112S500I, 112H500W

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85 Major Class (DOT) – PRESSURE TANK FOR TIH (HM-246)	91 Major Class (DOT) - STEEL PRESSURE INSULATED CARS
105J600I, 105H600W	105S300W, 105S400W
86 Major Class (DOT) - STEEL PRESSURE INSULATED CARS	92 Major Class (DOT) - STEEL PRESSURE INSULATED CARS
105J100W	105J400W
87 Major Class (DOT) - STEEL PRESSURE INSULATED CARS	94 Major Class (DOT) - STEEL PRESSURE INSULATED CARS
105S100W	105J500W
88 Major Class (DOT) - STEEL PRESSURE INSULATED CARS	95 Major Class (DOT) - STEEL PRESSURE INSULATED CARS
105J200W	105S500W
89 Major Class (DOT) - STEEL PRESSURE INSULATED CARS	96 Major Class (DOT) - STEEL PRESSURE INSULATED CARS
105S200W	105J600W
90 Major Class (DOT) - STEEL PRESSURE INSULATED CARS	97 Major Class (DOT) - STEEL PRESSURE INSULATED CARS
105J300W	105S600W

#### Minimum requirements for DOT117J100W, DOT117R100W, and DOT117P100W per 49 CFR §179.202

A237	Stenciled Shipping Spec	DOT117J***	DOT117R***3	DOT117P***
B207	Tank Major Class	17	17	17
B204	Jacket Material Category	N	Ν	Approval by FRA <sup>2</sup>
B541	Jacket Thickness >=	0.1196	0.1196	Approval by FRA <sup>2</sup>
A257	Tank Shell Material Spec =	128B	As Built <sup>1</sup>	Approval by FRA <sup>2</sup>
A258	Tank Shell Thickness >=	0.5625	0.4375	Approval by FRA <sup>2</sup>
B208	Tank Shell Material Norm	Y	As Built <sup>1</sup>	Approval by FRA <sup>2</sup>
A254	Tank Head Material Spec =	128B	As Built <sup>1</sup>	Approval by FRA <sup>2</sup>
A255	Tank Head Thickness >=	0.5625	0.4375	Approval by FRA <sup>2</sup>
B203	Tank Head Material Norm	Y	As Built <sup>1</sup>	Approval by FRA <sup>2</sup>
A118	Head Protection Type	F	F	Approval by FRA <sup>2</sup>
B105	Head Protection Thickness >=	0.5	0.5	Approval by FRA <sup>2</sup>
B555	Thermal Protection System	E	E	E
B259	Insulation/Thermal Protection Thickness >=	0.5	0.5	Approval by FRA <sup>2</sup>
B543*	Bottom Outlet Valve Actuation	A, B, C, or D	A, B, C, or D	A, B, C, or D
A264	Top Fittings Protection	E	E or F	E
A230	Safety Relief Device Type	C or V	C or V	C or V

1. Permissible value shall be "as built" based on the approved AAR Certificate of Construction

2. Approved by FRA - Selection of DOT117P requires approval from the FRA per 49 CFR 179.202-12(a)

3. The original built date for a DOT117R must occur before 10/1/2015

Minimum requirements for DOT105J500I, DOT105J600I, DOT112J500I, DOT112S600I, DOT112S500I, DOT105H500W, DOT105H500W, and DOT112H600W per 49 CFR §179.101 with additional requirements found in 179.102-3, 173.244, and 173.314.

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A237	Stenciled Shipping Spec	DOT105J500I, DOT105H500W	DOT105J600I, DOT105H600 W	DOT112J500I	DOT112S600I, DOT112H600W	DOT112S500I	DOT112H500W
B207	Tank Major Class	84	85	84	85	84	84
B204	Jacket Material Category	Must not be U	Must not be U	Must not be U	N or S or U	N or S or U	N or S or U
B541	Jacket Thickness >=	0.1196	0.1196	0.1196	0.1196 (if N or S) or Blank (if U)	0.1196 (if N or S) or Blank (if U)	0.1196 (if N or S) or Blank (if U)
A257	Tank Shell Material Spec =	128B or 302B or 51670 or 5371 or 240304L or 240316L	128B or 302B or 51670 or 5371 or 240304L or 240316L	128B or 302B or 51670 or 5371 or 240304L or 240316L	128B or 302B or 51670 or 5371 or 240304L or 240316L	128B or 302B or 51670 or 5371 240304L or 240316L	128B or 302B or 51670 or 5371 or 240304L or 240316L
A258	Tank Shell Thickness >=	0.6875 or 0.5625 (if 128B)	0.6875 or 0.5625 (if 128B)	0.6875 or 0.5625 (if 128B)	0.6875 or 0.5625 (if 128B)	0.6875 or 0.5625 (if 128B)	0.6875 or 0.5625 (if 128B)
B208	Tank Shell Material Norm	Y	Y	Y	Y	Y	Y
A254	Tank Head Material Spec =	128B or 302B or 51670 or 5371 or 240304L or 240316L	128B or 302B or 51670 or 5371 or 240304L or 240316L	128B or 302B or 51670 or 5371 or 240304L or 240316L	128B or 302B or 51670 or 5371 or 240304L or 240316L	128B or 302B or 51670 or 5371 or 240304L or 240316L	128B or 302B or 51670 or 5371 or 240304L or 240316L
A255	Tank Head Thickness >=	0.6875 or 0.5625 (if 128B)	0.6875 or 0.5625 (if 128B)	0.6875 or 0.5625 (if 128B)	0.6875 or 0.5625 (if 128B)	0.6875 or 0.5625 (if 128B)	0.6875 or 0.5625 (if 128B)
B203	Tank Head Material Norm	Y	Ŷ	Y	Y	Y	Ŷ
A118	Head Protection Type	F	F	F	F	F	F
B105	Head Protection Thickness >=	0.5	0.5	0.5	0.5	0.5	0.5
A264	Top Fittings Protection	R or S	R or S	R or S	R or S	R or S	R or S
A230	Safety Relief Device Type	C or V	C or V	C or V	C or V	C or V	C or V

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## Appendix O: Reporting Rail Car and Superstructure Cost

## 0.1 Overview of Application of Cost Information

- 1. The railcar and superstructure cost data reported to Umler is used in several industry applications. The Damaged & Defective Car Tracking (DDCT) system provides damaging carriers with preliminary car values based on the cost data in the Umler file.
- 2. Private tank car and covered hopper car rates in Freight Tariff RIC 6007 are calculated using the age and cost elements for this equipment.
- 3. Appurtenance rates (Appendix S, AAR Circular OT-10) for superstructures mounted on flat cars are calculated using the age and cost elements.

It is critical that the original cost, rebuilt cost and additions/betterments costs are correctly reported.

# O.2 General guidelines apply to all car and superstructure costs registered in the Umler file

- 1. The costs must be capitalized (not expensed) costs. AAR auditors will verify that the costs are capitalized costs.
- 2. All cost data should be in U. S. dollars. The conversion of foreign currency to U. S. dollars is not required for cars built prior to 1978. Additions/betterments applied in 1978 and subsequent must be converted to U.S. dollars.
- 3. The reporting mark of the car (railroad or private) at time a car is built or addition/betterment is applied will determine whether the rules under Section III or IV applies.

### O.3 Railroad Marked Cars

The original cost may include the following:

1. Capitalized cost in U. S. DollarsSupported by the manufacturer's invoice to the original buyer or in the case of<br/>a manufacturer-lessor, the fair market value or the value which was certified,<br/>or would have been certified for investment tax credit purposes.

Plus initial into Service Transportation	If capitalized
Plus additions done prior to service	If capitalized
Plus inspection costs	If capitalized

2. Additions are capitalized costs of new components applied after the car was built/rebuilt.

Betterments are capitalized costs of improvements to components of existing equipment that extend the life of the car or increase the utility of the car. Betterments shall include the following.

- a. Capitalized cost in U. S. Dollars
- b. Minus current replacement costs of the previous component. If that component is registered as an addition in Umler, that addition should be deleted from Umler during the process of reporting the new costs for Umler.
- c. Minus labor costs to remove the previous component
- d. Minus labor to apply the new component

Examples of Betterment Cost Calculation:

Convert tie-downs on vehicular rack cars from chains and ratchets to a chock system.

- \$7,500 Invoice from shop applying chocks to a bi-level rack
- -\$1,600 Estimated value of the old tie-downs at current replacement price and labor costs related to the removal of the previous components and application of the new component
- \$5,900 Net betterment amount

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Replace an epo	oxy lining in a covered hopper car with a rubber lining.
\$14,000	Invoice from shop applying the new lining
-\$4,000	Estimated current replacement cost of prior lining
-\$300	Labor costs to remove the previous lining
-\$500	Labor costs to apply the new lining
\$9,200	Net betterment amount

If the prior lining was part of the original cost of the car, report the net betterment of \$9,200 in Umler. If the prior lining was registered as an addition in Umler (i.e., \$3,500), that addition should be deleted from Umler and a net of \$12,700 should be reported in Umler. The combination would result in a \$9,200 net change to Umler.

### O.4 **Private Marked Cars (Covered by Tariff 6007)**

The original cost may include the following.

1. Capitalized cost in U. S. Dollars	Supported by the manufacturer's invoice to the original buyer or in the case of a manufacturer-lessor, the fair market value or the value which was certified, or would have been certified for investment tax credit purposes. (See RIC 6007, Items 195 and 621)
a. Plus initial into service transportation	Either capitalized or non-capitalized
<ul> <li>b. Plus additions done prior to service</li> <li>c. Plus capitalized inspection costs</li> </ul>	Allowed only for tank cars built in 1988 and later

2. Additions are capitalized costs of new components applied after the car was built/rebuilt.

- 3. Betterments are capitalized costs of improvements to components of existing equipment that extend the life of the car or increase the utility of the car. Betterments must include the following.
  - a. Capitalized cost in U. S. Dollars
  - b. Minus original costs of previous component. If that component is registered as an addition in Umler, that addition should be deleted from Umler during the process of reporting the new costs for Umler.
  - c. Minus labor costs to remove the previous component

Example of Betterment Cost Calculation:

Replace an epoxy lining in a tank car with a rubber lining.

	, 0	5
\$14,000	Invoice fro	om shop applying the new lining
-\$3,500	Estimated	value of the original lining)
-\$300	Labor cost	s to remove the previous lining
\$10,200	Net Better	rment Amount

Note: The cost of the new lining must be capitalized and not expensed.

If the prior lining was part of the original cost of the car, just report the net betterment of \$10,200 in Umler. If the prior lining was registered as an addition in Umler (\$3,500), that addition should be deleted from Umler and a net of \$13,700 be reported in Umler. The combination would result in a \$10,200 net change to Umler.

### 0.5 Rebuilt Cars (Railroad Marked or Private Marked Cars) and Superstructures

1. The rebuilt cost should be reported in the Original Cost and Ledger Value fields in Umler.

- 2. Prior additions and betterments are eliminated.
- 3. The maximum valuation of a rebuilt private car shall not exceed the lesser of:
  - a. 75% of the original cost of a comparable new car
  - b. 75% of the calculated replacement cost of the rebuilt car prior to rebuilding, as computed per AAR Interchange Rule 107.
- 4. AAR Interchange Rule 88 governs the rebuilding of freight cars and superstructures. The value registered in Umler may include the following.

=Mandatory	=Used in ETC Generation	= Affects Rating	- 370	=Conditionally Mandatory	
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a. Capitalized rebuilding costs	Original costs and additions and betterments must be written down to the depreciated value subject to a 10% floor as outlined in AAR Interchange Rule 107.
b. Plus Reused Parts	Depreciation must be calculated from the month-year built to the month-year rebuilt. Additions and betterments must be depreciated from the month-year the car or superstructures is built - not month-year installed on the car or superstructure.
c. Minus stripping labor costs	Any labor to remove components from a unit, either temporarily, or permanently, should be computed.
d. Minus material credits	Any scrap credits or major components not reused and not reflected in the net invoice price of a rebuilt car/superstructure should be computed. If such components are reused, then the secondhand price, before refurbishment should be used. If the components are scrapped, a scrap value must be calculated. This may be done by calculating the original cost of these components and depreciating them down, using the same calculations in 4.b above. If the original costs of the components are not known, one can take the current cost, and adjust it back to an approximation of the original cost, using Rule 107 cost factors, before depreciating it. See Example No. 1.

# O.6 When refrigeration units are rebuilt or replaced, the value registered in Umler may include the following

- 1. Rebuilt refrigeration units
  - a. Capitalized rebuilding costs
  - b. Plus reused parts
  - c. Minus material credits
  - d. The prior refrigeration unit costs registered in Umler should be deleted from Umler.

For example:	
Capitalized rebuilding costs	\$7,500
Plus reused parts	+ 500
Minus material credits	- 300
Net capitalized rebuilding costs	\$6,700
Prior unit cost deleted from Umler	-4,000

The cost of the prior refrigeration unit would be deleted from Umler (\$4,000), and the new rebuilt net of \$6,700 would be reported in Umler, resulting in a net change of \$2,700.

#### 2. Replaced refrigeration units

- a. Capitalized cost in U. S. Dollars
- b. Minus current replacement costs of the previous unit
- c. Minus labor costs to remove the previous unit
- d. Minus labor to apply the new unit

# For example:Capitalized replacement costs\$10,000

Minus current replacement costs of the previous unit - 5,000

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Minus labor costs to remove the previous unit	-	700
Minus labor to apply the new unit	-	600
Net capitalized replacement costs	\$3,	,700

The cost of the prior refrigeration unit would be deleted from Umler (\$4,000), and the new net of \$7,700 would be reported in Umler, resulting in a net change of \$3,700.



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REBUILT SUPERSTRUCTURES (5% PER YEAR)

										·										REPRODU	
	INIT	CAR #	BLT MON	BLT YR	RB MON	RB YR	ORIG COST	PRIOR A&B'S	LEDGER VALUE	REUSED PARTS**		RBLT MATERIAL	RBLT	RBLT LABOR		LESS STRIPPING	LESS MATERIAL CRED.	NEW COSTS NET	TOTAL COSTS	REPROD FACT YR BLT	REPROD FACT YR RB
			WON		NON								INC				-				183
1	ABC	123	1	1984	4	2008	40,000	5,000	45,000	4,500	-21.25%	12,000	INC	16,250	28,250	416	100		32,234	88 100	183
1	ABC	124	11	1992	4	2008	40,000	5,000	45,000	10,313	22.92%	12,000	INC	16,250	28,250	416	229	27,605	37,917	100	105
2	ABC	123	1	1984	4	2008	45,000	0	45,000	4,500	-21.25%	12,000	INC	16,250	28,250	416	144	27,690	32,190	88	183
2	ABC	124	11	1992	4	2008	45,000	0	45,000	10,313		12,000	INC	16,250	28,250	416		27,834	38,147	100	183
	Note 1:       RULE 88 DEPRECIATION IS COMPUTED, FROM MONTH AND YEAR BUILT, TO MONTH AND YEAR REBUILT       Change computed to calculated and delete comma.         Note 2:       IF SUPERSTRUCTURE WAS RULE 88 REBUILT BEFORE, USE THE PRIOR REBUILT MONTH AND YEAR IN PLACE OF MONTH AND YEAR BUILT       Change computed to calculated and delete comma.         Note 3:       ** IF DEPRECIATION PERCENTAGE DROPS BELOW 10%, USE THE 10% FLOOR       KNOWN																				
	CASE ONE	**	COMPONENTS NOT REUSED IN REBUILD					ORIGINAL COST 1000 PRIOR COSTS KNOW, USE REUSED PARTS PERCENTAGE (OR FLOOR OF 10%) CURRENT COST 3000 TO CALCULATE MATERIAL CREDIT OR ORIGINAL COMPENT, NOW DEPRECIATED COMPONENT													
CASE TWC **		C **	COMPONENTS NOT REUSED IN REBUILD					ORIGINAL COST ? PRIOR COSTS UNKNOWN, USE TODAY'S COST, TO APPROXIMATE THE ORIGINAL COSTS CURRENT COST 3000 USING RULE 107 REPRODUCTION FACTORS TO ADJUST TODAY'S \$3,000 1984 88 1992 100 2008 183													

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## Appendix P: Identical Tare Weight Batch Process

Appendix P is the Umler Committee's (UC) summary of the automated method and detail for flagging cars in Umler with identical Tare Weights as well as ways for stencil mark owners to resolve the conflicts. The following is a summary of UC's solution and is split into three main parts:

1) A new Business Rule was added that flags cars in conflict when Status Code (USCT) is "A", Status Change Date (USCT) is 30 days in the past, and cars have Weighing Status of "A" or "E".

#### 2) Modification to data element Weighing Status (A289) as follows:

- In addition to the 2 already existing permissible values of "A Actual" and "E Estimated", an addition of two new permissible values were introduced:
  - X = Tare Weight subject to verification (NEW VALUE-SYSTEM GENERATED)
  - V= Verified correct tare weight (NEW VALUE)
- 3) A batch process has been created in Umler to run on the 15<sup>th</sup> of each month to place into conflict cars that meet <u>all</u> of the following characteristics:
  - 10 or more numerically sequential stencil marks with identical Tare Weights
  - Status is Active (Keep in mind, if added as Active, Owner is forgoing their 30-day window outside of the batch process)
  - Built/Rebuilt Date is on or after April 9, 2015. For all cars built within the last several years, weight paperwork should be readily available from the builder.
  - No cars in the series of 10 have a Weighing Status of "V-Verified correct tare weight"
  - Status Change Date (USCT) is 30 days in the past (i.e., a car meeting the conditions in the other bullets points will not go into conflict until at least 30 days after Status Change Date)
  - Cars put into conflict will have Weighing Status (A289) of "X" (Tare Weight subject to verification) applied to car.

#### **Examples**

The following example shows 20 consecutive Boxcars with identical Tare Weights. An initial run of the batch process would put all of them into conflict, as it should:

Equipment ID	Tare Weight	<b>Result of Batch Process</b>
RAIL 5001	89300	Conflict
RAIL 5002	89300	Conflict
RAIL 5003	89300	Conflict
RAIL 5004	89300	Conflict
RAIL 5005	89300	Conflict
RAIL 5006	89300	Conflict
RAIL 5007	89300	Conflict
RAIL 5008	89300	Conflict
RAIL 5009	89300	Conflict
RAIL 5010	89300	Conflict
RAIL 5011	89300	Conflict
RAIL 5012	89300	Conflict
RAIL 5013	89300	Conflict
RAIL 5014	89300	Conflict
RAIL 5015	89300	Conflict
RAIL 5016	89300	Conflict
RAIL 5017	89300	Conflict
RAIL 5018	89300	Conflict
RAIL 5019	89300	Conflict
RAIL 5020	89300	Conflict

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If the owner subsequently corrects RAIL 5005 and RAIL 5016, Umler would use the change in Tare Weight as a trigger to remove the conflict from those 2 cars. With that done, the results would then look as follows:

Likewise, if the owner validates the tare weights and updates Weighing Status (A289) to "A-Actual", the Tare Weight was verified", Umler would use the change in Weighing Status (A289) to remove the conflicts from cars that were marked as "A-Actual".

		<b>Result of Batch</b>
Equipment ID	Tare Weight	Process
RAIL 5001	89300	Conflict
RAIL 5002	89300	Conflict
RAIL 5003	89300	Conflict
RAIL 5004	89300	Conflict
RAIL 5005	89295	(conflict removed)
RAIL 5006	89300	Conflict
RAIL 5007	89300	Conflict
RAIL 5008	89300	Conflict
RAIL 5009	89300	Conflict
RAIL 5010	89300	Conflict
RAIL 5011	89300	Conflict
RAIL 5012	89300	Conflict
RAIL 5013	89300	Conflict
RAIL 5014	89300	Conflict
RAIL 5015	89300	Conflict
RAIL 5016	89305	(conflict removed)
RAIL 5017	89300	Conflict
RAIL 5018	89300	Conflict
RAIL 5019	89300	Conflict
RAIL 5020	89300	Conflict

#### Changes to Weighing Status (A289) data element

Two new permissible values in the Weighing Status (A289):

A = Actual

E = Estimated

- X = Tare Weight subject to verification (NEW VALUE-SYSTEM GENERATED)
- V= Tare Weight Verified (NEW VALUE)

In the scenario above with 10 cars entered with identical tare weight, the batch process would flag all 10 cars in conflict and the Weighing Status (A289) field would be **SYSTEM** updated to "X" for weight verification.

#### Scenario #1:

Owner verifies correct weights for all 10 cars and updates Tare Weight (A259), Load Limit (LDLT), and Weighing Status (A289) to "A-Actual". Conflict is removed from all 10 cars.

#### Scenario #2:

Owner verifies weights on original release documentation and verifies that all 10 cars have identical tare weight. Owner updates Weighing Status (A289) to "V-Correct Tare Weight Verified" and conflict is removed from car. Cars with Weighing Status of "V" are no longer subject to monthly batch process that looks for identical tare weights.

#### Scenario #3:

Owner verifies weights on original release documents and finds that 3 cars out of the 10 need to be corrected. For the three cars, user would follow scenario #1 above, and for remaining 7 cars, scenario #2 above applies. If owner does not follow scenario #2 for the remaining 7 cars, they will remain in conflict.

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The important thing to remember in the scenarios above is that once a Weighing Status (A289) of "X" is applied to a car, it remains in conflict and not part of the batch process until the stencil mark owner either changes the weight and weighing status to "A", or marks as Tare Weight Verified "V".

This identical tare weight (or weight subject to owner verification) conflict will follow the normal conflict escalation rules already in place.

Carry Forward Rules on Restencil Transactions

- A = Actual Value carries forward
- E = Estimated Value carries forward
- X = Tare Weight Subject to verification Value does not carry forward. Existing business rules prevent a restencil transaction if a conflict exists on a car. "X" code would need to be addressed before restencil could occur.
- V = Correct Tare Weight Verified Value carries forward

#### Carry Forward Rules on Clone Transactions

Existing business rules will still apply in clone transactions. The two new permissible values would not carry forward in a clone transaction.

Weighing Status (A289) codes subject to batch process

- A = Actual Subject to batch process
- E =Estimated Not subject to batch process
- X = Tare Weight subject to verification Not subject to batch process
- V = Correct Tare Weight Verified Not subject to batch process