



Data Specification Manual

(Effective 5/14/2015)

Reference Version 15.2.2

Table of Contents

Box Cars	5
Gondola.....	25
Hopper	46
Miscellaneous Cars	64
Tank Cars.....	81
Flat Cars	106
Intermodal Flat	127
Vehicular Flat	149
Locomotives.....	169
Passenger Cars	187
EOT Devices	200
Steel Wheel Set.....	206
Containers.....	215
Trailers	227
Chassis.....	240
Customer Specific Group	249
Appendices	253
Appendix A: Business Rules.....	255
Appendix B: Car Management Processing Tables.....	264
Appendix C: Pool Assignment Rules.....	266
Appendix D: Umler Mechanical Restriction Codes	269
Appendix E: Equipment Management Code (EMC)	271
Appendix F: Overage Processing for XA or YA for Freight Equipment.....	291
Appendix G: ER System Generated D, E, T	292
Appendix H: ER Ruminant Protein Assignment and Unassignment	294
Appendix I: Equipment Type Codes (ETC).....	297
Appendix J: Plate Codes (CLEARANCES)	307
Appendix K: Components.....	309
Appendix L: Umler Data Transfer Procedures	311
Appendix M: Umler Exception Control File.....	311
Appendix N: Major Tank Class	312
Appendix O: Reporting Rail Car and Superstructure Cost	314
Appendix P: Identical Tare Weight Batch Process	319

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, 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 www.railinc.com

Responsibility for reporting required information

1. Each Stencilled Mark Owner is required to report all equipment: freight cars, maintenance of way, locomotives, telemetry devices, chassis, trailers, containers, tank containers, railcompatible 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.
2. In order to protect an owner's Umler registration, Updates to information require access through Railinc's Single Sign-On application at www.railinc.com. 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, the owner,
 - a. your company administrator grants Umler Rights to the agent(s) or,
 - b. 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 e-mail address are kept up-to-date (see findus.rail industry contact database at www.railinc.com). 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 e-mail address. All corrections must be emailed to csc@railinc.com.

The Uses of the Umler System

1. 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®).
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.
3. 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® 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® (Car Hire Accounting Rate Master) file and TRAIN II® (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

1. 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 csc@railinc.com 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:

1. 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® system, the equipment can be deleted.
2. Upon receipt of notice from the owner/agent that their equipment has been sold and will be restencilled 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® 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® file.

Method: Data can be furnished via tele-communications as described in the TRAIN User's Manual, via the web at Railinc.com, or by submitting your updates to Railinc Customer service. Only users authorized by your company administrator may make changes to equipment records.

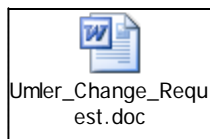
Umler Single Car Air Brake Test Applications can be submitted via the Umler System.

Owners Fleet Statistics, Error Reports, SCABT Manual, and Umler Contact are available on Railinc's website at: www.railinc.com.

Requesting Changes to Umler

To request changes to Umler:

1. Double-click the embedded document.



2. Complete the document and **Save** (leave open).
3. Select the link at the top of the form. This opens an e-mail to CSC with the subject line set to Umler Change Request.
4. Attach the saved document.
5. Send the e-mail.

Data Specification Manual

Box Cars

General	7	Center of Gravity Empty (A045).....	15
Built Date (BLDT).....	7	Connected Unit Count (A020).....	15
Conflict Status (B050).....	8	ECP Brake Builder (B328).....	16
Conflict Status Next Date (B062).....	8	ECP Brake Type (B327).....	16
Date of Original Conflict (B063).....	8	Empty/Load Device Eqpd (B075).....	15
Delete Reason Code (B064).....	9	Equipment Builder (A035).....	16
End of Service Date (B078).....	8	FRA Reflectorization (B096).....	16
Equipment Add Company (B083).....	9	High Speed Design (B109).....	15
Equipment Add Date (B082).....	8	Intermediate Conn Style (B115).....	15
Equipment Group (0002).....	7	Operating Brakes (A182).....	15
Equipment ID (0001).....	7	Permanent Heater (B147).....	15
Equipment Identification (EINN).....	8	Rebuilt Country (B170).....	16
Equipment Type Code (UMET).....	7	Refrig Emission Code (B345).....	16
Extended Service (A096).....	8	Remote Monitoring Device (B176).....	15
First Movement Date (USAT).....	9	Truck Count (B256).....	14
Info Conflict Status (B355).....	8	Wheel Bearing Type (B191).....	15
Last Update Date (B122).....	8	Feature	17
Lessee (LESE).....	7	Adj Lading Strap Equipped (B281).....	17
Maintenance Party (MNPT).....	7	Belt Rail Equipped (B024).....	17
Mark Owner Category (B201).....	8	Bulkhead Type (B034).....	17
Mechanical Designation (UMMD).....	7	Class A Explosives Eqpd (B089).....	18
Next Conflict Status (B135).....	8	Column Load Dividers (B046).....	17
Notice Indicator (B137).....	8	Floor Drain Equipped (B095).....	17
Owner (UMOW).....	7	Floor Material (A104).....	17
Prior Equipment ID (PRID).....	8	Flr Strength Classfn (A102).....	17
Private Zero Rate (B150).....	9	Interior Rack (B114).....	17
Rate Indicator (A070).....	9	Lading Strap Anchor Eqpd (B121).....	17
Rebuilt / ILS Date (RBDT).....	7	Lining Material (A158).....	17
Rebuilt Flag (RBFL).....	7	Pallet Equipped (B144).....	17
Registration Reason (B174).....	9	Refrigeration Fuel Type (A207).....	18
Restencil Program Ind (B177).....	9	Refrigeration Level (B172).....	18
Status Change Date (USCT).....	8	Retention Bar Equipped (B269).....	18
Status Change Reason (USCR).....	8	Roof Type (A226).....	18
Status Code (USCD).....	7	Rub Rail (B183).....	17
Sub 19 (Ex Parte 346) (A227).....	9	Side Filler Equipped (B194).....	17
TTX Hourly Rate (B212).....	9	Vent Openings (B222).....	18
TTX Mileage Rate (B213).....	9	Wood Racks Covering Floor (B233).....	17
Weight	9	Cost	18
Cubic Feet Capacity (A067).....	10	A&B Amount (A317).....	19
Gross Rail Load/Weight (A266).....	9	A&B Date Done (A319).....	19
Load Limit (LDLT).....	10	A&B Pos/Neg Ind (A316).....	19
Qual for Inc GRL (B344).....	11	A&B Type (A318).....	19
Star Code (A247).....	10	Ind for Pos/Neg Total A&B (A128).....	19
Tare Weight (A259).....	10	Ledger Value (A150).....	18
Weighing Date (A288).....	10	Original Cost (A184).....	18
Weighing Status (A289).....	10	Total A&B (A003).....	18
Dimension	11	CarManagement	19
Inside Height (A133).....	13	Mech Restriction Reason (TCMR).....	19
Inside Length (A135).....	13	Mechanical Restriction (TCME).....	19
Inside Width (A138).....	13	Pool Control (TCPC).....	19
Outside Extreme Height (A185).....	11	Pool Number (P001).....	19
Outside Extreme Width (A186).....	11	Sys Gen Routing Inst (TCGR).....	20
Outside Height Extr Width (A187).....	11	Transportation Cond Code (TCCD).....	19
Outside Length (OSLG).....	11	Umler Transportation Code (TCOD).....	19
Outside Lower Eaves Hght (A189).....	13	User Routing Instructions (TCUR).....	19
Outside Lower Eaves Width (A190).....	13	Train Service	20
Outside Upper Eaves Hght (A193).....	12	Check trailing tonnage (B044).....	20
Outside Upper Eaves Width (A194).....	12	Clearance Exception (B275).....	20
Plate Code (A046).....	11	Cooper Rating Exception (B273).....	20
Platform Hght Above Rail (A192).....	13	Curve Negotiate Exceptn (B178).....	20
Truck Center Length (A276).....	13	End of Train Only (B277).....	20
Door	13	Restricted Speed Empty (B180).....	20
Anti-Pilferage Locking (B016).....	14	Restricted Speed Loaded (B181).....	20
Box Side Door Orientation (B192).....	14	Shove adj. car to rest (B188).....	20
Door Assist Equipped (B072).....	14	Shove car to rest (B189).....	20
End Door Height (A080).....	14	Train Position Sensitive (B211).....	20
End Door Width (A082).....	14	Truck Components	20
Side Door Height (A238).....	14	Axles Spacing Distance (B020).....	20
Side Door Type (B193).....	13	Bolster Component ID (B351).....	21
Side Door Width (A240).....	14	Journal Size (A147).....	20
Specification	14	Sideframe Component ID (B352).....	21
AEI High Temperature Tag (B006).....	15	Stability Device Equipped (B199).....	21
Air Hose Arrangement (B524).....	16	Truck Axle Count (B252).....	20
Axle Count (A024).....	14	Wheel Diameter (A294).....	21
Bearing Shielded from HBD (B021).....	15	Wheelset Component ID (B350).....	21
Body Material (A030).....	15	Draft System Components	21
Brake Shoe Type (B026).....	15	Coupler Code (A057).....	21
Builder Lot Code (B030).....	16	Coupler Component ID (B353).....	22
Built Country (B031).....	16	Coupler Style (B058).....	22
CC Side Bearing Type (A146).....	15	Draft Gear Type (B073).....	22
		Inches of Travel (B061).....	22

Data Specification Manual

Unit Segment Components.....	22
Unit Cubic Feet Capacity (A065)	23
Unit Equipment Group (A307)	22
Unit Inside Length (A301)	23
Unit Load Limit (A300).....	23
Unit Tare Weight (A299).....	23
Brake System Components.....	23
Emergency Brake Valve CID (B354)	23
Service Brake Valve CID (B357).....	23
Miscellaneous	23
Commercial Lessee CIF (B048).....	23
Commercial Owner CIF (B049)	23
Umler Effective Date (EFDT)	23
Inspection	23
ABT 12-24 Month Due Date (DU13)	23
ABT 5/8-Year Due Date (DU58)	23
Air Brake Test Device (B523)	24
Car Grade (CG01).....	23
Car Grade Inspection Date (CG02).....	24
Car Grade Inspection SCAC (CG05)	24
Car Grade Inspection Time (CG03)	24
Car Grade Location SPLC (CG04).....	24
Door Lube Due Date (DUDL).....	23
Inspection Date Done (DTDN)	24
Inspection Due Date (INDD)	24
Inspection Performer (PERF)	24
Inspection Reporter (REPT)	24
Location/SPLC (SPLC).....	24

Data Specification Manual

General

Status Code *Mandatory*

USCD

Identifies the current operational state

Does not Carry Forward.

Permissible Values for USCD

A ACTIVE I INACTIVE
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
- Prior to deleting a car, the status should be set to Inactive

Mechanical Designation *Mandatory*

UMMD

Equipment description without physical dimensions

Used in ETC Generation.

Permissible 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 Box-General Service
XP Box-Non-Insulated, Specially Equipped for Specific Commodities
XPI Box-Insulated, Specially Equipped for Specific Commodities

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. (ie. 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.

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, Output or Query.

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. 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 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

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

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

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.
- 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.
- 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

N	No	Y	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 cars 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

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 is not valid or 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 major reporting mark of the company responsible for the maintenance and repairs of the equipment

Does not Carry Forward.

Data Specification Manual

Mark Owner Category	B201
The company that own 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.	
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 must belong to the same or comparable Equipment Group (0002) as the current car initial and number	
NOTES:	
<ul style="list-style-type: none"> 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 not Carry Forward.	
Permissible Values for USCR	
I Initial Load	
M Movement	
O Status Changed Manually	
R Restencil	
NOTES:	
<ul style="list-style-type: none"> 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
Identifies the effective date of the current operational state	
System Generated Field. This element is not eligible for Input or Query. Does not Carry Forward.	
Extended Service <i>Mandatory</i>	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 Waiver	
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	
Validation Rule for A096	
-Extended Service Code of C cannot be reported if the car was built on or after July 1, 1974	
-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	
-Extended Service Code of C cannot be reported if the car was built before January 1, 1964	
-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 or 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 is required for Extended Service Code (A096) R for Rebuilt, or V.
- Rebuilt Date is required for Extended Service Code (A096) 1, 2, 3 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 one year prior to End of Service 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 an equipment in active conflict	

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

Permissible Values for B050

- Subject to Zero-Rating
- Subject to Restricted in Interchange
- 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, 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, Output or Query. Value does not carry forward for Add Back.

Permissible Values for B135

- Subject to Zero-Rating
- Subject to Restricted in Interchange
- Subject to Deletion

Notice Indicator	B137
Identifies equipment in error in Umler Notice Management	

System Generated Field. This element is not eligible for Input, Output or Query.

Conflict Status Next Date	B062
The date the conflict status will be escalated	

System Generated Field. This element is not eligible for Input or. 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/Tariff 6007 (XZ). Zero-Rated Private Owner Election to Zero Rate [See Private Zero Rate (B150)].
B	Railroad Class III Boxcar Sub19 Rate
M	Railroad Market Rate
P	Zero-Rated Railroad Class III Boxcar Sub19 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.
- Rate Indicator B will be automatically reported for boxcars covered under Ex Parte No. 346 Sub 19 (A227).
- For Rate Indicator B, car must be qualified with Ex Parte 346 sub 19 (A227), reporting code 23. Can only be reported by Railinc Administrator.
- Rate Indicator B is not applicable to boxcars that were owned by Class I or affiliated Class II carriers and subsequently purchased or leased after December 30, 1983, by a non-affiliated Class II or III carrier. These cars are not excluded under the provisions of Ex Parte No 346 Sub 19.

Private Zero Rate	B150
Indicates a private car is subject to contractual agreement, nullifying mileage 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 or 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.

TTX Mileage Rate	B213
Mileage Charge-The TTX mileage rate for the equipment	

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

Sub 19 (Ex Parte 346)	A227
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

23 Railroad Class III Sub 19 Boxcars Only

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 or Query. 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

Weight

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

Affects Rating.

Range of Values 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 plus the Tare Weight

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.

Data Specification Manual

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:

$$\begin{aligned}
 &8 \text{ ea. E-6" x 11" journal axles X } 55,000 \text{ lbs. per axle} = 440,000 \text{ lbs.} \\
 &+ 4 \text{ ea. F-6 1/2" x 12" journal axles X } 65,750 \text{ lbs. per axle} = 263,000 \text{ lbs.} \\
 &\text{Gross Rail Load} = 703,000 \text{ lbs.}
 \end{aligned}$$

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:

$$\begin{aligned}
 &4 \text{ ea. E-6" x 11" journal axles X } 55,000 \text{ lbs. per axle} = 220,000 \text{ lbs.} \\
 &+ 8 \text{ ea. G-7" x 12" journal axles X } 78,750 \text{ lbs. per axle} = 630,000 \text{ lbs.} \\
 &\text{Gross Rail Load} = 850,000 \text{ lbs.}
 \end{aligned}$$

Tare Weight <i>Mandatory</i>		A259
The equipment weight on rail when empty		
Affects Rating.		
Range of Values for A259		
Minimum	Maximum	
16000	550000	
Validation Rule for A259		
-Tare Weight of all non-articulated BOXC must be less than 160000 lbs.		
-Tare Weight on Refrigerator Cars must not exceed 140,000 lbs.		
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		
• Please refer to Appendix P for more information on the Identical Tare Weight Batch Process		

Load Limit <i>Mandatory</i>		LDLT
The maximum permissible weight of the commodity that can be loaded into the equipment		
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.		
Weighing Status <i>Mandatory</i>		A289
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)	
NOTES:		
• Please refer to Appendix P for more information on the Identical Tare Weight Batch Process		
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 must be reported		
-When Weighing Date is reported then Weighing Status must be A (Actual)		
-If Weighing Status 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 cubic feet of the equipment		
Range of Values for A067		
Minimum	Maximum	
1400	88000	
Validation Rule for A067		
-Cubic Feet Capacity of all non-articulated BOXC cannot be greater than 11000 cubic feet		
-Refrigerator Cars must not exceed 8500 Cubic Feet Capacity		
-Box Cars (other than Refrigerators) must be greater than or equal 2000 Cubic Feet Capacity		
-Refrigerator Cars cannot have a Cubic Capacity of less than 1400 Cubic feet		
NOTES:		
• For connected unit cars report the sum of all units cubic capacity.		
Star Code		A247
Indicates the reduction of the load limit of the equipment under 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		
-Chlorine Service Tanks must be Starred with S if their Load Limit is in excess of 180,000 lbs.		
-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		

Data Specification Manual

Qual for Inc GRL	B344
AAR qualification for increased Rail Load	

Permissible Values for B344

- RULE 88 IGRL CODE 1 (S-286) (286,000 GRL)
- RULE 88 IGRL CODE 2 (> 268,000 and <= 286,000 GRL)
- RULE 88 IGRL CODE 3 (> 263,000 and <= 268,000 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 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.
- 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 having Journal Size of G, K, or M require Qualification for increased GRL to be reported as 1
- 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	A046
Indicates the extreme height and width clearance of the equipment	

Affects Rating.

Permissible Values for A046

- A Clearance Equals Plate B and Extreme Width is Greater Than 10'08 inches and Does Not Exceed 10'10 inches
- B Plate Code B
- C Plate Code C
- E Plate Code E
- F Plate Code F
- G Plate Code G
- H Plate Code H
- I Plate Code I
- L Plate Code L

Validation Rule for A046

- Plate Code A is only applicable to Freight cars
- Plate Code A is applicable to Gondolas only with a Built/Rebuilt (Birth) Date on or before December 31, 1975

NOTES:

- For a description of Plate Codes, please see Appendix J at the back of this manual.
- For connected unit cars report the most restrictive plate code.
- Report B: If clearance does not exceed Plate B
- 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 G: If clearance exceeds Plates B, C, E and F.
- C, E, and F must agree with similar stenciling on the side of equipment.
- G must agree with stenciling on the side of equipment that exceeds Plate F.
- For ARTICULATED/MULTI-UNIT SET report the most restrictive clearance plate of UNIT in the set.

Outside Length Mandatory	OSLG
The outside length of the equipment	

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

Range of Values for OSLG

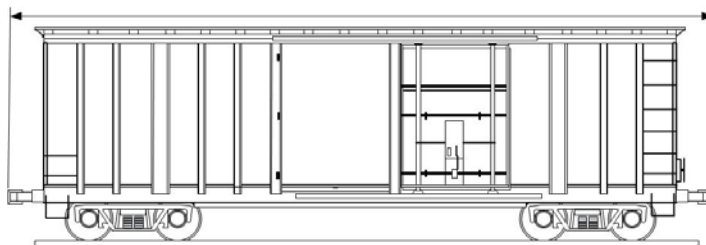
Minimum	Maximum
30 ft 0 inches	2330 ft 0 inches

Validation Rule for OSLG

- Outside Length must not exceed 98 feet 11 inches for a Box car that is not a Multi-Unit set.
- Outside Length on freight cars must exceed the Inside Length by 2 feet or more
- Outside Length on freight cars (except refrigerators) must not exceed Inside Length by more than 16 feet
- Outside Length on refrigerator cars (Mechanical Designation RB, RBL, RP, RPL, or RC) must not exceed Inside Length by more than 26 feet

NOTES:

- Numeric distance over pulling faces of couplers in normal positions. For ARTICULATED/MULTI-UNIT sets report the maximum coupled length of the set. Must be between 2 and 16 feet greater than inside length and between 2 and 26 feet for R____.
- 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 10 inches

Validation Rule for A186

- Outside Extreme Width must not exceed 10 feet 8 inches for Plate Types B, C, E, F, H, I, J, or K
- Outside Extreme Width for Plate Type A must not be less than 10 feet 8 inches.
- Outside Extreme Width for Plate Type 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 Mandatory	A185
The outside extreme height of the equipment	

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

Range of Values for A185

Minimum	Maximum
2 ft 0 inches	18 ft 8 inches

Validation Rule for A185

- Outside Height for Plate Types A, B, or H must be less than or equal to 15 feet 1 inch
- Outside Height for Plate Types C or I must be less than or equal to 15 feet 6 inches
- Outside Height for Plate Types E must be less than or equal to 15 feet 9 inches
- Outside Height for Plate Types F must be less than or equal to 17 feet 0 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 outside height extreme width of the equipment	

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

Range of Values for A187

Minimum	Maximum
1 ft 0 inches	18 ft 8 inches

Data Specification Manual

Validation Rule for A187

- Outside Extreme Width for Plate Types A, B must not exceed 10 feet 8 inches if Outside Height of Extreme Width is 13 feet 10 inches
- Outside Extreme Width for Plate Types A, B must not exceed 10 feet 7 inches if Outside Height of Extreme Width is 13 feet 11 inches
- Outside Extreme Width for Plate Types A, B must not exceed 10 feet 6 inches if Outside Height of Extreme Width is 14 feet 0 inches
- Outside Extreme Width for Plate Types A, B must not exceed 10 feet 4 inches if Outside Height of Extreme Width is 14 feet 1 inches
- Outside Extreme Width for Plate Types A, B must not exceed 10 feet 3 inches if Outside Height of Extreme Width is 14 feet 2 inches
- Outside Extreme Width for Plate Types A, B must not exceed 10 feet 2 inches if Outside Height of Extreme Width is 14 feet 3 inches
- Outside Extreme Width for Plate Types A, B must not exceed 10 feet 0 inches if Outside Height of Extreme Width is 14 feet 4 inches
- Outside Extreme Width for Plate Types A, B must not exceed 9 feet 9 inches if Outside Height of Extreme Width is 14 feet 5 inches
- Outside Extreme Width for Plate Types A, B must not exceed 9 feet 7 inches if Outside Height of Extreme Width is 14 feet 6 inches
- Outside Extreme Width for Plate Types A, B must not exceed 9 feet 4 inches if Outside Height of Extreme Width is 14 feet 7 inches
- Outside Extreme Width for Plate Types A, B must not exceed 8 feet 10 inches if Outside Height of Extreme Width is 14 feet 8 inches
- Outside Extreme Width for Plate Types A, B must not exceed 8 feet 8 inches if Outside Height of Extreme Width is 14 feet 9 inches
- Outside Extreme Width for Plate Types A, B must not exceed 8 feet 5 inches if Outside Height of Extreme Width is 14 feet 10 inches
- Outside Extreme Width for Plate Types A, B must not exceed 7 feet 11 inches if Outside Height of Extreme Width is 14 feet 11 inches
- Outside Extreme Width for Plate Types A, B must not exceed 7 feet 8 inches if Outside Height of Extreme Width is 15 feet 0 inches
- Outside Extreme Width for Plate Types A, B must not exceed 7 feet 4 inches if Outside Height of Extreme Width is 15 feet 1 inches
- Outside Extreme Width for Plate Types C or I must not exceed 10 feet 8 inches if Outside Height of Extreme Width is 14 feet 3 inches
- Outside Extreme Width for Plate Types C or I must not exceed 10 feet 7 inches if Outside Height of Extreme Width is 14 feet 4 inches
- Outside Extreme Width for Plate Types C or I must not exceed 10 feet 6 inches if Outside Height of Extreme Width is 14 feet 5 inches
- Outside Extreme Width for Plate Types C or I must not exceed 10 feet 4 inches if Outside Height of Extreme Width is 14 feet 6 inches
- Outside Extreme Width for Plate Types C or I must not exceed 10 feet 3 inches if Outside Height of Extreme Width is 14 feet 7 inches
- Outside Extreme Width for Plate Types C or I must not exceed 10 feet 2 inches if Outside Height of Extreme Width is 14 feet 8 inches
- Outside Extreme Width for Plate Types C or I must not exceed 10 feet 0 inches if Outside Height of Extreme Width is 14 feet 9 inches
- Outside Extreme Width for Plate Types C or I must not exceed 9 feet 9 inches if Outside Height of Extreme Width is 14 feet 10 inches
- Outside Extreme Width for Plate Types C or I must not exceed 9 feet 5 inches if Outside Height of Extreme Width is 14 feet 11 inches
- Outside Extreme Width for Plate Types C or I must not exceed 9 feet 2 inches if Outside Height of Extreme Width is 15 feet 0 inches
- Outside Extreme Width for Plate Types C or I must not exceed 8 feet 10 inches if Outside Height of Extreme Width is 15 feet 1 inches
- Outside Extreme Width for Plate Types C or I must not exceed 8 feet 6 inches if Outside Height of Extreme Width is 15 feet 2 inches
- Outside Extreme Width for Plate Types C or I must not exceed 8 feet 3 inches if Outside Height of Extreme Width is 15 feet 3 inches
- Outside Extreme Width for Plate Types C or I must not exceed 7 feet 11 inches if Outside Height of Extreme Width is 15 feet 4 inches
- Outside Extreme Width for Plate Types C or I must not exceed 7 feet 8 inches if Outside Height of Extreme Width is 15 feet 5 inches
- Outside Extreme Width for Plate Types C or I must not exceed 7 feet 4 inches if Outside Height of Extreme Width is 15 feet 6 inches
- Outside Extreme Width for Plates Types E must not exceed 10 feet 8 inches if Outside Height of Extreme Width is 15 feet 2 inches
- Outside Extreme Width for Plates Types E must not exceed 10 feet 6 inches if Outside Height of Extreme Width is 15 feet 3 inches
- Outside Extreme Width for Plates Types E must not exceed 10 feet 3 inches if Outside Height of Extreme Width is 15 feet 4 inches
- Outside Extreme Width for Plates Types E must not exceed 9 feet 6 inches if Outside Height of Extreme Width is 15 feet 5 inches
- Outside Extreme Width for Plates Types E must not exceed 8 feet 8 inches if Outside Height of Extreme Width is 15 feet 6 inches
- Outside Extreme Width for Plates Types E must not exceed 7 feet 11 inches if Outside Height of Extreme Width is 15 feet 7 inches
- Outside Extreme Width for Plates Types E must not exceed 7 feet 1 inches if Outside Height of Extreme Width is 15 feet 8 inches
- Outside Extreme Width for Plates Types E must not exceed 6 feet 3 inches if Outside Height of Extreme Width is 15 feet 9 inches
- Outside Extreme Width for Plates Types F must not exceed 10 feet 8 inches if Outside Height of Extreme Width is 16 feet 3 inches

- Outside Extreme Width for Plates Types F must not exceed 10 feet 7 inches if Outside Height of Extreme Width is 16 feet 6 inches
- Outside Extreme Width for Plates Types F must not exceed 10 feet 6 inches if Outside Height of Extreme Width is 16 feet 7 inches
- Outside Extreme Width for Plates Types F must not exceed 10 feet 3 inches if Outside Height of Extreme Width is 16 feet 8 inches
- Outside Extreme Width for Plate Type F must not exceed 10 feet 0 inches if Outside Height of Extreme Width is 16 feet 9 inches
- Outside Extreme Width for Plates Types F must not exceed 9 feet 8 inches if Outside Height of Extreme Width is 16 feet 10 inches
- Outside Extreme Width for Plates Types F must not exceed 9 feet 5 inches if Outside Height of Extreme Width is 16 feet 11 inches
- Outside Extreme Width for Plates Types F must not exceed 9 feet 2 inches if Outside Height of Extreme Width is 17 feet 0 inches
- Outside Extreme Width for Plate Type J must not exceed 10 feet 8 inches if Outside Height of Extreme Width is 16 feet 4 inches
- Outside Extreme Width for Plate Type K must not exceed 10 feet 8 inches if Outside Height of Extreme Width is 18 feet 5 inches
- Outside Height of Extreme Width for Plate Types A, B, or H must be less than or equal to 15 feet 1 inch
- Outside Height of Extreme Width for Plate Types C or I must be less than or equal to 15 feet 6 inches
- Outside Height of Extreme Width for Plate Type E must be less than or equal to 15 feet 9 inches
- Outside Height of Extreme Width for Plate Type F must be less than or equal to 17 feet 0 inches
- Outside Height of Extreme Width for Plate Type G must be less than or equal to 18 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 outside width of the overhanging lower edge of a roof

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

Range of Values for A194

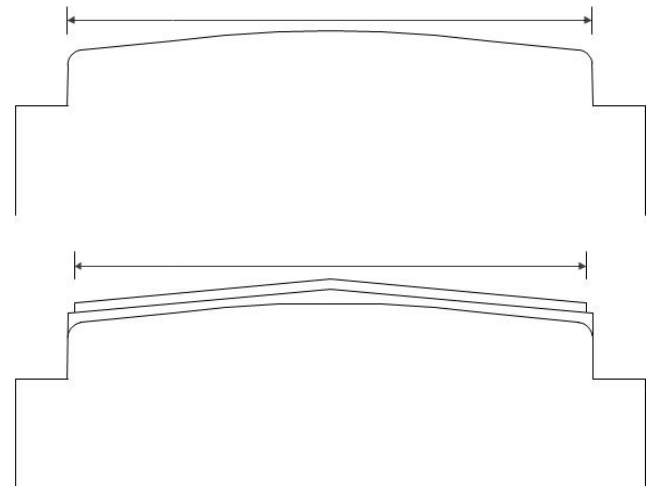
Minimum	Maximum
4 ft 0 inches	10 ft 10 inches

Validation Rule for A194

- Upper Eaves Width must be less than or equal to the Outside Extreme Width
- Upper Eaves Width must be less than or equal to the Lower Eaves Width
- Upper Eaves Width for Plate Type A must not exceed 10 feet 10 inches
- Upper Eaves Width for Plate Type B, C, E, F, H, or I must not exceed 10 feet 8 inches

NOTES:

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

**Outside Upper Eaves Hght Mandatory****A193**

The outside height the overhanging lower edge of a roof

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

Range of Values for A193

Minimum	Maximum
8 ft 0 inches	18 ft 8 inches

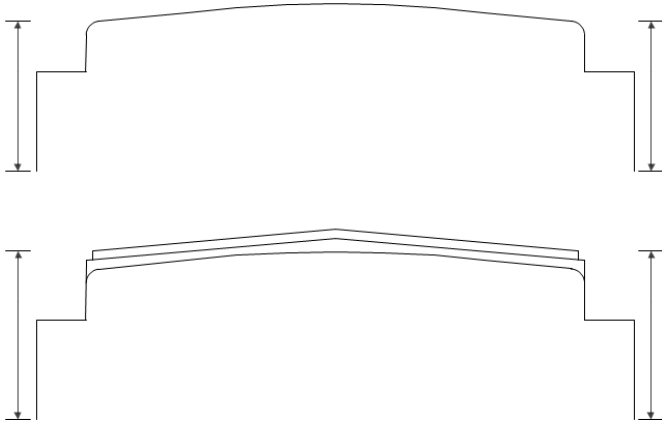
Data Specification Manual

Validation Rule for A193

- Upper Eaves Height must not exceed the Outside Extreme Height
- Upper Eaves Height must be greater than or equal to the Lower Eaves Height
- Upper Eaves Height for Plate Types A, B, or H must not exceed 15 feet 1 inch
- Upper Eaves Height for Plate Types C or I must not exceed 15 feet 6 inches
- Upper Eaves Height for Plate Type E must not exceed 15 feet 9 inches
- Upper Eaves Height for Plate Type F must not exceed 17 feet 0 inches

NOTES:

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

**Outside Lower Eaves Width****A190**

The outside width of the overhanging lower edge of a floor

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

- Lower Eaves Width must not exceed the Outside Extreme Width
- Lower Eaves Width for Plate Type A must not exceed 10 feet 10 inches
- Lower Eaves Width for Plate Types B, C, E, F, H, or I must not exceed 10 feet 8 inches

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**A189**

The outside height the overhanging lower edge of a floor

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

Range of Values for A189

Minimum	Maximum
8 ft 0 inches	18 ft 8 inches

Validation Rule for A189

- Lower Eaves Height must not exceed the Outside Extreme Height
- Lower Eaves Height for Plate Types A, B or H must not exceed 15 feet 1 inch
- Lower Eaves Height for Plate Types C or I must not exceed 15 feet 6 inches
- Lower Eaves Height for Plate Type E must not exceed 15 feet 9 inches
- Lower Eaves Height for Plate Type F must not exceed 17 feet 0 inches

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 Mandatory**A135**

The length of the equipment inside walls - or - inside platform length

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

Range of Values for A135

Minimum	Maximum
25 ft 0 inches	93 ft 11 inches

Validation Rule for A135

- Inside Length/Inside Platform Length must be less than or equal to Outside Length
- Is not applicable to Inside Length/Inside Platform Length for Trailer/Container - Bulk Hopper, Tank or Flat (Mechanical Designation of UH, or UTK)

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 Mandatory**A138**

The width of the equipment inside walls - or - inside platform width

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

Range of Values for A138

Minimum	Maximum
4 ft 0 inches	10 ft 10 inches

Validation Rule for A138

- Refrigerator Cars require an Inside Width of greater than or equal to 6 feet
- Inside Width/Inside Platform Width must not exceed Outside Extreme Width
- Inside Width/Inside Platform Width is not applicable to Trailer/Container - Tank or Flat (Mechanical Designation of UTK)

NOTES:

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

Inside Height**A133**

The height of the equipment from the floor to the inside roof - or - from the rail to the platform inside height

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

Range of Values for A133

Minimum	Maximum
5 ft 5 inches	15 ft 10 inches

Validation Rule for A133

- Refrigerator Cars require an Inside Height of greater than or equal to 6 feet
- Inside Height must not exceed Outside Height

NOTES:

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

Truck Center Length**A276**

The center length between two trucks (The pivot point of the equipment)

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

NOTES:

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

Platform Hght Above Rail**A192**

Describes the platform height above the rail in inches

Range of Values for A192

Minimum	Maximum
30	60

Validation Rule for A192

- High Cube, Plate F Box Cars must report Platform Height Above Rail, if built after July 27, 2010

Door**Side Door Type Mandatory****B193**

Indicates the description of the side door

Used in ETC Generation.

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
- 12 Overhead Doors
- 13 Other
- 15 Permanently Closed or No Side Door
- 16 All Door Box Car(L_4_ Only)
- 17 Double, Double Plug Doors

Data Specification Manual

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, 3, 4, 5, 6, 7, 8, or 14 must have a Side Door Orientation 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

Validation Rule for B192

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

Side Door Width**A240**

The width of the side door in inches ▲

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

Range of Values for A240

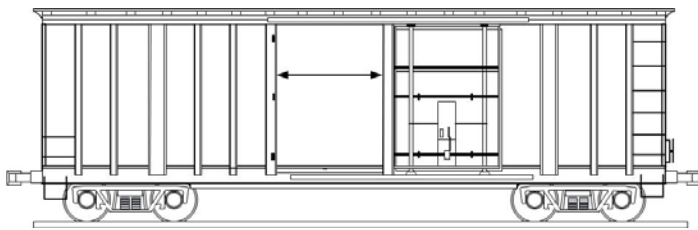
Minimum	Maximum
3 ft 0 inches	30 ft 11 inches

Validation Rule for A240

- Side Door Width of Refrigerator Cars must not exceed 21 feet 11 inches
- Side Door Width of Box Cars (with the exception of Mechanical Designation LU) must be greater than or equal 4 feet
- Side Door Width of Box Cars (with the exception of Mechanical Designation LU) must not exceed 30 feet 11 inches
- Side Door Width of Box Cars (Mechanical Designation LU) must be greater than or equal 24 feet 8 inches
- Side Door Width requires that Side Door Height also be entered
- Side Door Height requires that Side Door Width also be entered
- Side Door Width must not be reported for Boxcars with Side Door Type of 15
- Side Door Width must be reported for Boxcars whose Side Door Type is not 15

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****A238**

The height of the side door in inches

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

Range of Values for A238

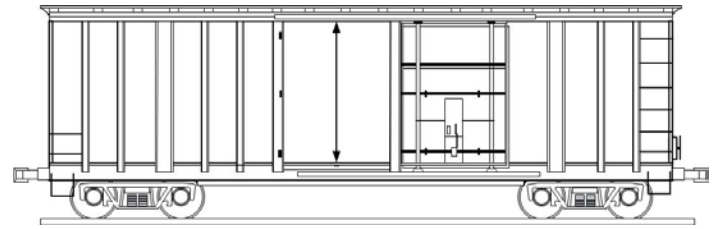
Minimum	Maximum
3 ft 0 inches	12 ft 10 inches

Validation Rule for A238

- Side Door Height must not be reported for Boxcars with Side Door Type of 15
- Side Door Height must be reported for Boxcars whose Side Door Type 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****A082**

The width of the end door in inches

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

Range of Values for A082

Minimum	Maximum
1 ft 0 inches	11 ft 10 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**A080**

The height of the end door in inches

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

Range of Values for A080

Minimum	Maximum
1 ft 0 inches	11 ft 10 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**B016**

Indicates that an anti-pilferage locking device is available

Permissible Values for B016

Y Yes

Door Assist Equipped**B072**

Indicates the equipment is hydraulic door assist equipped

Permissible Values for B072

Y Yes

Validation Rule for B072

- Door Assist is not applicable to Refrigerator Cars

Specification

Truck Count**B256**

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	4

Axle Count *Mandatory***A024**

The total axles on the equipment ●●

Affects Rating.

Range of Values for A024

Minimum	Maximum
2	999

Validation Rule for A024

- Axle Count must be greater than or equal to 4 for all equipment except CHSS, TRLR, CONT, EOTD, STWH, or LOCO
- Axle Count for an articulated car must be greater than or equal to ((Connected Unit Count x 2) + 2)
- Axle Count for a draw bar connected car must be greater than or equal to (Connected Unit Count x 4)
- Total axle count must match sum of truck axle counts.

Wheel Bearing Type *Mandatory* B191

Indicates the wheel bearing type for the equipment

Affects Rating.

Permissible Values for B191

P Plain R Roller

Validation Rule for B191

- Cars with Plain Bearings cannot have Constant Contact Side Bearings
- Cars with Plain Bearings must have a Transportation Code and Transportation Condition code of either YA, S_, or XJ
- Tank and Flat Cars cannot have Plain Bearings if Built Date 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

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 truck on the equipment has a type of bearing on its truck side that stabilizes it on curves and in high-speed service

Permissible Values for A146

LC Long Travel Constant Contact
SC Short Travel Constant Contact

Validation Rule for A146

- All cars with Rule 88 IGRL of 1 must have Long Travel CC Side Bearings.

Empty/Load Device Eqpd B075

Indicates a device is available to identify the equipment is empty or loaded

Permissible Values for B075

Y Yes

High Speed Design B109

Indicates the trucks installed on this equipment is designed for high-speed train operations

Permissible Values for B109

Y Yes

Validation Rule for B109

- Cars with Plain Bearings cannot have a High Speed Design
- Cars with Constant Contact Side Bearings cannot have a high speed design
- Only Cars with Roller Bearings and High Friction Composition Brake Shoe Type can have High Speed Design

Body Material *Mandatory* A030

The material that composes the body of the equipment

Used in ETC Generation.

Permissible Values for A030

01 Aluminum
04 Combination
09 Fiberglass Reinforced Composite
18 Stainless Steel
19 Standard Steel
30 Wood

NOTES:

- Used in ETC Generation for Mechanical Designation (UMMD) RB, RBL, RP, RPL, RC.

Center of Gravity Empty A045

When empty, indicates the height from Top of Rail to the Center of Gravity

Range of Values for A045

Minimum	Maximum
35	80

Validation Rule for A045

- High Cube, Plate F Box Cars must report Center of Gravity Empty, if built after July 27, 2010
- All cars that exceed Plate Code C built on or after January 1, 2012 must report Empty Car Center of Gravity

Remote Monitoring Device B176

Indicates the equipment is equipped with a location monitoring device

Permissible Values for B176

Y Yes

AEI High Temperature Tag B006

Indicates the equipment requires a AEI high temperature tag

Permissible Values for B006

Y High Temperature Tag Required

Permanent Heater B147

Indicates the equipment is equipped with a permanent heater to maintain commodities to a consistent temperature.

Permissible Values for B147

Y Yes

Validation Rule for B147

- Permanent Heaters are only applicable to Boxcars (Mechanical Designation of XLI or MWM)

Connected Unit Count A020

Indicates the number of connectors to an articulated or multi-unit equipment

Affects Rating.

Range of Values for A020

Minimum	Maximum
2	45

Validation Rule for A020

- Connected Unit Count must equal the Calculated Unit Count
- Unit Segment Location must not be reported if the Connected Unit Count is not reported
- Unit Segment Location must be reported if Connected Unit Count is reported

Intermediate Conn Style B115

Indicates the method two or more equipment are connected together

Permissible Values for B115

A Articulated Connector
D Drawbar Connector

Validation Rule for B115

- Intermediate Connector Style is required for Multi-Segment Cars
- Intermediate Connector Style must not be reported for single Segment Cars

Operating Brakes A182

The number of brakes on an articulated equipment (Excludes hand brakes)

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, Heavy-Capacity Flat Cars, and Locomotives
- Operating Brakes are required for Articulated equipment
- Operating Brakes are required for Heavy Capacity Flat Cars (Mechanical Designation of FD, FM, FMS, FW, or LS) with 6 Unit Axles or More

Data Specification Manual

ECP Brake Type	B327
Indicates the type of electronic control pneumatic brake used on the equipment. ECP brakes assists in braking equipment simultaneously	

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 (B327) if built or rebuilt after June 28, 2012

ECP Brake Builder	B328
The manufacturer of the electronic control pneumatic brake used on the equipment	

Permissible Values for B328

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 (B328)
-If ECP Brake Type (B327) is Not Equipped then ECP Brake Builder (B328) is not reportable

Equipment Builder	A035
Identifies the original manufacturer of the equipment	

Permissible Values for A035

ACF American Car & Foundry
ACFX ACF Industries
ARI ARI Industries
BERW Berwick Forge
BETH Bethlehem Car Works
BSP Bethlehem Steel Corporation
CFF Canadian Car & Foundry
CONC Concarill
DIFC Difco
ERSB Ebenezer Railcar
EVAN Evans Products
FGRW FRTGRW
FMC FMC Corporation
GATX General American Transportation Corp
GMB Greenbrier
GSC Greenville Steel Car
GTYE Golden Tye
GUN4 Gunderson - Trenton Works
GUND Gunderson Inc
GUNM Gunderson - Mexico
HYUN Hyundai
JAC Johnstown America Corporation
JKFO JK-CO LLC
KASG Kasgro Railcar
MULT Multiple
NACA National Alabama Corporation
NACC North American Car
NRE National Railway Equipment
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

Validation Rule for A035

-Equipment Builder must be populated if the Build Date is July 1, 2010 or newer
-Equipment built or rebuilt on or after July 1, 2010 cannot have a Builder Code of Unknown.
-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 - B030.

Built Country	B031
The country where the equipment was constructed	

Data is Confidential.

Permissible Values for B031

CA Canada MX Mexico
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

P Reflectorization Plan
W Reflectorization Waiver

Validation Rule for B096

-Reflectorization is mandatory for all equipment built on or after November 28, 2005.

Refrig Emission Code	B345
California State Emission standards (regulation) for refrigeration(ed) units	

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

Permissible Values for B345

N Not Qualified Q Qualified
U Ultra-Qualified

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 Train Line Arrangement for Cars with F-Shank Couplers
G S-4003x (Former Standard)
H S-4003-05 (Former Alternate Standard)
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:
 - $0.5 * (\text{Outside Length, in inches, minus Truck Center Length, in inches, minus 31 inches})$

For all other equipment, reporting Air Hose Arrangement is optional.

Data Specification Manual

Feature

Floor Material**A104**

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
- 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
- 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

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

NOTES:

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

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
- 80K 80000 Pounds

Floor Drain Equipped**B095**

Indicates the equipment floor has a drain

Permissible Values for B095

- Y Yes

Validation Rule for B095

- Floor Drain is only applicable to Refrigerator Cars

Wood Racks Covering Floor**B233**

Reinforcement of the equipment floor using wood racks

Permissible Values for B233

- Y Yes

Validation Rule for B233

- Wood Racks Covering Floors are only applicable to Refrigerator Cars with Mechanical Designations of RB, RBL, RP, RPL, RC, or MWM.

Pallet Equipped**B144**

Indicates if a pallet is equipped on the equipment

Permissible Values for B144

- Y Yes

Validation Rule for B144

- Pallets are not applicable to Boxcars (Mechanical Designation XM)

Lining Material**A158**

Describes the type of construction material used in the lining of equipment

Permissible Values for A158

- 03 Cement
- 07 Composite Wood and Steel
- 08 Fiberglass
- 10 Glass

- 11 Kanigen
- 12 Metal Clad
- 13 Metal Spray Type
- 16 Rubber
- 17 Sheet Metal
- 26 Synthetic
- 28 Unlined
- 29 Vinyl
- 30 Wood

Validation Rule for A158

- Refrigerator Cars cannot have Lining Material codes of 3, 7, 11, 12, 13, 16, or 29

Bulkhead Type**B034**

Identifies the type of bulkhead attached to the equipment

Permissible Values for B034

- F Fixed I Inflatable M Moveable

Validation Rule for B034

- Fixed, Movable or Inflatable Bulkhead(s) are not applicable to Box Cars (Mechanical Designation XM)

Column Load Dividers**B046**

Indicates the equipment is column load divider equipped

Permissible Values for B046

- Y Yes

Validation Rule for B046

- Column Load Dividers are not applicable to Box Cars (Mechanical Designation of XP, XPI, XF, XL, XLI, or MWM)

Interior Rack**B114**

Indicates the equipment is interior rack equipped

Permissible Values for B114

- Y Yes

Validation Rule for B114

- Interior racks are not applicable to Boxcars (Mechanical Designation XM)

Side Filler Equipped**B194**

Indicates the equipment is side filler equipped used to prevent shifting within the car during transit

Permissible Values for B194

- Y Yes

Validation Rule for B194

- Side Filler is not applicable to Boxcars (Mechanical Designation XM)

Lading Strap Anchor Eqpd**B121**

Indicates the equipment is lading strap anchor equipped

Permissible Values for B121

- Y Yes

Adj Lading Strap Equipped**B281**

Indicates the equipment is equipped with an adjustable lading strap

Permissible Values for B281

- Y Yes

Validation Rule for B281

- Adjustable Lading Straps are only applicable to Boxcars (Mechanical Designation of XP, XPI, RB, RBL, or MWM)

Belt Rail Equipped**B024**

Indicates the equipment is belt rail equipped

Permissible Values for B024

- Y Yes

Rub Rail**B183**

Indicates the equipment is rub rail anchoring equipped

Permissible Values for B183

- Y Yes

Validation Rule for B183

- Rub Rails are only applicable to Boxcars (Mechanical Designation of XP, XPI, XL, XLI, or MWM)

Data Specification Manual

Retention Bar Equipped	B269
Indicates the equipment is retention bar equipped	

Permissible Values for B269

Y Yes

Validation Rule for B269

- Retention Bars are only applicable to Boxcars (Mechanical Designation of XP, XPI, XL, XLI, or MWM)

Roof Type	A226
Describes the type of roof on the equipment	

Permissible Values for A226

- 4 Standard roof hatch
- 7 Rectangular or square roof hatches
- 9 Rectangular or square hatch offset from center line of car

Validation Rule for A226

- Refrigerator Cars cannot have a Roof Type reported
- Trough Hatch Roofs are only applicable to Gondolas and Hoppers with Mechanical Designation of GBR, GBSR, GWSR, HKR, HMSR, HTR, HTSR, or LO
- Removable Roofs are only applicable to Gondolas with Mechanical Designation of GBR, GBSR, GWSR, or GTR
- Self-Storing Roofs are only applicable to Boxcars and Hoppers with Mechanical Designation of HKR, HMSR, HTR, LC, LO, or XP
- Round Roof Hatches at centerline of cars are only applicable to Boxcars, Gondolas, or Covered Hoppers with Mechanical Designation of XP, GTR, or LO
- Rectangular or Square Roof Hatches are only applicable to Boxcars and Hoppers with Mechanical Designation of LO or LC
- Other types of Roofs are only applicable to Hoppers, or Specialized Gondolas with Roofs with Mechanical Designation of LO, HTR, or GTR
- Format A Mechanical Designations must agree with option 9
- Mechanical Designations GBR, GBSR, GWSR, GTR, HKR, HMSR, HTR, HTSR, or LO require that Roof Type be set

Vent Openings	B222
Indicates the equipment has vent openings	

Permissible Values for B222

Y Yes

Validation Rule for B222

- Vent Openings are only applicable to Boxcars (Mechanical Designation of XP, XPI, or MWM)

Refrigeration Fuel Type	A207
Type Of Protective Fuel	

Permissible Values for A207

- | | | | | | |
|---|------------|---|----------|---|----------|
| B | Butane | D | Diesel | G | Gasoline |
| M | Other type | N | Nitrogen | P | Propane |

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)

Validation Rule for B172

- Refrigeration Level is only applicable to Refrigerator Cars

Class A Explosives Eqpd	B089
Indicates the equipment is equipped to handle class A explosives	

Permissible Values for B089

Y Yes

Validation Rule for B089

- Class A Explosives handling is only applicable to Box Cars (Mechanical Designation of RB, RBL, XL, XM, XLI, XP, or XPI)

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
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 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 Interchange Rule 88 and Circular Letter OT-24
- The original cost is used in the settlement of AAR Interchange Rule 107 Office 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 / 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.
- Ledger Value must equal the Original Cost plus the Additions & Betterments, if A&B has been reported. Otherwise Ledger Value should equal Original Cost.

Total A&B	A003
The sum total amount of all additions & betterments added or subtracted 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.

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 or rebuilt.
- For connected unit cars report the total Truck Location A for all units in the set

Data Specification Manual

Ind for Pos/Neg Total A&B	A128
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	
Validation Rule for A128	
-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 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.	

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, you must enter a value in all 4 fields.	

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.	
-Additions & Betterments Date Done cannot be earlier than Built Date.	
-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	
GNRL	General - Capitalized Additions and Betterments
IHTR	In-transit heater applied to car. Includes renewal in damaged car. When installed coincidental with construction of car, the amount charged to Capital Account for such installation may be estimated.
INIT	Initial load of historical A&B amount as of Umler 4.6 implementation date
REFR	Mechanical refrigerating systems or thermostatically controlled temperature device (including power equipment). When installed coincidental with construction or Rule 88 rebuild, the amount charged to Capital Account for such installation may be estimated.
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.	

CarManagement	
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	
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
User Reported Routing Instruction	
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 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
The AAR or FRA interchange restriction code	
System Generated Field. Used for Transportation Codes. This element is not eligible for Input.	
NOTES:	
• For further explanation reference Appendix E.	
Mechanical Restriction	TCME
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	
Mech Restriction Reason	TCMR
Mechanical Restriction Reason	
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
G	Restricted Due to Draft Gears
J	Restricted Due to Journal Bearing and Journal Lubrication
N	Restricted Due to Trucks
P	Restricted Due to Truck Side Frames
T	Restricted Due to Trucks Bolsters
U	Restricted by Owner or AAR
W	Restricted Due to Wheels
X	Restricted Due to Scrap or Early Warning
Z	Restricted Due to Umler Conflict (Not Valid for User Input)

Data Specification Manual

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.

Sys Gen Routing Inst

TCGR

System Generated Routing Instruction

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

NOTES:

- For further explanation reference Appendix E.5.

Train Service

Restricted Speed Empty

B180

Describes the maximum restricted speed the equipment can travel when empty

Range of Values for B180

Minimum	Maximum
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 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

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 can only be positioned at the rear of the train

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 Exceptn

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

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 Ebb

Clearance Exception

B275

Describes equipment that contain nonstandard dimension

Permissible Values for B275

- A Excessive Outside Height
- B Excessive Outside Width
- C Lower Guides for Loading High Cube Containers
- D Unique Clearance Issue
- E Hopper with Excessive Outside Width when pickup shoes are extended

Truck Components

Axles Spacing Distance *Mandatory*

B020

Describes the distance between axles 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

B252

The number of axles per truck

Range of Values for B252

Minimum	Maximum
2	4

Journal Size *Mandatory*

A147

Describes the roller bearing size

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
- H 7 X 14
- K 6-1/2 X 9
- M 7 X 9

Validation Rule for A147

- Journal Size B (4 1/4 x 8) requires a Gross Weight of 103,000 lbs. for 4-axle cars unless the car is Star Coded
- Journal Size B (4 1/4 x 8) requires a Gross Weight of 154,000 lbs. for 6-axle cars unless the car is Star Coded
- Journal Size C (5 x 9) requires a Gross Weight of 142,000 lbs. for 4-axle cars unless the car is Star Coded
- Journal Size C (5 x 9) requires a Gross Weight of 213,000 lbs. for 6-axle cars unless the car is Star Coded
- Journal Size D (5 1/2 x 10) requires a Gross Weight of 177,000 lbs. for 4-axle cars unless the car is Star Coded
- Journal Size D (5 1/2 x 10) requires a Gross Weight of 265,000 lbs. for 6-axle cars unless the car is Star Coded
- Journal Size E (6 x 11) requires a Gross Weight of 220,000 lbs. for 4-axle cars that do not have 28 inch wheels unless the car is Star Coded
- Journal Size E (6 x 11) requires a Gross Weight of 179,000 lbs. for 4-axes 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-axes
- Journal Size F requires a Gross Weight of greater than or equal to 263,000 lbs. for 4-axes cars unless the car is Star Coded.
- Journal Size F requires a Gross Weight of less than or equal to 286,000 lbs. 4-axle cars unless the car is Star Coded
- 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.
- Journal Size G (7 x 12) requires a Gross Weight of 286,000 lbs. or 315,000 lbs. for 4-axle cars unless the car is Star Coded

Data Specification Manual

- 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 M (7 x 9) requires a Gross Weight of 286,000 lbs. or 315,000 lbs. for 4-axle cars unless car is Star Coded
- 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
- Journal Size Code K requires a Gross Weight of greater than or equal to 263,000 lbs. for 4-axle cars unless the car is Star Coded
- Journal Size Code K requires a Gross Weight of less than or equal to 286,000 lbs. for 4-axle cars unless the car is Star Coded
- Gross Weight must be 394,000 lbs. for 6-axle cars with Journal Size K

Wheel Diameter *Mandatory* **A294**Describes the diameter of the wheel  


Affects Rating.

Permissible Values for A294

28	28 Inches	30	30 Inches	33	33 Inches
36	36 Inches	38	38 Inches		

Validation Rule for A294

- Unstarred Cars with Gross Weight of 286,000 lbs. and Increased Gross Rail Load of 2 must have a Wheel Diameter of 36 inches
- Unstarred Cars with Gross Weight of 286,000 lbs. and Increased Gross Rail Load of 2 must have a Wheel Diameter of either 36 or 38 inches
- Cars with an Increased Gross Rail Load of 1 and Journal of G or M must have a Wheel Diameter of 38 inches
- Wheel Diameters of (33 and 36 inches) or (33 and 38 inches) can only be reported for articulated cars

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 **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 equipment coupler type

Permissible Values for A057

BE60	Prohibited in Interchange (Rule 90) - BE60
BE60AHT	Type E (Rule 16) - BE60AHT
BE60BHT	Type E Obsolete (Rule 16) - BE60BHT
BE61AHT	Prohibited in Interchange (Rule 90) - BE61AHT
BE61BHT	Prohibited in Interchange (Rule 90) - BE61BHT
BE63	Type E Obsolete (Rule 16) - BE63
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
BE6HT	Type E/F Obsolete (Rule 17) - BE6HT
CE60HT	Prohibited in Interchange (Rule 90) - CE60HT
CE61AHT	Prohibited in Interchange (Rule 90) - CE61AHT
CF70AHT	Prohibited in Interchange (Rule 90) - CF70AHT
CF70HT	Prohibited in Interchange (Rule 90) - CF70HT
CF71AHT	Prohibited in Interchange (Rule 90) - CF71AHT
CF71HT	Prohibited in Interchange (Rule 90) - CF71HT
CF72AHT	Prohibited in Interchange (Rule 90) - CF72AHT
CF72HT	Prohibited in Interchange (Rule 90) - CF72HT
CF79AHT	Prohibited in Interchange (Rule 90) - CF79AHT
CF79HT	Prohibited in Interchange (Rule 90) - CF79HT
DOBS	Prohibited in Interchange (Rule 90) - DOBS
E42BEX	Type E/F (Rule 17) - E42BEX
E50ARE	Type E/F (Rule 17) - E50ARE
E50BEX	Type E/F (Rule 17) - E50BEX
E60	Prohibited in Interchange (Rule 90) - E60
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
E60HT	Prohibited in Interchange (Rule 90) - E60HT
E61	Type E Obsolete (Rule 16) - E61
E61AHT	Prohibited in Interchange (Rule 90) - E61AHT
E61BC	Prohibited in Interchange (Rule 90) - E61BC
E61HT	Prohibited in Interchange (Rule 90) - E61HT
E63	Prohibited in Interchange (Rule 90) - E63
E63AHT	Prohibited in Interchange (Rule 90) - E63AHT
E63HT	Prohibited in Interchange (Rule 90) - E63HT
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	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
EB7AHT	Type E (Rule 16) - EB7AHT
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
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
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
F71BHT	Type F Obsolete (Rule 18) - F71BHT
F71CHT	Type F (Rule 18) - F71CHT
F72CHT	Type F Obsolete (Rule 18) - F72CHT
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

Data Specification Manual

F73HT	Type F Obsolete (Rule 18) - F73HT
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
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
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
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 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) or L (Rotary Drawbar).
- 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 <i>Mandatory</i>	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
L	Drawbar Rotary	M	Drawbar
P	Plain	R	Rotary

Validation Rule for B058

- If Draft Gear type is H (Hydraulic) then Coupler Styles cannot be reported as M (Solid Drawbar) or L (Rotary Drawbar)
- If Draft Gear type is not COC or EOC, Inches of Travel cannot be reported
- If Draft Gear type of COC or EOC is reported then Inches of Travel must also be reported.

Inches of Travel	B061
The number of inches the draft gear will compress to absorb impact	

Used in ETC Generation. Affects Rating.

Range of Values for B061

Minimum	Maximum
2	36

Draft Gear Type <i>Mandatory</i>	B073
Describes the basic draft gear design of the equipment	

Used in ETC Generation. Affects Rating.

Permissible Values for B073

C	Cushioning Center of Car
E	Cushioning End of Car
H	Hydraulic
S	Standard

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.

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	Gondola	HOPP	Hopper
IFLT	Intermodal Flat	TANK	Tank Car
VFLT	Vehicular Flat		

Validation Rule for A307

- Unit Equipment Group must not be reported if the Connected Unit Count is not reported
- Unit Equipment Group must be reported if Connected Unit Count is reported

Data Specification Manual

Unit Tare Weight A299	
The unit segment weight on rail when empty	
Range of Values for A299	
Minimum	Maximum
10000	500000
Validation Rule for A299	
<ul style="list-style-type: none"> -Unit Tare Weight must not be reported if the Connected Unit Count is not reported -Unit Tare Weight requires Connected Unit Count -Unit Tare Weight for Boxcars and Refrigerators must be greater than or equal 16,000 lbs. -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 IFLT's must be greater than 10,000 lbs. -Unit Tare Weight for IFLT's 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 	
Unit Load Limit A300	
Satisfies ICPSC 23/24 and normal load limit requirements - The unit segment weight on rail when loaded	
Range of Values for A300	
Minimum	Maximum
20000	500000
Validation Rule for A300	
<ul style="list-style-type: none"> -Unit Load Limit must not be reported if the Connected Unit Count is not reported -Unit Load Limit must be reported if Connected Unit Count is reported -Unit Segment Load Limits must add up to the Total Load Limit 	
Unit Cubic Feet Capacity A065	
The calculated interior dimensions of the unit segment in cubic feet	
Range of Values for A065	
Minimum	Maximum
400	11000
Validation Rule for A065	
<ul style="list-style-type: none"> -Unit Cubic Feet Capacity must not be reported if the Connected Unit Count is not reported -Unit Cubic Feet Capacity requires Connected Unit Count -Unit Cubic Feet Capacity for Boxcars must be greater than or equal 2000 cubic feet -Unit Cubic Feet Capacity for Boxcars must be less than or equal 11000 cubic feet -Unit Cubic Feet Capacity for Refrigerators must be greater than or equal 1400 cubic feet -Unit Cubic Feet Capacity for Refrigerators must be less than or equal 6700 cubic feet -Unit Cubic Feet Capacity for Gondolas or Hoppers must be greater than or equal 400 cubic feet -Unit Cubic Feet Capacity for Gondolas or Hoppers must be less than or equal 8500 cubic feet -Unit Segment Cubic Capacity must add up to the Total Cubic Capacity 	
Unit Inside Length A301	
Umler C1, Component	
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	
<ul style="list-style-type: none"> -Unit Inside Length can only be reported on Articulated cars -Unit Inside Length can only be reported if cars are Articulated -Unit Inside Length for Vflats must be greater than or equal to 69 feet -Unit Inside Length for Flats other than Vflats must be greater than or equal to 20 feet. -Unit Inside Length for Flats, IFlats and Vflats must be less than or equal to 99 feet 4 inches. 	

Brake System Components

Emergency Brake Valve CID B354
Component ID from Component Registry
Data is Confidential. This element is not eligible for Input or. Value does not carry forward for Single Clone / Multi Clone.
Service Brake Valve CID B357
Component ID from Component Registry
Data is Confidential. This element is not eligible for Input or. 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 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 EFDI
The date the rating activity (pre-registration, modification, etc.) is expected to occur

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

Validation Rule for EFDI

-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

ABT 12-24 Month Due Date DU13
The 12 month due date for the air brake test (ABT) after the original build date

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
The 5/8 year due date for the air brake test (ABT) after the 13 month due date

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

Door Lube Due Date DUDL
The date the shop last lubricated the doors

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 Change.

Permissible Values for CG01

- A A-Grade A
- B B-Grade B
- C C-Grade C
- E E-Door Defect (Shipper/Receiver)
- H H-Floor Defect (Shipper/Receiver)
- I I-Wall Defect (Shipper/Receiver)
- J J-Roof Defect (Shipper/Receiver)
- K K-Contaminated
- L L-Grade A/B with Exceptions
- M M-Restraining Device missing or defective (Shipper/Receiver)
- R R-Dirty Equipment (Shipper Only)

Data Specification Manual

T	T-Car Certified Clean and Defect Free (Receiver 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.

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

Value does not carry forward for Single Clone / Multi Clone / Add Back.

Inspection Due Date	INDD
----------------------------	-------------

The due date of the next inspection

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
--

Value does not carry forward for Single Clone / Multi Clone / Add Back.

Inspection Reporter	REPT
----------------------------	-------------

The SCAC that reported the inspection

Value does not carry forward for Single Clone / Multi Clone / Add Back.

Location/SPLC	SPLC
----------------------	-------------

The SPLC of the inspecting location

Value does not carry forward for Single Clone / Multi Clone / Add Back.

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 M Manual

Data Specification Manual

Gondola

General	27
Built Date (BLDT)	27
Conflict Status (B050)	29
Conflict Status Next Date (B062)	29
Date of Original Conflict (B063)	29
Delete Reason Code (B064)	29
End of Service Date (B078)	28
Equipment Add Company (B083)	29
Equipment Add Date (B082)	28
Equipment Group (0002)	27
Equipment ID (0001)	27
Equipment Identification (EINN)	28
Equipment Type Code (UMET)	27
Extended Service (A096)	28
First Movement Date (USAT)	29
Info Conflict Status (B355)	28
Last Update Date (B122)	28
Lessee (LESE)	27
Maintenance Party (MNPT)	28
Mark Owner Category (B201)	28
Mechanical Designation (UMMD)	27
Next Conflict Status (B135)	29
Notice Indicator (B137)	29
Owner (UMOW)	27
Prior Equipment ID (PRID)	28
Private Zero Rate (B150)	29
Rate Indicator (A070)	29
Rebuilt / ILS Date (RBDT)	27
Rebuilt Flag (RBFL)	27
Registration Reason (B174)	29
Restencil Program Ind (B177)	29
Status Change Date (USCT)	28
Status Change Reason (USCR)	28
Status Code (USCD)	27
TTX Hourly Rate (B212)	29
TTX Mileage Rate (B213)	29
Weight	29
Cubic Feet Capacity (A067)	31
Gross Rail Load/Weight (A266)	29
Load Limit (LDLT)	30
Qual for Inc GRL (B344)	31
Star Code (A247)	31
Tare Weight (A259)	30
Weighing Date (A288)	30
Weighing Status (A289)	30
Dimension	31
Bulkhd Height Abov Pltfm (B035)	34
Bulkhead Top Width (B038)	34
Inside Height (A133)	34
Inside Length (A135)	34
Inside Width (A138)	34
Outside Extreme Height (A185)	32
Outside Extreme Width (A186)	32
Outside Height Extr Width (A187)	32
Outside Length (OSLG)	31
Outside Lower Eaves Hght (A189)	34
Outside Lower Eaves Width (A190)	33
Outside Upper Eaves Hght (A193)	33
Outside Upper Eaves Width (A194)	33
Plate Code (A046)	31
Truck Center Length (A276)	34
Door	34
End Door Height (A080)	34
End Door Width (A082)	34
Gondola with Drop Ends (B103)	35
Specification	35
AEI High Temperature Tag (B006)	35
Air Hose Arrangement (B524)	37
Axle Count (A024)	35
Bearing Shielded from HBD (B021)	35
Body Material (A030)	35
Bottom Outlet Count (B142)	37
Brake Shoe Type (B026)	35
Builder Lot Code (B030)	37
Built Country (B031)	37
CC Side Bearing Type (A146)	35
Center of Gravity Empty (A045)	35
Coil Steel/Alum. Loading (B132)	36
Connected Unit Count (A020)	36
ECP Brake Builder (B328)	36
ECP Brake Type (B327)	36

Empty/Load Device Eqpd (B075)	35
Equipment Builder (A035)	36
Floor Cradle/Trough Eqpd (A103)	35
Floor Cradle/Trough Orien (B093)	36
FRA Reflectorization (B096)	37
High Speed Design (B109)	35
Intermediate Conn Style (B115)	36
Light Density (B124)	36
Operating Brakes (A182)	36
Rebuilt Country (B170)	37
Remote Monitoring Device (B176)	35
Truck Count (B256)	35
Wheel Bearing Type (B191)	35
Feature	37
Bulkhead Type (B034)	38
Cross Bar Equipped (B268)	38
Floor Material (A104)	37
Gondola Floor Design (B094)	37
Lading Strap Anchor Eqpd (B121)	38
Lining Material (A158)	37
Permanent Container (B054)	38
Removable Cover Equipped (B060)	38
Roof Type (A226)	38
Tie Down Assembly Non-FA (B271)	38
Wood Racks Covering Floor (B233)	37
Cost	38
A&B Amount (A317)	39
A&B Date Done (A319)	39
A&B Pos/Neg Ind (A316)	39
A&B Type (A318)	39
Ind for Pos/Neg Total A&B (A128)	39
Ledger Value (A150)	38
Original Cost (A184)	38
Total A&B (A003)	39
CarManagement	39
Mech Restriction Reason (TCMR)	40
Mechanical Restriction (TCME)	40
Pool Control (TCPC)	39
Pool Number (P001)	39
Sys Gen Routing Inst (TCGR)	40
Transportation Cond Code (TCCD)	40
Umler Transportation Code (TCOD)	39
User Routing Instructions (TCUR)	39
Train Service	40
Check trailing tonnage (B044)	40
Clearance Exception (B275)	40
Cooper Rating Exception (B273)	40
Curve Negotiate Exceptn (B178)	40
End of Train Only (B277)	40
Restricted Speed Empty (B180)	40
Restricted Speed Loaded (B181)	40
Shove adj. car to rest (B188)	40
Shove car to rest (B189)	40
Train Position Sensitive (B211)	40
Truck Components	40
Axles Spacing Distance (B020)	40
Bolster Component ID (B351)	41
Journal Size (A147)	41
Sideframe Component ID (B352)	41
Stability Device Equipped (B199)	41
Truck Axle Count (B252)	41
Wheel Diameter (A294)	41
Wheelset Component ID (B350)	41
Draft System Components	41
Coupler Code (A057)	41
Coupler Component ID (B353)	43
Coupler Style (B058)	43
Draft Gear Type (B073)	43
Inches of Travel (B061)	43
Unit Segment Components	43
Unit Cubic Feet Capacity (A065)	44
Unit Equipment Group (A307)	43
Unit Load Limit (A300)	43
Unit Tare Weight (A299)	43
Brake System Components	44
Emergency Brake Valve CID (B354)	44
Service Brake Valve CID (B357)	44
Miscellaneous	44
Commercial Lessee CIF (B048)	44
Commercial Owner CIF (B049)	44
Umler Effective Date (EFDT)	44

Data Specification Manual

Inspection	44
ABT 12-24 Month Due Date (DU13)	44
ABT 5/8-Year Due Date (DU58)	44
Air Brake Test Device (B523)	45
Car Grade (CG01).....	44
Car Grade Inspection Date (CG02).....	44
Car Grade Inspection SCAC (CG05).....	44
Car Grade Inspection Time (CG03)	44
Car Grade Location SPLC (CG04).....	44
Inspection Date Done (DTDN)	44
Inspection Due Date (INDD)	44
Inspection Performer (PERF)	44
Inspection Reporter (REPT)	44
Location/SPLC (SPLC).....	44

Data Specification Manual

General

Status Code *Mandatory*

USCD

Identifies the current operational state

Does not Carry Forward.

Permissible Values for USCD

A ACTIVE I INACTIVE

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
- Prior to deleting a car, the status should be set to Inactive

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. (ie. 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

GB Gondola-Flat Bottom
 GBR Gondola-Flat Bottom with Roof
 GBS Gondola-Flat Bottom, Specially Equipped
 GBSR Gondola with Roof, Specially Equipped
 GS Gondola-Drop Bottom
 GSS Gondola-Drop Bottom, Specially Equipped
 GT Gondola-Depressed Bottom
 GTR Gondola-High Fixed Ends with Roof
 GTS Gondola-High Fixed Ends
 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

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, Output or Query.

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. 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 Rule for BLDT

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

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

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

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

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

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 cars 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

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 is not valid or cannot be a child reporting mark.

NOTES:

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

Data Specification Manual

Maintenance Party MNPT The major reporting mark of the company responsible for the maintenance and repairs of the equipment Does not Carry Forward.	Status Change Date USCT Identifies the effective date of the current operational state System Generated Field. This element is not eligible for Input or Query. Does not Carry Forward.
Mark Owner Category B201 The company that own 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 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	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 Waiver 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 Validation Rule for A096 -Extended Service Code of C cannot be reported if the car was built on or after July 1, 1974 -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 -Extended Service Code of C cannot be reported if the car was built before January 1, 1964 -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 or 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 is required for Extended Service Code (A096) R for Rebuilt, or V. • Rebuilt Date is required for Extended Service Code (A096) 1, 2, 3 for Increased Life Service.
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 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.	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 one year prior to End of Service Date.
Last Update Date B122 Date of the last Umler element change System Generated Field. This element is not eligible for Input.	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.
Status Change Reason USCR 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 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.	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.

Data Specification Manual

Conflict Status B050	TTX Hourly Rate B212				
Identifies the escalation level of an equipment in active conflict	Time Charge-The TTX hourly rate for the equipment				
System Generated Field. Affects Rating. This element is not eligible for Input or. Value does not carry forward for Add Back.	Data is Confidential. This element is not eligible for or Query.				
Permissible Values for B050	Range of Values for B212				
1 Subject to Zero-Rating	<table><tr><td>Minimum</td><td>Maximum</td></tr><tr><td>0</td><td>9</td></tr></table>	Minimum	Maximum	0	9
Minimum	Maximum				
0	9				
2 Subject to Restricted in Interchange	Validation Rule for B212				
3 Subject to Deletion	-TTX Hourly rate can only be set on TTX owned Equipment.				
NOTES:					
<ul style="list-style-type: none">Subject to Zero-Rating, goes into effect 30 days after Conflict Status occursSubject to Restricted in Interchange, goes into effect 90 days after Conflict Status occursSubject to Deletion, 365 days after Conflict Status occurs					
Date of Original Conflict B063	TTX Mileage Rate B213				
The date the equipment was originally placed in the current conflict	Mileage Charge-The TTX mileage rate for the equipment				
System Generated Field. This element is not eligible for Input.	Data is Confidential. This element is not eligible for or Query.				
	Range of Values for B213				
	<table><tr><td>Minimum</td><td>Maximum</td></tr><tr><td>0</td><td>1</td></tr></table>	Minimum	Maximum	0	1
Minimum	Maximum				
0	1				
	Validation Rule for B213				
	-TTX Mileage rate can only be set on TTX owned Equipment.				
Next Conflict Status B135	First Movement Date USAT				
Identifies the next escalation level of an equipment in active conflict	The first movement date under the stenciled mark of the equipment				
System Generated Field. This element is not eligible for Input, Output or Query. Value does not carry forward for Add Back.	This element is not eligible for Input or Query. Does not Carry Forward.				
Permissible Values for B135					
1 Subject to Zero-Rating					
2 Subject to Restricted in Interchange					
3 Subject to Deletion					
Notice Indicator B137	Equipment Add Company B083				
Identifies equipment in error in Umler Notice Management	The reporting mark of the company that added the equipment				
System Generated Field. This element is not eligible for Input, Output or Query.	System Generated Field. This element is not eligible for Input.				
Conflict Status Next Date B062	Registration Reason B174				
The date the conflict status will be escalated	The code indicating the reason this equipment is added				
System Generated Field. This element is not eligible for Input or. Value does not carry forward for Add Back.	Does not Carry Forward.				
	Permissible Values for B174				
	A Add-Back N New				
	P Pending Restencil R Restencil				
Rate Indicator A070	Restencil Program Ind B177				
Indicates the rate type applicable to the unit	Identifies the equipment is under a restencil program				
System Generated Field. Used for Transportation Codes. Affects Rating. This element is not eligible for Input. Does not Carry Forward.	Permissible Values for B177				
Permissible Values for A070	Y Yes				
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/Tarrif 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 style="list-style-type: none">If unit is zero-rated, correction of conflicts will reinstate the appropriate rate indicator code.					
Private Zero Rate B150	Delete Reason Code B064				
Indicates a private car is subject to contractual agreement, nullifying mileage rates	A code that designates the reason the equipment has been deleted				
Affects Rating.	Value does not carry forward for Add Back.				
Permissible Values for B150	Permissible Values for B064				
Y Yes	A Restenciled				
NOTES:	D Destroyed or wrecked				
<ul style="list-style-type: none">Reporting “Y” generates Rate Indicator (A070) value 6 and a zero rate.	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				

Data Specification Manual

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 plus the Tare Weight

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:

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

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

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:


$$\begin{aligned}
 &8 \text{ ea. E-6" x 11" journal axles X } 55,000 \text{ lbs. per axle} = 440,000 \text{ lbs.} \\
 &+ 12 \text{ ea. F-6 1/2" x 12" journal axles X } 65,750 \text{ lbs. per axle} = 789,000 \text{ lbs.} \\
 &\text{Gross Rail Load} = 1,229,000 \text{ lbs.}
 \end{aligned}$$

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:

$$\begin{aligned}
 &4 \text{ ea. E-6" x 11" journal axles X } 55,000 \text{ lbs. per axle} = 220,000 \text{ lbs.} \\
 &+ 8 \text{ ea. G-7" x 12" journal axles X } 78,750 \text{ lbs. per axle} = 630,000 \text{ lbs.} \\
 &\text{Gross Rail Load} = 850,000 \text{ lbs.}
 \end{aligned}$$

Tare Weight <i>Mandatory</i>	A259
The equipment weight on rail when empty	

Affects Rating.

Range of Values for A259


Minimum	Maximum
30000	550000

Validation Rule for A259

- Tare Weight for all non-articulated GOND must be less than 110000 lbs.

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
- Please refer to Appendix P for more information on the Identical Tare Weight Batch Process

Load Limit <i>Mandatory</i>	LDLT
The maximum permissible weight of the commodity that can be loaded into the equipment	


Used in ETC Generation. 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.

Weighing Status <i>Mandatory</i>	A289
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)

NOTES:

- Please refer to Appendix P for more information on the Identical Tare Weight Batch Process

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 must be reported
- When Weighing Date is reported then Weighing Status must be A (Actual)
- If Weighing Status 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

Data Specification Manual

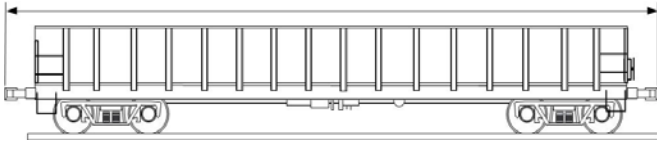
Cubic Feet Capacity <i>Mandatory</i>		A067
The cubic feet of the equipment		● ▲
Used in ETC Generation.		
Range of Values for A067		
Minimum	Maximum	
400	68000	
Validation Rule for A067		
-Cubic Feet Capacity for all non-articulated GOND must be less than 8500 cubic feet		
NOTES:		
<ul style="list-style-type: none"> 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		A247
Indicates the reduction of the load limit of the equipment under 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		
-Chlorine Service Tanks must be Starred with S if their Load Limit is in excess of 180,000 lbs.		
-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
AAR qualification for increased Rail Load		
Permissible Values for B344		
1	RULE 88 IGRL CODE 1 (S-286) (286,000 GRL)	
2	RULE 88 IGRL CODE 2 (> 268,000 and <= 286,000 GRL)	
3	RULE 88 IGRL CODE 3 (> 263,000 and <= 268,000 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.		
-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 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 having Journal Size of G, K, or M require Qualification for increased GRL to be reported as 1		
-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		A046
Plate Code <i>Mandatory</i>		● ●
Indicates the extreme height and width clearance of the equipment		
Affects Rating.		
Permissible Values for A046		
A	Clearance Equals Plate B and Extreme Width is Greater Than 10'08 inches and Does Not Exceed 10'10 inches	
B	Plate Code B	
C	Plate Code C	
E	Plate Code E	
F	Plate Code F	
G	Plate Code G	
H	Plate Code H	
I	Plate Code I	
L	Plate Code L	
Validation Rule for A046		
-Plate Code A is only applicable to Freight cars		
-Plate Code A is applicable to Gondolas only with a Built/Rebuilt (Birth) Date on or before December 31, 1975		
NOTES:		
<ul style="list-style-type: none"> For a description of Plate Codes, please see Appendix J at the back of this manual. For connected unit cars report the most restrictive plate code. Report B: If clearance does not exceed Plate B 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 G: If clearance exceeds Plates B, C, E and F. C-E-F- must agree with similar stenciling on side of car G must agree with stenciling on side of car that exceeds Plate F. For ARTICULATED/MULTI-UNIT SET report the most restrictive clearance plate of UNIT in the set. 		
Outside Length <i>Mandatory</i>		OSLG
The outside length of the equipment		● ●
Affects Rating. Displayed in feet and inches on the Web. Stored in inches.		
Range of Values for OSLG		
Minimum	Maximum	
24 ft 0 inches	2330 ft 0 inches	
Validation Rule for OSLG		
-Outside Length for all Gondolas must be less than 95 feet		
-Outside Length for GOND must be greater than 25 feet		
-Outside Length on a GT Ore Jenny (Mechanical Designation of GT, Flat Bottom, Inside Length less than 36 feet) must be less than or equal 51 feet 11 inches		
-Outside Length on a GT ore jenny (Mechanical Designation - GT, Flat Bottom, Inside Length less than 36 feet) cannot be less than 24 feet		
-Outside Length on a GOND (Mechanical Designation of GT, Flat Bottom, Inside Length greater than or equal to 36 feet) must be greater than or equal to 25 feet 0 inches		
-Outside Length on a GOND (Mechanical Designation - GT, Depressed Bottom) must meet or exceed the minimum of 25 feet 0 inches		
-Outside Length on a GOND (Mechanical Designation - Not equal to GT, MWD, or MW) must meet or exceed the minimum of 25 feet 0 inches		
-Outside Length on freight cars must exceed the Inside Length by 2 feet or more		
-Outside Length on freight cars (except refrigerators) must not exceed Inside Length by more than 16 feet		
-Outside Length on refrigerator cars (Mechanical Designation RB, RBL, RP, RPL, or RC) must not exceed Inside Length by more than 26 feet		

Data Specification Manual

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 10 inches

Validation Rule for A186

- Outside Extreme Width must not exceed 10 feet 8 inches for Plate Types B, C, E, F, H, I, J, or K
- Outside Extreme Width for Plate Type A must not be less than 10 feet 8 inches.
- Outside Extreme Width for Plate Type 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 Mandatory A185

The outside extreme height of the equipment

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

Range of Values for A185

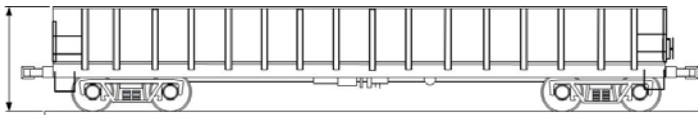
Minimum	Maximum
2 ft 0 inches	18 ft 0 inches

Validation Rule for A185

- Outside Height for Plate Types A, B, or H must be less than or equal to 15 feet 1 inch
- Outside Height for Plate Types C or I must be less than or equal to 15 feet 6 inches
- Outside Height for Plate Types E must be less than or equal to 15 feet 9 inches
- Outside Height for Plate Types F must be less than or equal to 17 feet 0 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 outside height extreme width of the equipment

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 for Plate Types A, B must not exceed 10 feet 8 inches if Outside Height of Extreme Width is 13 feet 10 inches
- Outside Extreme Width for Plate Types A, B must not exceed 10 feet 7 inches if Outside Height of Extreme Width is 13 feet 11 inches
- Outside Extreme Width for Plate Types A, B must not exceed 10 feet 6 inches if Outside Height of Extreme Width is 14 feet 0 inches
- Outside Extreme Width for Plate Types A, B must not exceed 10 feet 4 inches if Outside Height of Extreme Width is 14 feet 1 inches

- Outside Extreme Width for Plate Types A, B must not exceed 10 feet 3 inches if Outside Height of Extreme Width is 14 feet 2 inches
- Outside Extreme Width for Plate Types A, B must not exceed 10 feet 2 inches if Outside Height of Extreme Width is 14 feet 3 inches
- Outside Extreme Width for Plate Types A, B must not exceed 10 feet 0 inches if Outside Height of Extreme Width is 14 feet 4 inches
- Outside Extreme Width for Plate Types A, B must not exceed 9 feet 9 inches if Outside Height of Extreme Width is 14 feet 5 inches
- Outside Extreme Width for Plate Types A, B must not exceed 9 feet 7 inches if Outside Height of Extreme Width is 14 feet 6 inches
- Outside Extreme Width for Plate Types A, B must not exceed 9 feet 4 inches if Outside Height of Extreme Width is 14 feet 7 inches
- Outside Extreme Width for Plate Types A, B must not exceed 8 feet 10 inches if Outside Height of Extreme Width is 14 feet 8 inches
- Outside Extreme Width for Plate Types A, B must not exceed 8 feet 8 inches if Outside Height of Extreme Width is 14 feet 9 inches
- Outside Extreme Width for Plate Types A, B must not exceed 8 feet 5 inches if Outside Height of Extreme Width is 14 feet 10 inches
- Outside Extreme Width for Plate Types A, B must not exceed 7 feet 11 inches if Outside Height of Extreme Width is 14 feet 11 inches
- Outside Extreme Width for Plate Types A, B must not exceed 7 feet 8 inches if Outside Height of Extreme Width is 15 feet 0 inches
- Outside Extreme Width for Plate Types A, B must not exceed 7 feet 4 inches if Outside Height of Extreme Width is 15 feet 1 inches
- Outside Extreme Width for Plate Types C or I must not exceed 10 feet 8 inches if Outside Height of Extreme Width is 14 feet 3 inches
- Outside Extreme Width for Plate Types C or I must not exceed 10 feet 7 inches if Outside Height of Extreme Width is 14 feet 4 inches
- Outside Extreme Width for Plate Types C or I must not exceed 10 feet 6 inches if Outside Height of Extreme Width is 14 feet 5 inches
- Outside Extreme Width for Plate Types C or I must not exceed 10 feet 4 inches if Outside Height of Extreme Width is 14 feet 6 inches
- Outside Extreme Width for Plate Types C or I must not exceed 10 feet 3 inches if Outside Height of Extreme Width is 14 feet 7 inches
- Outside Extreme Width for Plate Types C or I must not exceed 10 feet 2 inches if Outside Height of Extreme Width is 14 feet 8 inches
- Outside Extreme Width for Plate Types C or I must not exceed 10 feet 0 inches if Outside Height of Extreme Width is 14 feet 9 inches
- Outside Extreme Width for Plate Types C or I must not exceed 9 feet 9 inches if Outside Height of Extreme Width is 14 feet 10 inches
- Outside Extreme Width for Plate Types C or I must not exceed 9 feet 5 inches if Outside Height of Extreme Width is 14 feet 11 inches
- Outside Extreme Width for Plate Types C or I must not exceed 9 feet 2 inches if Outside Height of Extreme Width is 15 feet 0 inches
- Outside Extreme Width for Plate Types C or I must not exceed 8 feet 10 inches if Outside Height of Extreme Width is 15 feet 1 inches
- Outside Extreme Width for Plate Types C or I must not exceed 8 feet 6 inches if Outside Height of Extreme Width is 15 feet 2 inches
- Outside Extreme Width for Plate Types C or I must not exceed 8 feet 3 inches if Outside Height of Extreme Width is 15 feet 3 inches
- Outside Extreme Width for Plate Types C or I must not exceed 7 feet 11 inches if Outside Height of Extreme Width is 15 feet 4 inches
- Outside Extreme Width for Plate Types C or I must not exceed 7 feet 8 inches if Outside Height of Extreme Width is 15 feet 5 inches
- Outside Extreme Width for Plate Types C or I must not exceed 7 feet 4 inches if Outside Height of Extreme Width is 15 feet 6 inches
- Outside Extreme Width for Plate Types E must not exceed 10 feet 8 inches if Outside Height of Extreme Width is 15 feet 2 inches
- Outside Extreme Width for Plate Types E must not exceed 10 feet 6 inches if Outside Height of Extreme Width is 15 feet 3 inches
- Outside Extreme Width for Plate Types E must not exceed 10 feet 3 inches if Outside Height of Extreme Width is 15 feet 4 inches
- Outside Extreme Width for Plate Types E must not exceed 9 feet 6 inches if Outside Height of Extreme Width is 15 feet 5 inches
- Outside Extreme Width for Plate Types E must not exceed 8 feet 8 inches if Outside Height of Extreme Width is 15 feet 6 inches
- Outside Extreme Width for Plate Types E must not exceed 7 feet 11 inches if Outside Height of Extreme Width is 15 feet 7 inches

Data Specification Manual

- Outside Extreme Width for Plates Types E must not exceed 7 feet 1 inches if Outside Height of Extreme Width is 15 feet 8 inches
- Outside Extreme Width for Plates Types E must not exceed 6 feet 3 inches if Outside Height of Extreme Width is 15 feet 9 inches
- Outside Extreme Width for Plates Types F must not exceed 10 feet 8 inches if Outside Height of Extreme Width is 16 feet 3 inches
- Outside Extreme Width for Plates Types F must not exceed 10 feet 7 inches if Outside Height of Extreme Width is 16 feet 6 inches
- Outside Extreme Width for Plates Types F must not exceed 10 feet 6 inches if Outside Height of Extreme Width is 16 feet 7 inches
- Outside Extreme Width for Plates Types F must not exceed 10 feet 3 inches if Outside Height of Extreme Width is 16 feet 8 inches
- Outside Extreme Width for Plate Type F must not exceed 10 feet 0 inches if Outside Height of Extreme Width is 16 feet 9 inches
- Outside Extreme Width for Plates Types F must not exceed 9 feet 8 inches if Outside Height of Extreme Width is 16 feet 10 inches
- Outside Extreme Width for Plates Types F must not exceed 9 feet 5 inches if Outside Height of Extreme Width is 16 feet 11 inches
- Outside Extreme Width for Plates Types F must not exceed 9 feet 2 inches if Outside Height of Extreme Width is 17 feet 0 inches
- Outside Extreme Width for Plate Type J must not exceed 10 feet 8 inches if Outside Height of Extreme Width is 16 feet 4 inches
- Outside Extreme Width for Plate Type K must not exceed 10 feet 8 inches if Outside Height of Extreme Width is 18 feet 5 inches
- Outside Height of Extreme Width for Plate Types A, B, or H must be less than or equal to 15 feet 1 inch
- Outside Height of Extreme Width for Plate Types C or I must be less than or equal to 15 feet 6 inches
- Outside Height of Extreme Width for Plate Type E must be less than or equal to 15 feet 9 inches
- Outside Height of Extreme Width for Plate Type F must be less than or equal to 17 feet 0 inches
- Outside Height of Extreme Width for Plate Type G must be less than or equal to 18 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 outside width of the overhanging lower edge of a roof

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

Range of Values for A194

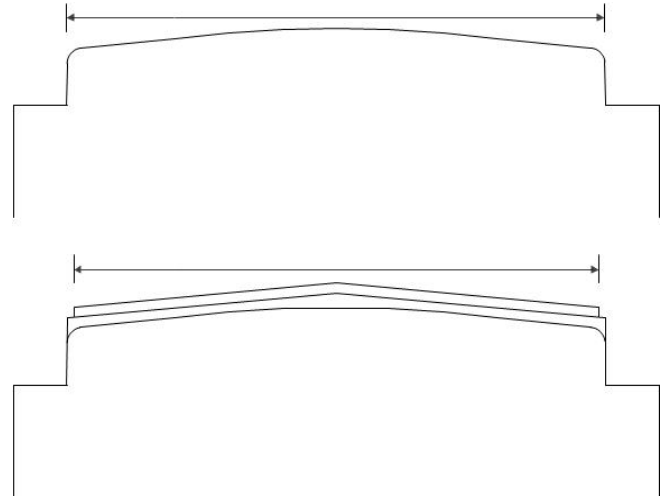
Minimum	Maximum
4 ft 0 inches	10 ft 10 inches

Validation Rule for A194

- Upper Eaves Width must be less than or equal to the Outside Extreme Width
- Upper Eaves Width must be less than or equal to the Lower Eaves Width
- Upper Eaves Width for Plate Type A must not exceed 10 feet 10 inches
- Upper Eaves Width for Plate Type B, C, E, F, H, or I must not exceed 10 feet 8 inches

NOTES:

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

**Outside Upper Eaves Hght****A193**

The outside height the overhanging lower edge of a roof

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

Range of Values for A193

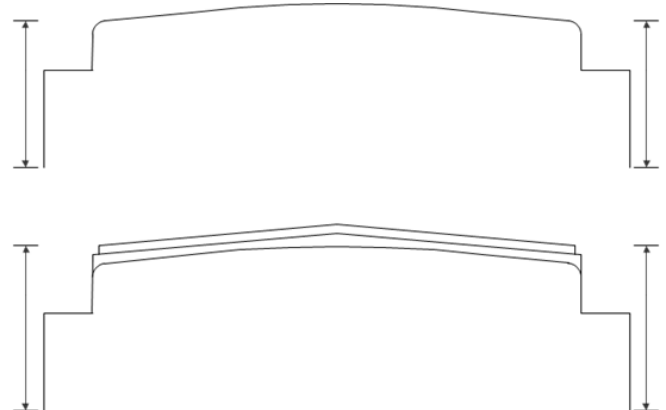
Minimum	Maximum
2 ft 0 inches	17 ft 11 inches

Validation Rule for A193

- Upper Eaves Height must not exceed the Outside Extreme Height
- Upper Eaves Height must be greater than or equal to the Lower Eaves Height
- Upper Eaves Height for Plate Types A, B, or H must not exceed 15 feet 1 inch
- Upper Eaves Height for Plate Types C or I must not exceed 15 feet 6 inches
- Upper Eaves Height for Plate Type E must not exceed 15 feet 9 inches
- Upper Eaves Height for Plate Type F must not exceed 17 feet 0 inches

NOTES:

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

**Outside Lower Eaves Width****A190**

The outside width of the overhanging lower edge of a floor

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

- Lower Eaves Width must not exceed the Outside Extreme Width
- Lower Eaves Width for Plate Type A must not exceed 10 feet 10 inches
- Lower Eaves Width for Plate Types B, C, E, F, H, or I must not exceed 10 feet 8 inches

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.

Data Specification Manual

Outside Lower Eaves Hght	A189
The outside height the overhanging lower edge of a floor	

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

Range of Values for A189

Minimum	Maximum
8 ft 0 inches	17 ft 11 inches

Validation Rule for A189

- Lower Eaves Height must not exceed the Outside Extreme Height
- Lower Eaves Height for Plate Types A, B or H must not exceed 15 feet 1 inch
- Lower Eaves Height for Plate Types C or I must not exceed 15 feet 6 inches
- Lower Eaves Height for Plate Type E must not exceed 15 feet 9 inches
- Lower Eaves Height for Plate Type F must not exceed 17 feet 0 inches

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 <i>Mandatory</i>	A135
The length of the equipment inside walls - or - inside platform length	

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

Range of Values for A135

Minimum	Maximum
19 ft 0 inches	85 ft 0 inches

Validation Rule for A135

- Inside Length on an Ore Jenny (Mechanical Description GT) must be less than or equal to 35 feet 11 inches
- Inside Length/Inside Platform Length must be less than or equal to Outside Length
- Is not applicable to Inside Length/Inside Platform Length for Trailer/Container - Bulk Hopper, Tank or Flat (Mechanical Designation of UH, or UTK)

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 width of the equipment inside walls - or - inside platform width	

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

Range of Values for A138

Minimum	Maximum
6 ft 0 inches	10 ft 10 inches

Validation Rule for A138

- Inside Width/Inside Platform Width must not exceed Outside Extreme Width
- Inside Width/Inside Platform Width is not applicable to Trailer/Container - Tank or Flat (Mechanical Designation of UTK)

NOTES:

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

Inside Height <i>Mandatory</i>	A133
The height of the equipment from the floor to the inside roof - or - from the rail to the platform inside height	

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

Range of Values for A133

Minimum	Maximum
1 ft 0 inches	15 ft 6 inches

Validation Rule for A133

- Inside Height must not exceed Outside Height

NOTES:

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

Truck Center Length	A276
The center length between two trucks (The pivot point of the equipment)	

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

NOTES:

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

Bulkhead Top Width	B038
Describes the width of the bulkhead	

Value does not carry forward for Equipment Group Change. 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

Bulkhd Height Abov Pltfrm	B035
Describes the height of the bulkhead	

Value does not carry forward for Equipment Group Change. Displayed in feet and inches on the Web. Stored in inches.

Range of Values for B035

Minimum	Maximum
1 ft 0 inches	16 ft 3 inches

Door

End Door Width	A082
The width of the end door in inches	

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

Range of Values for A082

Minimum	Maximum
1 ft 0 inches	11 ft 10 inches

Validation Rule for A082

- End Door Width must be reported for Drop-End Gondolas (Mechanical Designation of GB, GTS, GT, GBS, GBSR, MWD, or MW)
- End Door Width must be reported for Drop-End Gondolas (Mechanical Designation of GB; Gondola End Door must be Drop End)

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	A080
The height of the end door in inches	

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

Range of Values for A080

Minimum	Maximum
1 ft 0 inches	10 ft 10 inches

Validation Rule for A080

- End Door Height must be reported for Drop-End Gondolas (Mechanical Designation of GB, GTS, GT, GBS, GBSR, MWD, or MW)
- End Door Height must be reported for Drop-End Gondolas (Mechanical Designation of GB)
- 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.

Data Specification Manual

Gondola with Drop Ends	B103
Indicates the equipment has drop end doors	▲
Used in ETC Generation.	
Permissible Values for B103	
Y Yes	

Specification	
Truck Count	B256
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	6

Axle Count <i>Mandatory</i>	A024
The total axles on the equipment	●●
Affects Rating.	
Range of Values for A024	
Minimum	Maximum
2	999
Validation Rule for A024	
-Axle Count must be greater than or equal to 4 for all equipment except CHSS, TRLR, CONT, EOTD, STWH, or LOCO	
-Axle Count for an articulated car must be greater than or equal to ((Connected Unit Count x 2) + 2)	
-Axle Count for a draw bar connected car must be greater than or equal to (Connected Unit Count x 4)	
-Total axle count must match sum of truck axle counts.	

Wheel Bearing Type <i>Mandatory</i>	B191
Indicates the wheel bearing type for the equipment	●●
Affects Rating.	
Permissible Values for B191	
P Plain R Roller	
Validation Rule for B191	
-Cars with Plain Bearings cannot have Constant Contact Side Bearings	
-Cars with Plain Bearings must have a Transportation Code and Transportation Condition code of either YA, S_, or XJ	
-Tank and Flat Cars cannot have Plain Bearings if Built Date 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	
Y Yes	

Brake Shoe Type <i>Mandatory</i>	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 truck on the equipment has a type of bearing on its truck side that stabilizes it on curves and in high-speed service	
Permissible Values for A146	
LC Long Travel Constant Contact	
SC Short Travel Constant Contact	
Validation Rule for A146	
-All cars with Rule 88 IGRL of 1 must have Long Travel CC Side Bearings.	

Empty/Load Device Eqpd	B075
Indicates a device is available to identify the equipment is empty or loaded	
Permissible Values for B075	
Y Yes	

High Speed Design	B109
Indicates the trucks installed on this equipment is designed for high-speed train operations	
Permissible Values for B109	
Y Yes	
Validation Rule for B109	
-Cars with Plain Bearings cannot have a High Speed Design	
-Cars with Constant Contact Side Bearings cannot have a high speed design	
-Only Cars with Roller Bearings and High Friction Composition Brake Shoe Type can have High Speed Design	

Body Material	A030
The material that composes the body of the equipment	
Permissible Values for A030	
01 Aluminum	
04 Combination	
09 Fiberglass Reinforced Composite	
18 Stainless Steel	
19 Standard Steel	
30 Wood	

Center of Gravity Empty	A045
When empty, indicates the height from Top of Rail to the Center of Gravity	●
Affects Rating.	
Range of Values for A045	
Minimum	Maximum
31	62
Validation Rule for A045	
-Center of Gravity (Empty Car) must be reported with the Mechanical Designation of GB, GBS, GWS, LG, MWD, or MW	
-All equipment in the FLAT and GOND equipment group built on or after January 1, 2012 must report Empty Car Center of Gravity.	
-All cars that exceed Plate Code C built on or after January 1, 2012 must report Empty Car Center of Gravity	

Remote Monitoring Device	B176
Indicates the equipment is equipped with a location monitoring device	
Permissible Values for B176	
Y Yes	

AEI High Temperature Tag	B006
Indicates the equipment requires a AEI high temperature tag	
Permissible Values for B006	
Y High Temperature Tag Required	

Floor Cradle/Trough Eqpd	A103
Indicates the equipment has a floor cradle or trough	
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 must not be reported, if the Floor Cradle/Trough Equipped is not reported	

Data Specification Manual

Floor Cradle/Trough Orientation B093	ECP Brake Type B327										
Indicates the direction of the floor cradle or trough in relationship to the equipment body▲	Indicates the type of electronic control pneumatic brake used on the equipment. ECP brakes assists in braking equipment simultaneously										
Used in ETC Generation. Permissible Values for B093 L Longitudinal T Transverse Validation Rule for B093 -Floor Cradle/Trough Orientation must not be reported, if the Floor Cradle/Trough Equipped is not reported -Floor Cradle/Trough Orientation can only be reported for Mechanical Designations of FMS, GBS, or GBSR	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 (B327) if built or rebuilt after June 28, 2012										
Coil Steel/Alum. Loading B132	ECP Brake Builder B328										
Indicates the equipment is designed to carry coil/steel aluminum▲	The manufacturer of the electronic control pneumatic brake used on the equipment										
Used in ETC Generation. Permissible Values for B132 Y Yes	Permissible Values for B328 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 (B328) -If ECP Brake Type (B327) is Not Equipped then ECP Brake Builder (B328) is not reportable										
Light Density B124	Equipment Builder A035										
Indicates the equipment is designed to carry low density commodities such as wood chips and similar products▲	Identifies the original manufacturer of the equipment										
Used in ETC Generation. Permissible Values for B124 Y Yes Validation Rule for B124 -Gondolas with Light Density applies only to Mechanical Designations of GTS, GTR, GBR, GBS, GBSR, GSS, GWS, GWSR, MWD, or MW	Permissible Values for A035 ACFX ACF Industries ALST Alstom ARI ARI Industries BERW Berwick Forge BETH Bethlehem Car Works BSP Bethlehem Steel Corporation CFF Canadian Car & Foundry CNCF Carros De Ferrocarril, SA CONC Concarrill DARB Darby DIFC Difco ERSB Ebenezer Railcar EVAN Evans Products FCA Freight Car America FMC FMC Corporation FREU Freuhauf Corporation GMB Greenbrier GSC Greenville Steel Car GUN4 Gunderson - Trenton Works GUND Gunderson Inc HST Hawker Siddeley HYUN Hyundai JAC Johnstown America Corporation JKFO JK-CO LLC KASG Kasgro Railcar MRNE Marine Industries MULT Multiple NACA National Alabama Corporation NSC National Steel Car NYC New York Central Railroad ORTN Ortnor PCF Pacific Car & Foundry PORW Thrall-Winder PS Pullman-Standard PSP Pullman-Standard, Division of Trinity Industries THRL Thrall TRAN Tranzrail TREN Trenton Works TRIN Trinity UNKN Unknown V OWNER RAILROAD										
Connected Unit Count A020											
Indicates the number of connectors to an articulated or multi-unit equipment■											
Affects Rating. Range of Values for A020 <table><tr><th>Minimum</th><th>Maximum</th></tr><tr><td>2</td><td>45</td></tr></table> Validation Rule for A020 -Connected Unit Count must equal the Calculated Unit Count -Unit Segment Location must not be reported if the Connected Unit Count is not reported -Unit Segment Location must be reported if Connected Unit Count is reported	Minimum	Maximum	2	45							
Minimum	Maximum										
2	45										
Intermediate Conn Style B115											
Indicates the method two or more equipment are connected together											
Permissible Values for B115 A Articulated Connector D Drawbar Connector Validation Rule for B115 -Intermediate Connector Style is required for Multi-Segment Cars -Intermediate Connector Style must not be reported for single Segment Cars											
Operating Brakes A182											
The number of brakes on an articulated equipment (Excludes hand brakes)											
Permissible Values for A182 <table><tr><td>1</td><td>2</td><td>3</td><td>4</td><td>5</td></tr><tr><td>6</td><td>7</td><td>8</td><td>9</td><td></td></tr></table> Validation Rule for A182 -Operating Brakes can only be reported for Articulated equipment, Heavy-Capacity Flat Cars, and Locomotives -Operating Brakes are required for Articulated equipment -Operating Brakes are required for Heavy Capacity Flat Cars (Mechanical Designation of FD, FM, FMS, FW, or LS) with 6 Unit Axles or More	1	2	3	4	5	6	7	8	9		
1	2	3	4	5							
6	7	8	9								

Data Specification Manual

Validation Rule for A035

- Equipment Builder must be populated if the Build Date is July 1, 2010 or newer
- Equipment built or rebuilt on or after July 1, 2010 cannot have a Builder Code of Unknown.
- 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 - B030.

Built Country**B031**

The country where the equipment was constructed

Data is Confidential.

Permissible Values for B031

CA	Canada	MX	Mexico
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

P	Reflectorization Plan
W	Reflectorization Waiver

Validation Rule for B096

- Reflectorization is mandatory for all equipment built on or after November 28, 2005.

Bottom Outlet Count**B142**

The number of bottom unloading devices on the equipment

Range of Values for B142

Minimum	Maximum
0	9

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 Train Line Arrangement for Cars with F-Shank Couplers
G	S-4003x (Former Standard)
H	S-4003-05 (Former Alternate Standard)
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:
 - $0.5 * (\text{Outside Length, in inches, minus Truck Center Length, in inches, minus 31 inches})$

For all other equipment, reporting Air Hose Arrangement is optional.

Feature**Floor Material****A104**

Describes the type of construction material used for the equipment floor ▲

Used in ETC Generation.

Permissible Values for A104

01	Aluminum
05	Composite Nailable (considered same as wood)
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
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

NOTES:

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

Gondola Floor Design**B094**

Describes the equipment floor design ▲

Used in ETC Generation.

Permissible Values for B094

D	Depressed Bottom	F	Flat Bottom
---	------------------	---	-------------

Wood Racks Covering Floor**B233**

Reinforcement of the equipment floor using wood racks

Permissible Values for B233

Y	Yes
---	-----

Lining Material**A158**

Describes the type of construction material used in the lining of equipment

Permissible Values for A158

03	Cement
07	Composite Wood and Steel
08	Fiberglass
10	Glass
11	Kanigen

Data Specification Manual

- 12 Metal Clad
- 13 Metal Spray Type
- 16 Rubber
- 17 Sheet Metal
- 26 Synthetic
- 28 Unlined
- 29 Vinyl
- 30 Wood

Bulkhead Type B034

Identifies the type of bulkhead attached to the equipment

Value does not carry forward for Equipment Group Change.

Permissible Values for B034

F Fixed

Validation Rule for B034

- Gondola Bulkhead Types are only applicable for Mechanical Designation of GTS, GTR, GBR, GBS, GBSR, GSS, GWS, GWSR, LG, MWD, or MW
- Inflatable Bulkhead Types are not applicable to Gondolas
- Bulkhead Type can only be set for Gondolas with Mechanical Designation - GBS

Removable Cover Equipped B060

Indicates the equipment is equipped with a removable cover

Permissible Values for B060

Y Yes

Validation Rule for B060

- Removable Cover Type is not applicable to Gondolas with Mechanical Designation of GB, GD, or GS

Lading Strap Anchor Eqpd B121

Indicates the equipment is lading strap anchor equipped

Permissible Values for B121

Y Yes

Validation Rule for B121

- Lading Strap Anchor Locations are not applicable to Gondolas with the Mechanical Designation of GT

Tie Down Assembly Non-FA B271

Identifies the equipment has a tie down assembly

Permissible Values for B271

Y Yes

Validation Rule for B271

- Tie Down Assembly Non-FA Equipped is not applicable to Gondolas with Mechanical Designations of (GB, GD, GS, or GT)

Cross Bar Equipped B268

Identifies the equipment has a cross bar for securing the load

Permissible Values for B268

Y Yes

Validation Rule for B268

- Cross Bar Equipped is not applicable to Gondolas with the mechanical designation of GT

Roof Type A226

Describes the type of roof on the equipment

Permissible Values for A226

- 1 Trough hatch in roof
- 2 Removable roof
- 4 Standard roof hatch
- 5 Other types of roof openings
- 9 Rectangular or square hatch offset from center line of car

Validation Rule for A226

- Trough Hatch Roofs are only applicable to Gondolas and Hoppers with Mechanical Designation of GBR, GBSR, GWSR, HKR, HMSR, HTR, HTSR, or LO
- Removable Roofs are only applicable to Gondolas with Mechanical Designation of GBR, GBSR, GWSR, or GTR
- Self-Storing Roofs are only applicable to Boxcars and Hoppers with Mechanical Designation of HKR, HMSR, HTR, LC, LO, or XP
- Round Roof Hatches at centerline of cars are only applicable to Boxcars, Gondolas, or Covered Hoppers with Mechanical Designation of XP, GTR, or LO
- Rectangular or Square Roof Hatches are only applicable to Boxcars and Hoppers with Mechanical Designation of LO or LC
- Other types of Roofs are only applicable to Hoppers, or Specialized Gondolas with Roofs with Mechanical Designation of LO, HTR, or GTR
- Format A Mechanical Designations must agree with option 9
- Mechanical Designations GBR, GBSR, GWSR, GTR, HKR, HMSR, HTR, HTSR, or LO require that Roof Type be set

Permanent Container B054

Fitting Codes CN-Identifies the container is permanently attached to the equipment

Permissible Values for B054

Y Yes

Validation Rule for B054

- Gondolas with a Container Permanently Attached are only applicable to Mechanical Designations of GTS, GTR, GBR, GBS, GBSR, GSS, GWS, GWSR, LG, MWD, or MW

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
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 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

Ledger Value A150

The sum of original cost and additions & betterments

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

Data Specification Manual

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 plus the Additions & Betterments, if A&B has been reported. Otherwise Ledger Value should equal Original Cost.

Total A&B**A003**

The sum total amount of all additions & betterments added or subtracted 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.

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.
 - 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 or 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 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

Validation Rule for A128

- 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 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.

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, you must enter a value in all 4 fields.

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.
- Additions & Betterments Date Done cannot be earlier than Built Date.
- 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

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

- 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.

CarManagement

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

System Generated Field. Used for Transportation Codes. Affects Rating. This element is not eligible for Input, Output or Query.

NOTES:

- For further explanation reference Appendices C and E.

User Routing Instructions**TCUR**

User Reported Routing Instruction

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 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
The AAR or FRA interchange restriction code	

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

NOTES:

- For further explanation reference Appendix E.

Mechanical Restriction	TCME
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

Mech Restriction Reason	TCMR
Mechanical Restriction Reason	

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
- G Restricted Due to Draft Gears
- J Restricted Due to Journal Bearing and Journal Lubrication
- N Restricted Due to Trucks
- P Restricted Due to Truck Side Frames
- T Restricted Due to Trucks Bolsters
- U Restricted by Owner or AAR
- 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:

- 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.

Sys Gen Routing Inst	TCGR
System Generated Routing Instruction	

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

NOTES:

- For further explanation reference Appendix E.5.

Train Service

Restricted Speed Empty	B180
Describes the maximum restricted speed the equipment can travel when empty	

Range of Values for B180

Minimum	Maximum
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 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
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 can only be positioned at the rear of the train	

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 Exceptn	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

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 Ebb

Clearance Exception	B275
Describes equipment that contain nonstandard dimension	

Permissible Values for B275

- A Excessive Outside Height
- B Excessive Outside Width
- C Lower Guides for Loading High Cube Containers
- D Unique Clearance Issue
- E Hopper with Excessive Outside Width when pickup shoes are extended

Truck Components

Axles Spacing Distance <i>Mandatory</i>	B020
Describes the distance between axles on the same truck	<div><div></div><div></div></div>

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

Data Specification Manual

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 B252	
The number of axles per truck	
Range of Values for B252	
Minimum	Maximum
2	4

Journal Size Mandatory A147	
Describes the roller bearing size ● ●	
Affects Rating.	
Permissible Values for A147	
A 3-3/4 X 7	B 4-1/4 X 8
D 5-1/2 X 10	E 6X11
G 7 X 12	H 7 X 14
M 7 X 9	K 6-1/ 2X 9

Validation Rule for A147

- Journal Size B (4 1/4 x 8) requires a Gross Weight of 103,000 lbs. for 4-axle cars unless the car is Star Coded
- Journal Size B (4 1/4 x 8) requires a Gross Weight of 154,000 lbs. for 6-axle cars unless the car is Star Coded
- Journal Size C (5 x 9) requires a Gross Weight of 142,000 lbs. for 4-axle cars unless the car is Star Coded
- Journal Size C (5 x 9) requires a Gross Weight of 213,000 lbs. for 6-axle cars unless the car is Star Coded
- Journal Size D (5 1/2 x 10) requires a Gross Weight of 177,000 lbs. for 4-axle cars unless the car is Star Coded
- Journal Size D (5 1/2 x 10) requires a Gross Weight of 265,000 lbs. for 6-axle cars unless the car is Star Coded
- Journal Size E (6 x 11) requires a Gross Weight of 220,000 lbs. for 4-axle cars that do not have 28 inch wheels unless the car is Star Coded
- 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
- Journal Size F requires a Gross Weight of greater than or equal to 263,000 lbs. for 4-axles cars unless the car is Star Coded.
- Journal Size F requires a Gross Weight of less than or equal to 286,000 lbs. 4-axle cars unless the car is Star Coded
- 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.
- Journal Size G (7 x 12) requires a Gross Weight of 286,000 lbs. or 315,000 lbs. for 4-axle cars unless the car is Star Coded
- 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 M (7 x 9) requires a Gross Weight of 286,000 lbs. or 315,000 lbs. for 4-axle cars unless car is Star Coded
- 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
- Journal Size Code K requires a Gross Weight of greater than or equal to 263,000 lbs. for 4-axle cars unless the car is Star Coded
- Journal Size Code K requires a Gross Weight of less than or equal to 286,000 lbs. for 4-axle cars unless the car is Star Coded
- Gross Weight must be 394,000 lbs. for 6 -axle cars with Journal Size K

Wheel Diameter Mandatory A294
Describes the diameter of the wheel ● ●

Affects Rating.

Permissible Values for A294

28	28 Inches	30	30 Inches	33	33 Inches
36	36 Inches	38	38 Inches		

Validation Rule for A294

- UnStarred Cars with Gross Weight of 286,000 lbs. and Increased Gross Rail Load of 2 must have a Wheel Diameter of 36 inches
- UnStarred Cars with Gross Weight of 286,000 lbs. and Increased Gross Rail Load of 2 must have a Wheel Diameter of either 36 or 38 inches
- Cars with an Increased Gross Rail Load of 1 and Journal of G or M must have a Wheel Diameter of 38 inches
- Wheel Diameters of (33 and 36 inches) or (33 and 38 inches) can only be reported for articulated cars

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 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 equipment coupler type

Permissible Values for A057

BE60	Prohibited in Interchange (Rule 90) - BE60
BE60AHT	Type E (Rule 16) - BE60AHT
BE60BHT	Type E Obsolete (Rule 16) - BE60BHT
BE61AHT	Prohibited in Interchange (Rule 90) - BE61AHT
BE61BHT	Prohibited in Interchange (Rule 90) - BE61BHT
BE63	Type E Obsolete (Rule 16) - BE63
BE63AHT	Type E Obsolete (Rule 16) - BE63AHT
BE63HT	Type E (Rule 16) - BE63HT
BE67HT	Type E (Rule 16) - BE67HT
BE6HT	Type E/F Obsolete (Rule 17) - BE6HT
CE60HT	Prohibited in Interchange (Rule 90) - CE60HT
CE61AHT	Prohibited in Interchange (Rule 90) - CE61AHT
CF70AHT	Prohibited in Interchange (Rule 90) - CF70AHT

Data Specification Manual

CF70HT Prohibited in Interchange (Rule 90) - CF70HT
 CF71AHT Prohibited in Interchange (Rule 90) - CF71AHT
 CF71HT Prohibited in Interchange (Rule 90) - CF71HT
 CF72AHT Prohibited in Interchange (Rule 90) - CF72AHT
 CF72HT Prohibited in Interchange (Rule 90) - CF72HT
 CF79AHT Prohibited in Interchange (Rule 90) - CF79AHT
 CF79HT Prohibited in Interchange (Rule 90) - CF79HT
 DOBS Prohibited in Interchange (Rule 90) - DOBS
 E42BEX Type E/F (Rule 17) - E42BEX
 E50ARE Type E/F (Rule 17) - E50ARE
 E50BEX Type E/F (Rule 17) - E50BEX
 E60 Prohibited in Interchange (Rule 90) - E60
 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
 E60HT Prohibited in Interchange (Rule 90) - E60HT
 E61 Type E Obsolete (Rule 16) - E61
 E61AHT Prohibited in Interchange (Rule 90) - E61AHT
 E61BC Prohibited in Interchange (Rule 90) - E61BC
 E61HT Prohibited in Interchange (Rule 90) - E61HT
 E63 Prohibited in Interchange (Rule 90) - E63
 E63AHT Prohibited in Interchange (Rule 90) - E63AHT
 E63HT Prohibited in Interchange (Rule 90) - E63HT
 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 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
 EB7AHT Type E (Rule 16) - EB7AHT
 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
 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
 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
 F71BHT Type F Obsolete (Rule 18) - F71BHT
 F71CHT Type F (Rule 18) - F71CHT
 F72CHT Type F Obsolete (Rule 18) - F72CHT
 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
 F73HT Type F Obsolete (Rule 18) - F73HT
 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
 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
 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
 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

Data Specification Manual

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 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) or L (Rotary Drawbar).
- 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 *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
L	Drawbar Rotary	M	Drawbar
P	Plain	R	Rotary

Validation Rule for B058

- If Draft Gear type is H (Hydraulic) then Coupler Styles cannot be reported as M (Solid Drawbar) or L (Rotary Drawbar)
- If Draft Gear type is not COC or EOC, Inches of Travel cannot be reported
- If Draft Gear type of COC or EOC is reported then Inches of Travel must also be reported.

Inches of Travel**B061**

The number of inches the draft gear will compress to absorb impact

Used in ETC Generation. Affects Rating.

Range of Values for B061

Minimum	Maximum
2	36

Draft Gear Type *Mandatory***B073**

Describes the basic draft gear design of the equipment

Used in ETC Generation. Affects Rating.

Permissible Values for B073

C	Cushioning Center of Car
E	Cushioning End of Car
H	Hydraulic
S	Standard

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.

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	Gondola	HOPP	Hopper
IFLT	Intermodal Flat	TANK	Tank Car
VFLT	Vehicular Flat		

Validation Rule for A307

- Unit Equipment Group must not be reported if the Connected Unit Count is not reported
- Unit Equipment Group must be reported if Connected Unit Count is reported

Unit Tare Weight**A299**

The unit segment weight on rail when empty

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 is not reported
- Unit Tare Weight requires Connected Unit Count
- Unit Tare Weight for Boxcars and Refrigerators must be greater than or equal 16,000 lbs.
- 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 IFLT must be greater than 10,000 lbs.
- Unit Tare Weight for IFLT 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

Unit Load Limit**A300**

Satisfies ICPSC 23/24 and normal load limit requirements - The unit segment weight on rail when loaded

Range of Values for A300

Minimum	Maximum
20000	500000

Validation Rule for A300

- Unit Load Limit must not be reported if the Connected Unit Count is not reported
- Unit Load Limit must be reported if Connected Unit Count is reported
- Unit Segment Load Limits must add up to the Total Load Limit

Data Specification Manual

Unit Cubic Feet Capacity A065	
The calculated interior dimensions of the unit segment in cubic feet	
Range of Values for A065	
Minimum	Maximum
400	11000
Validation Rule for A065	
<ul style="list-style-type: none"> -Unit Cubic Feet Capacity must not be reported if the Connected Unit Count is not reported -Unit Cubic Feet Capacity requires Connected Unit Count -Unit Cubic Feet Capacity for Boxcars must be greater than or equal 2000 cubic feet -Unit Cubic Feet Capacity for Boxcars must be less than or equal 11000 cubic feet -Unit Cubic Feet Capacity for Refrigerators must be greater than or equal 1400 cubic feet -Unit Cubic Feet Capacity for Refrigerators must be less than or equal 6700 cubic feet -Unit Cubic Feet Capacity for Gondolas or Hoppers must be greater than or equal 400 cubic feet -Unit Cubic Feet Capacity for Gondolas or Hoppers must be less than or equal 8500 cubic feet -Unit Segment Cubic Capacity must add up to the Total Cubic Capacity 	

Brake System Components

Emergency Brake Valve CID B354
Component ID from Component Registry
Data is Confidential. This element is not eligible for Input or. Value does not carry forward for Single Clone / Multi Clone.

Service Brake Valve CID B357
Component ID from Component Registry
Data is Confidential. This element is not eligible for Input or. 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 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 or 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

ABT 12-24 Month Due Date DU13
The 12 month due date for the air brake test (ABT) after the original build date
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
The 5/8 year due date for the air brake test (ABT) after the 13 month due date

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 Change.

Permissible Values for CG01

- 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
- 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.

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
Value does not carry forward for Single Clone / Multi Clone / Add Back.

Inspection Due Date INDD
The due date of the next inspection
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
Value does not carry forward for Single Clone / Multi Clone / Add Back.

Inspection Reporter REPT
The SCAC that reported the inspection
Value does not carry forward for Single Clone / Multi Clone / Add Back.

Location/SPLC SPLC
The SPLC of the inspecting location
Value does not carry forward for Single Clone / Multi Clone / Add Back.

Air Brake Test DeviceB523
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 M Manual

Hopper

General	47	Remote Monitoring Device (B176)	54
Built Date (BLDT)	47	Truck Count (B256)	53
Conflict Status (B050)	49	Unloading System Type (B220)	55
Conflict Status Next Date (B062)	49	Vibrator Bracket Equipped (B223)	55
Date of Original Conflict (B063)	49	Wheel Bearing Type (B191)	54
Delete Reason Code (B064)	49	Feature	56
End of Service Date (B078)	48	Lining Material (A158)	56
Equipment Add Company (B083)	49	Roof Type (A226)	57
Equipment Add Date (B082)	48	Cost	57
Equipment Group (0002)	47	A&B Amount (A317)	58
Equipment ID (0001)	47	A&B Date Done (A319)	58
Equipment Identification (EINN).....	48	A&B Pos/Neg Ind (A316)	57
Equipment Type Code (UMET)	47	A&B Type (A318)	58
Extended Service (A096).....	48	Ind for Pos/Neg Total A&B (A128)	57
First Movement Date (USAT)	49	Ledger Value (A150)	57
Info Conflict Status (B355)	49	Original Cost (A184)	57
Last Update Date (B122)	48	Total A&B (A003)	57
Lessee (LESE)	48	CarManagement	58
Maintenance Party (MNPT)	48	Mech Restriction Reason (TCMR)	58
Mark Owner Category (B201)	48	Mechanical Restriction (TCME)	58
Mechanical Designation (UMMD)	47	Pool Control (TCPC)	58
Next Conflict Status (B135).....	49	Pool Number (P001)	58
Notice Indicator (B137)	49	Sys Gen Routing Inst (TCGR)	59
Owner (UMOW)	47	Transportation Cond Code (TCCD)	58
Prior Equipment ID (PRID)	48	Umler Transportation Code (TCOD).....	58
Private Zero Rate (B150)	49	User Routing Instructions (TCUR)	58
Rate Indicator (A070)	49	Train Service	59
Rebuilt / ILS Date (RBDT)	47	Check trailing tonnage (B044).....	59
Rebuilt Flag (RBFL).....	47	Clearance Exception (B275).....	59
Registration Reason (B174)	49	Cooper Rating Exception (B273)	59
Restencil Program Ind (B177)	49	Curve Negotiate Exceptn (B178)	59
Status Change Date (USCT)	48	End of Train Only (B277)	59
Status Change Reason (USCR)	48	Restricted Speed Empty (B180)	59
Status Code (USCD)	47	Restricted Speed Loaded (B181)	59
Weight	49	Shove adj. car to rest (B188)	59
Cubic Feet Capacity (A067).....	50	Shove car to rest (B189)	59
Gross Rail Load/Weight (A266).....	49	Train Position Sensitive (B211)	59
Load Limit (LDLT)	50	Truck Components	59
Qual for Inc GRL (B344)	51	Axles Spacing Distance (B020)	59
Star Code (A247)	50	Bolster Component ID (B351)	60
Tare Weight (A259)	50	Journal Size (A147)	59
Weighing Date (A288)	50	Sideframe Component ID (B352)	60
Weighing Status (A289)	50	Stability Device Equipped (B199)	60
Dimension	51	Truck Axle Count (B252)	59
Outside Extreme Height (A185)	51	Wheel Diameter (A294)	60
Outside Extreme Width (A186)	51	Wheelset Component ID (B350)	60
Outside Height Extr Width (A187)	52	Draft System Components	60
Outside Length (OSLG)	51	Coupler Code (A057).....	60
Outside Lower Eaves Hght (A189)	53	Coupler Component ID (B353)	62
Outside Lower Eaves Width (A190)	53	Coupler Style (B058)	62
Outside Upper Eaves Hght (A193)	53	Draft Gear Type (B073)	62
Outside Upper Eaves Width (A194)	52	Inches of Travel (B061)	62
Plate Code (A046)	51	Unit Segment Components	62
Truck Center Length (A276).....	53	Unit Cubic Feet Capacity (A065)	62
Specification	53	Unit Equipment Group (A307)	62
AEI High Temperature Tag (B006)	54	Unit Load Limit (A300)	62
Air Hose Arrangement (B524)	56	Unit Tare Weight (A299)	62
Auto Unload Device Equip (B224)	55	Brake System Components	62
Axle Count (A024)	53	Emergency Brake Valve CID (B354).....	62
Bearing Shielded from HBD (B021)	54	Service Brake Valve CID (B357)	62
Body Material (A030)	54	Miscellaneous	63
Bottom Outlet Count (B142)	56	Commercial Lessee CIF (B048)	63
Brake Shoe Type (B026)	54	Commercial Owner CIF (B049)	63
Builder Lot Code (B030)	56	Umler Effective Date (EFDT)	63
Built Country (B031)	56	Inspection	63
CC Side Bearing Type (A146)	54	ABT 12-24 Month Due Date (DU13).....	63
Center of Gravity Empty (A045)	54	ABT 5/8-Year Due Date (DU58).....	63
Compartment Count (A052)	54	Air Brake Test Device (B523).....	63
Connected Unit Count (A020)	55	Car Grade (CG01)	63
Degree of Slope Sheets (A071)	54	Car Grade Inspection Date (CG02)	63
ECP Brake Builder (B328)	55	Car Grade Inspection SCAC (CG05)	63
ECP Brake Type (B327)	55	Car Grade Inspection Time (CG03).....	63
Empty/Load Device Eqpd (B075)	54	Car Grade Location SPLC (CG04)	63
Equipment Builder (A035)	55	Inspection Date Done (DTDN).....	63
FRA Reflectorization (B096)	56	Inspection Due Date (INDD).....	63
High Speed Design (B109)	54	Inspection Performer (PERF).....	63
Intermediate Conn Style (B115)	55	Inspection Reporter (REPT).....	63
Light Density (B124)	55	Location/SPLC (SPLC)	63
Operating Brakes (A182)	55		
Rebuilt Country (B170)	56		

Data Specification Manual

General

Status Code *Mandatory*

USCD

Identifies the current operational state

Does not Carry Forward.

Permissible Values for USCD

A ACTIVE I INACTIVE
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
- Prior to deleting a car, the status should be set to Inactive

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. (ie. 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

HK Hopper-Doors Hinged Lengthwise, Dumping Inside/Outside of Rails
HKR Hopper-With Roof, Doors Hinged Lengthwise, Dumping Inside/Outside of Rails
HKS Hopper-With Roof, Doors Hinged Lengthwise, Dumping Inside/Outside of Rails
HM Hopper-2 or more Doors Hinged Crosswise, Dumping Between Rails
HMA Hopper-2 or more Doors Hinged Lengthwise, Dumping Between Rails
HMS Hopper-Specially Equipped, 2 or more Doors Hinged Crosswise, Dumping Between
HMSR Hopper-With Roof, 2 or more Doors Hinged Crosswise, Dumping Between Rails
HT Hopper-3 or more Doors Hinged Crosswise, Dumping Between Rails
HTA Hopper-3 or more Doors Hinged Lengthwise, Dumping Between Rails
HTR Hopper-With Roof, 3 or more Doors Hinged Crosswise, Dumping Between Rails
HTS Hopper-Specially Equipped, 3 or more Doors Hinged Lengthwise, Dumping
LM Hopper-Special Design for demountable containers
LO Hopper-Covered
MWB MoW - Ballast Car

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, Output or Query.

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. 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 Rule for BLDT

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

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

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

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.
- Private covered hopper cars -- qualifying under the provisions of Item 621, Note 1, Freight Tariff 6007-series for the purpose of determining cars' age for calculating the mileage rates.
- 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

N No Y 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 cars 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.

Data Specification Manual

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 is not valid or cannot be a child reporting mark.	
NOTES:	
<ul style="list-style-type: none"> In order to assign privately marked cars to a pool, a railroad reporting mark must be reported. 	
Maintenance Party	MNPT
The major 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 own 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 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
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 must belong to the same or comparable Equipment Group (0002) as the current car initial and number	
NOTES:	
<ul style="list-style-type: none"> 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 not Carry 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	USCT
Identifies the effective date of the current operational state	
System Generated Field. This element is not eligible for Input or Query. Does not Carry Forward.	

Extended Service <i>Mandatory</i>	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 Waiver
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

Validation Rule for A096

- Extended Service Code of C cannot be reported if the car was built on or after July 1, 1974
- 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
- Extended Service Code of C cannot be reported if the car was built before January 1, 1964
- 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 or 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 is required for Extended Service Code (A096) R for Rebuilt, or V.
- Rebuilt Date is required for Extended Service Code (A096) 1, 2, 3 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 one year prior to End of Service 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.

Data Specification Manual

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 an equipment in active conflict	
System Generated Field. Affects Rating. This element is not eligible for Input or. 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, 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, Output or Query. 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	
Notice Indicator	B137
Identifies equipment in error in Umler Notice Management	
System Generated Field. This element is not eligible for Input, Output or Query.	
Conflict Status Next Date	B062
The date the conflict status will be escalated	
System Generated Field. This element is not eligible for Input or. 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	
6 Zero-Rated - Scrap (S_,SX), AAR Overage (XA), FRA Overage (YA), Umler Conflict - CHR 1/Tarrif 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	B150
Indicates a private car is subject to contractual agreement, nullifying mileage rates	
Affects Rating.	

Permissible Values for B150

Y Yes

NOTES:

- Reporting "Y" generates Rate Indicator (A070) value 6 and a zero rate.

First Movement Date	USAT
The first movement date under the stenciled mark of the equipment	
This element is not eligible for Input or Query. 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	

Weight

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

Affects Rating.

Range of Values 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 plus the Tare Weight

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.

Data Specification Manual

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:

$$\begin{aligned}
 &8 \text{ ea. E-6" x 11" journal axles X } 55,000 \text{ lbs. per axle} = 440,000 \text{ lbs.} \\
 &+ 4 \text{ ea. F-6 1/2" x 12" journal axles X } 65,750 \text{ lbs. per axle} = 263,000 \text{ lbs.} \\
 &\text{Gross Rail Load} = 703,000 \text{ lbs.}
 \end{aligned}$$

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:

$$\begin{aligned}
 &4 \text{ ea. E-6" x 11" journal axles X } 55,000 \text{ lbs. per axle} = 220,000 \text{ lbs.} \\
 &+ 8 \text{ ea. G-7" x 12" journal axles X } 78,750 \text{ lbs. per axle} = 630,000 \text{ lbs.} \\
 &\text{Gross Rail Load} = 850,000 \text{ lbs.}
 \end{aligned}$$

Tare Weight <i>Mandatory</i>	A259
The equipment weight on rail when empty	●

Affects Rating.

Range of Values for A259

Minimum	Maximum
23000	360000

Validation Rule for A259

-Tare Weight for all non-articulated HOPP must be less than 120000 lbs.

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

- Please refer to Appendix P for more information on the Identical Tare Weight Batch Process

Load Limit <i>Mandatory</i>	LDLT
The maximum permissible weight of the commodity that can be loaded into the equipment	● ▲

Used in ETC Generation. Affects Rating.

Range of Values for LDLT

Minimum	Maximum
35000	1503000

NOTES:

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

Weighing Status <i>Mandatory</i>	A289
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)

NOTES:

- Please refer to Appendix P for more information on the Identical Tare Weight Batch Process

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 must be reported
- When Weighing Date is reported then Weighing Status must be A (Actual)
- If Weighing Status 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 <i>Mandatory</i>	A067
The cubic feet of the equipment	● ▲

Used in ETC Generation.

Range of Values for A067

Minimum	Maximum
400	68000

Validation Rule for A067

- Cubic Feet Capacity for all non-articulated HOPP must be less than 8500 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	A247
Indicates the reduction of the load limit of the equipment under 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

Data Specification Manual

- Chlorine Service Tanks must be Starred with S if their Load Limit is in excess of 180,000 lbs.
- 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
AAR qualification for increased Rail Load	

Permissible Values for B344

- 1 RULE 88 IGRL CODE 1 (S-286) (286,000 GRL)
- 2 RULE 88 IGRL CODE 2 (> 268,000 and <= 286,000 GRL)
- 3 RULE 88 IGRL CODE 3 (> 263,000 and <= 268,000 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.
- 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 having Journal Size of G, K, or M require Qualification for increased GRL to be reported as 1
- 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	A046
Indicates the extreme height and width clearance of the equipment	

Affects Rating.

Permissible Values for A046

- A Clearance Equals Plate B and Extreme Width is Greater Than 10'08 inches and Does Not Exceed 10'10 inches
- B Plate Code B
- C Plate Code C
- E Plate Code E
- F Plate Code F
- G Plate Code G
- H Plate Code H
- I Plate Code I
- L Plate Code L

Validation Rule for A046

- Plate Code A is only applicable to Freight cars
- Plate Code A is applicable to Gondolas only with a Built/Rebuilt (Birth) Date on or before December 31, 1975

NOTES:

- For a description of Plate Codes, please see Appendix J at the back of this manual.
- For connected unit cars report the most restrictive plate code.
- Report B: If clearance does not exceed Plate B
- 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 G: If clearance exceeds Plates B, C, E and F.

- C-E-F- must agree with similar stenciling on side of car G must agree with stenciling on side of car that exceeds Plate F.
- For ARTICULATED/MULTI-UNIT SET report the most restrictive clearance plate of UNIT in the set.

Outside Length Mandatory	OSLG
The outside length of the equipment	

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

Range of Values for OSLG

Minimum	Maximum
20 ft 0 inches	2330 ft 0 inches

Validation Rule for OSLG

- Outside Length of a Hopper cannot exceed the maximum of 80 feet 11 inches
- Outside Length of an HMA ore jenny (Mechanical Designation of HMA) cannot exceed the maximum of 51 feet 11 inches
- Outside Length of an HMA ore jenny (Mechanical Designation of HMA) cannot be less than the minimum of 20 feet
- Outside Length on freight cars must exceed the Inside Length by 2 feet or more
- Outside Length on freight cars (except refrigerators) must not exceed Inside Length by more than 16 feet
- Outside Length on refrigerator cars (Mechanical Designation RB, RBL, RP, RPL, or RC) must not exceed Inside Length 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 10 inches

Validation Rule for A186

- Outside Extreme Width must not exceed 10 feet 8 inches for Plate Types B, C, E, F, H, I, J, or K
- Outside Extreme Width for Plate Type A must not be less than 10 feet 8 inches.
- Outside Extreme Width for Plate Type 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 Mandatory	A185
The outside extreme height of the equipment	

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

Range of Values for A185

Minimum	Maximum
2 ft 0 inches	18 ft 0 inches

Validation Rule for A185

- Outside Height for Plate Types A, B, or H must be less than or equal to 15 feet 1 inch
- Outside Height for Plate Types C or I must be less than or equal to 15 feet 6 inches
- Outside Height for Plate Types E must be less than or equal to 15 feet 9 inches
- Outside Height for Plate Types F must be less than or equal to 17 feet 0 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"

Data Specification Manual

Outside Height Extr Width Mandatory**A187**

The outside height extreme width of the equipment

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 for Plate Types A, B must not exceed 10 feet 8 inches if Outside Height of Extreme Width is 13 feet 10 inches
- Outside Extreme Width for Plate Types A, B must not exceed 10 feet 7 inches if Outside Height of Extreme Width is 13 feet 11 inches
- Outside Extreme Width for Plate Types A, B must not exceed 10 feet 6 inches if Outside Height of Extreme Width is 14 feet 0 inches
- Outside Extreme Width for Plate Types A, B must not exceed 10 feet 4 inches if Outside Height of Extreme Width is 14 feet 1 inches
- Outside Extreme Width for Plate Types A, B must not exceed 10 feet 3 inches if Outside Height of Extreme Width is 14 feet 2 inches
- Outside Extreme Width for Plate Types A, B must not exceed 10 feet 2 inches if Outside Height of Extreme Width is 14 feet 3 inches
- Outside Extreme Width for Plate Types A, B must not exceed 10 feet 0 inches if Outside Height of Extreme Width is 14 feet 4 inches
- Outside Extreme Width for Plate Types A, B must not exceed 9 feet 9 inches if Outside Height of Extreme Width is 14 feet 5 inches
- Outside Extreme Width for Plate Types A, B must not exceed 9 feet 7 inches if Outside Height of Extreme Width is 14 feet 6 inches
- Outside Extreme Width for Plate Types A, B must not exceed 9 feet 4 inches if Outside Height of Extreme Width is 14 feet 7 inches
- Outside Extreme Width for Plate Types A, B must not exceed 8 feet 10 inches if Outside Height of Extreme Width is 14 feet 8 inches
- Outside Extreme Width for Plate Types A, B must not exceed 8 feet 8 inches if Outside Height of Extreme Width is 14 feet 9 inches
- Outside Extreme Width for Plate Types A, B must not exceed 8 feet 5 inches if Outside Height of Extreme Width is 14 feet 10 inches
- Outside Extreme Width for Plate Types A, B must not exceed 7 feet 11 inches if Outside Height of Extreme Width is 14 feet 11 inches
- Outside Extreme Width for Plate Types A, B must not exceed 7 feet 8 inches if Outside Height of Extreme Width is 15 feet 0 inches
- Outside Extreme Width for Plate Types A, B must not exceed 7 feet 4 inches if Outside Height of Extreme Width is 15 feet 1 inches
- Outside Extreme Width for Plate Types C or I must not exceed 10 feet 8 inches if Outside Height of Extreme Width is 14 feet 3 inches
- Outside Extreme Width for Plate Types C or I must not exceed 10 feet 7 inches if Outside Height of Extreme Width is 14 feet 4 inches
- Outside Extreme Width for Plate Types C or I must not exceed 10 feet 6 inches if Outside Height of Extreme Width is 14 feet 5 inches
- Outside Extreme Width for Plate Types C or I must not exceed 10 feet 4 inches if Outside Height of Extreme Width is 14 feet 6 inches
- Outside Extreme Width for Plate Types C or I must not exceed 10 feet 3 inches if Outside Height of Extreme Width is 14 feet 7 inches
- Outside Extreme Width for Plate Types C or I must not exceed 10 feet 2 inches if Outside Height of Extreme Width is 14 feet 8 inches
- Outside Extreme Width for Plate Types C or I must not exceed 10 feet 0 inches if Outside Height of Extreme Width is 14 feet 9 inches
- Outside Extreme Width for Plate Types C or I must not exceed 9 feet 9 inches if Outside Height of Extreme Width is 14 feet 10 inches
- Outside Extreme Width for Plate Types C or I must not exceed 9 feet 5 inches if Outside Height of Extreme Width is 14 feet 11 inches
- Outside Extreme Width for Plate Types C or I must not exceed 9 feet 2 inches if Outside Height of Extreme Width is 15 feet 0 inches
- Outside Extreme Width for Plate Types C or I must not exceed 8 feet 10 inches if Outside Height of Extreme Width is 15 feet 1 inches
- Outside Extreme Width for Plate Types C or I must not exceed 8 feet 6 inches if Outside Height of Extreme Width is 15 feet 2 inches
- Outside Extreme Width for Plate Types C or I must not exceed 8 feet 3 inches if Outside Height of Extreme Width is 15 feet 3 inches
- Outside Extreme Width for Plate Types C or I must not exceed 7 feet 11 inches if Outside Height of Extreme Width is 15 feet 4 inches

- Outside Extreme Width for Plate Types C or I must not exceed 7 feet 8 inches if Outside Height of Extreme Width is 15 feet 5 inches
- Outside Extreme Width for Plate Types C or I must not exceed 7 feet 4 inches if Outside Height of Extreme Width is 15 feet 6 inches
- Outside Extreme Width for Plates Types E must not exceed 10 feet 8 inches if Outside Height of Extreme Width is 15 feet 2 inches
- Outside Extreme Width for Plates Types E must not exceed 10 feet 6 inches if Outside Height of Extreme Width is 15 feet 3 inches
- Outside Extreme Width for Plates Types E must not exceed 10 feet 3 inches if Outside Height of Extreme Width is 15 feet 4 inches
- Outside Extreme Width for Plates Types E must not exceed 9 feet 6 inches if Outside Height of Extreme Width is 15 feet 5 inches
- Outside Extreme Width for Plates Types E must not exceed 8 feet 8 inches if Outside Height of Extreme Width is 15 feet 6 inches
- Outside Extreme Width for Plates Types E must not exceed 7 feet 11 inches if Outside Height of Extreme Width is 15 feet 7 inches
- Outside Extreme Width for Plates Types E must not exceed 7 feet 1 inches if Outside Height of Extreme Width is 15 feet 8 inches
- Outside Extreme Width for Plates Types E must not exceed 6 feet 3 inches if Outside Height of Extreme Width is 15 feet 9 inches
- Outside Extreme Width for Plates Types F must not exceed 10 feet 8 inches if Outside Height of Extreme Width is 16 feet 3 inches
- Outside Extreme Width for Plates Types F must not exceed 10 feet 7 inches if Outside Height of Extreme Width is 16 feet 6 inches
- Outside Extreme Width for Plates Types F must not exceed 10 feet 6 inches if Outside Height of Extreme Width is 16 feet 7 inches
- Outside Extreme Width for Plates Types F must not exceed 10 feet 3 inches if Outside Height of Extreme Width is 16 feet 8 inches
- Outside Extreme Width for Plate Type F must not exceed 10 feet 0 inches if Outside Height of Extreme Width is 16 feet 9 inches
- Outside Extreme Width for Plates Types F must not exceed 9 feet 8 inches if Outside Height of Extreme Width is 16 feet 10 inches
- Outside Extreme Width for Plates Types F must not exceed 9 feet 5 inches if Outside Height of Extreme Width is 16 feet 11 inches
- Outside Extreme Width for Plates Types F must not exceed 9 feet 2 inches if Outside Height of Extreme Width is 17 feet 0 inches
- Outside Extreme Width for Plate Type J must not exceed 10 feet 8 inches if Outside Height of Extreme Width is 16 feet 4 inches
- Outside Extreme Width for Plate Type K must not exceed 10 feet 8 inches if Outside Height of Extreme Width is 18 feet 5 inches
- Outside Height of Extreme Width for Plate Types A, B, or H must be less than or equal to 15 feet 1 inch
- Outside Height of Extreme Width for Plate Types C or I must be less than or equal to 15 feet 6 inches
- Outside Height of Extreme Width for Plate Type E must be less than or equal to 15 feet 9 inches
- Outside Height of Extreme Width for Plate Type F must be less than or equal to 17 feet 0 inches
- Outside Height of Extreme Width for Plate Type G must be less than or equal to 18 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 outside width of the overhanging lower edge of a roof

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

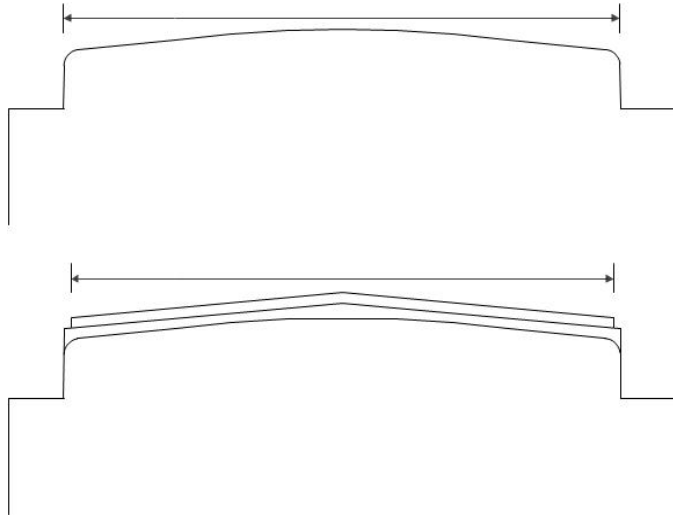
Validation Rule for A194

- Upper Eaves Width must be less than or equal to the Outside Extreme Width
- Upper Eaves Width must be less than or equal to the Lower Eaves Width
- Upper Eaves Width for Plate Type A must not exceed 10 feet 10 inches
- Upper Eaves Width for Plate Type B, C, E, F, H, or I must not exceed 10 feet 8 inches

Data Specification Manual

NOTES:

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

**Outside Upper Eaves Hght****A193**

The outside height the overhanging lower edge of a roof

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

Range of Values for A193

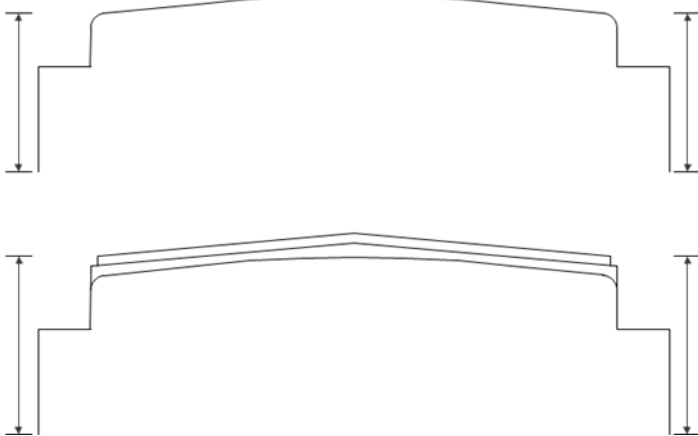
Minimum	Maximum
2 ft 0 inches	17 ft 11 inches

Validation Rule for A193

- Upper Eaves Height must not exceed the Outside Extreme Height
- Upper Eaves Height must be greater than or equal to the Lower Eaves Height
- Upper Eaves Height for Plate Types A, B, or H must not exceed 15 feet 1 inch
- Upper Eaves Height for Plate Types C or I must not exceed 15 feet 6 inches
- Upper Eaves Height for Plate Type E must not exceed 15 feet 9 inches
- Upper Eaves Height for Plate Type F must not exceed 17 feet 0 inches

NOTES:

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

**Outside Lower Eaves Width****A190**

The outside width of the overhanging lower edge of a floor

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 can only be reported for Hoppers with roofs or covers (Mechanical Designation of LO, HTR, HKR, HMSR, LM, MWB, or MW)

- Lower Eaves Width must not exceed the Outside Extreme Width
- Lower Eaves Width for Plate Type A must not exceed 10 feet 10 inches
- Lower Eaves Width for Plate Types B, C, E, F, H, or I must not exceed 10 feet 8 inches

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**A189**

The outside height the overhanging lower edge of a floor

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

Range of Values for A189

Minimum	Maximum
8 ft 0 inches	17 ft 11 inches

Validation Rule for A189

- Outside Lower Eaves Height may only be reported for Hoppers with roofs or covers (Mechanical Designations of LO, HTR, HKR, HMSR LM, MWB, or MW)
- Lower Eaves Height must not exceed the Outside Extreme Height
- Lower Eaves Height for Plate Types A, B or H must not exceed 15 feet 1 inch
- Lower Eaves Height for Plate Types C or I must not exceed 15 feet 6 inches
- Lower Eaves Height for Plate Type E must not exceed 15 feet 9 inches
- Lower Eaves Height for Plate Type F must not exceed 17 feet 0 inches

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.

Truck Center Length**A276**

The center length between two trucks (The pivot point of the equipment)

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

NOTES:

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

Specification

Truck Count**B256**

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	4

Axle Count *Mandatory***A024**

The total axles on the equipment

Affects Rating.

Range of Values for A024

Minimum	Maximum
2	999

Validation Rule for A024

- Axle Count must be greater than or equal to 4 for all equipment except CHSS, TRLR, CONT, EOTD, STWH, or LOCO
- Axle Count for an articulated car must be greater than or equal to ((Connected Unit Count x 2) + 2)
- Axle Count for a draw bar connected car must be greater than or equal to (Connected Unit Count x 4)
- Total axle count must match sum of truck axle counts.

Data Specification Manual

Wheel Bearing Type <i>Mandatory</i>	B191
Indicates the wheel bearing type for the equipment	●
Affects Rating.	
Permissible Values for B191	
P Plain R Roller	
Validation Rule for B191	
-Cars with Plain Bearings cannot have Constant Contact Side Bearings	
-Cars with Plain Bearings must have a Transportation Code and Transportation Condition code of either YA, S_, or XJ	
-Tank and Flat Cars cannot have Plain Bearings if Built Date 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	
Y Yes	
Brake Shoe Type <i>Mandatory</i>	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 truck on the equipment has a type of bearing on its truck side that stabilizes it on curves and in high-speed service	
Permissible Values for A146	
LC Long Travel Constant Contact	
SC Short Travel Constant Contact	
Validation Rule for A146	
-All cars with Rule 88 IGRL of 1 must have Long Travel CC Side Bearings.	
Empty/Load Device Eqpd	B075
Indicates a device is available to identify the equipment is empty or loaded	
Permissible Values for B075	
Y Yes	
High Speed Design	B109
Indicates the trucks installed on this equipment is designed for high-speed train operations	
Permissible Values for B109	
Y Yes	
Validation Rule for B109	
-Cars with Plain Bearings cannot have a High Speed Design	
-Cars with Constant Contact Side Bearings cannot have a high speed design	
-Only Cars with Roller Bearings and High Friction Composition Brake Shoe Type can have High Speed Design	
Body Material	A030
The material that composes the body of the equipment	
Permissible Values for A030	
01 Aluminum	
04 Combination	
09 Fiberglass Reinforced Composite	
18 Stainless Steel	
19 Standard Steel	
30 Wood	
Center of Gravity Empty	A045
When empty, indicates the height from Top of Rail to the Center of Gravity	

Range of Values for A045

Minimum	Maximum
22	98

Validation Rule for A045

- All cars that exceed Plate Code C built on or after January 1, 2012 must report Empty Car Center of Gravity

Remote Monitoring Device

B176

Indicates the equipment is equipped with a location monitoring device

Permissible Values for B176

Y Yes

AEI High Temperature Tag

B006

Indicates the equipment requires a AEI high temperature tag

Permissible Values for B006

Y High Temperature Tag Required

Compartment Count

A052

The number of individual compartments the equipment contains

Range of Values for A052

Minimum	Maximum
1	9

Degree of Slope Sheets

A071

The angle degree of the slope sheets

Range of Values for A071

Minimum	Maximum
10	90

Permissible Values for A071

10	10 Degrees	11	11 Degrees	12	12 Degrees
13	13 Degrees	14	14 Degrees	15	15 Degrees
16	16 Degrees	17	17 Degrees	18	18 Degrees
19	19 Degrees	20	20 Degrees	21	21 Degrees
22	22 Degrees	23	23 Degrees	24	24 Degrees
25	25 Degrees	26	26 Degrees	27	27 Degrees
28	28 Degrees	29	29 Degrees	30	30 Degrees
31	31 Degrees	32	32 Degrees	33	33 Degrees
34	34 Degrees	35	35 Degrees	36	36 Degrees
37	37 Degrees	38	38 Degrees	39	39 Degrees
40	40 Degrees	41	41 Degrees	42	42 Degrees
43	43 Degrees	44	44 Degrees	45	45 Degrees
46	46 Degrees	47	47 Degrees	48	48 Degrees
49	49 Degrees	50	50 Degrees	51	51 Degrees
52	52 Degrees	53	53 Degrees	54	54 Degrees
55	55 Degrees	56	56 Degrees	57	57 Degrees
58	58 Degrees	59	59 Degrees	60	60 Degrees
61	61 Degrees	62	62 Degrees	63	63 Degrees
64	64 Degrees	65	65 Degrees	66	66 Degrees
67	67 Degrees	68	68 Degrees	69	69 Degrees
70	70 Degrees	71	71 Degrees	72	72 Degrees
73	73 Degrees	74	74 Degrees	75	75 Degrees
76	76 Degrees	77	77 Degrees	78	78 Degrees
79	79 Degrees	80	80 Degrees	81	81 Degrees
82	82 Degrees	83	83 Degrees	84	84 Degrees
85	85 Degrees	86	86 Degrees	87	87 Degrees
88	88 Degrees	89	89 Degrees	90	90 Degrees

Validation Rule for A071

- Degree of Slope Sheets is required for Hoppers other than Mechanical Designation of LO, MWB, or MW if the car was built/rebuilt after July 1, 1997

Data Specification Manual

Unloading System Type B220	Operating Brakes A182				
Describes the unloading system of the equipment▲	The number of brakes on an articulated equipment (Excludes hand brakes)				
Used in ETC Generation. Permissible Values for B220 FLGR Fluidized/Gravity FLPN Fluidized/Pneumatic GRAV Gravity GRPN Gravity/Pneumatic OTHR Other PNEU Pneumatic PSDF Pressure Differential Validation Rule for B220 -Unloading System Type must be reported for Covered Hoppers (UMMD = LO).	Permissible Values for A182 12345 6789 Validation Rule for A182 -Operating Brakes can only be reported for Articulated equipment, Heavy-Capacity Flat Cars, and Locomotives -Operating Brakes are required for Articulated equipment -Operating Brakes are required for Heavy Capacity Flat Cars (Mechanical Designation of FD, FM, FMS, FW, or LS) with 6 Unit Axles or More				
Auto Unload Device Equip B224	ECP Brake Type B327				
Identifies whether non-covered Hoppers have an automatic unloading device	Indicates the type of electronic control pneumatic brake used on the equipment. ECP brakes assists in braking equipment simultaneously				
Permissible Values for B224 Y Yes Validation Rule for B224 -Automatic Unloading Device Equipped cannot be reported for Covered Hoppers.	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 (B327) if built or rebuilt after June 28, 2012				
Vibrator Bracket Equipped B223	ECP Brake Builder B328				
Identifies the equipment has vibrator brackets	The manufacturer of the electronic control pneumatic brake used on the equipment				
Permissible Values for B223 Y Yes Validation Rule for B223 -Vibrator Bracket can only be reported for Covered Hoppers (Mechanical Designation of LO, MWB, or MW)	Permissible Values for B328 HPA HPA Monon Corporation 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 (B328) -If ECP Brake Type (B327) is Not Equipped then ECP Brake Builder (B328) is not reportable				
Light Density B124	Equipment Builder A035				
Indicates the equipment is designed to carry low density commodities such as wood chips and similar products▲	Identifies the original manufacturer of the equipment				
Used in ETC Generation. Permissible Values for B124 Y Yes Validation Rule for B124 -Light Density can only be reported for Hoppers with (Mechanical Designation of HKS, HMS, HTR, HTS, HKR, HMSR, HMA, MWB, or MW)	Permissible Values for A035 AB AMF BEAIRD ACF American Car & Foundry ACFX ACF Industries ARI ARI Industries BERW Berwick Forge BETH Bethlehem Car Works BSP Bethlehem Steel Corporation CE CHESAPEAKE & OHIO CNCF Carros De Ferrocarril, SA EASX East Rail Car Division ERSB Ebenezer Railcar EVAN Evans Products FCA Freight Car America FMC FMC Corporation FREU Freuhauf Corporation GATX General American Transportation Corp GLOB Global Lot GMB Greenbrier GSC Greenville Steel Car GULF Gulf Railcar GUND Gunderson Inc GUNM Gunderson - Mexico HST Hawker Siddeley IA INGALLS IR Ingersoll Rand JAC Johnstown America Corporation				
Connected Unit Count A020					
Indicates the number of connectors to an articulated or multi-unit equipment■					
Affects Rating. Range of Values for A020 <table><tr><th>Minimum</th><th>Maximum</th></tr><tr><td>2</td><td>45</td></tr></table> Validation Rule for A020 -Connected Unit Count must equal the Calculated Unit Count -Unit Segment Location must not be reported if the Connected Unit Count is not reported -Unit Segment Location must be reported if Connected Unit Count is reported	Minimum	Maximum	2	45	
Minimum	Maximum				
2	45				
Intermediate Conn Style B115					
Indicates the method two or more equipment are connected together					
Permissible Values for B115 A Articulated Connector D Drawbar Connector Validation Rule for B115 -Intermediate Connector Style is required for Multi-Segment Cars -Intermediate Connector Style must not be reported for single Segment Cars					

Data Specification Manual

JKFO	JK-CO LLC
KASG	Kasgro Railcar
LAVE	Lavelin
MAGR	Magor Car Manufacturing
MF	MECHTRON
MH	MURFREESBORO (BUTLER)
MRNE	Marine Industries
NACA	National Alabama Corporation
NACC	North American Car
NG	NORFOLK & WESTERN
NSC	National Steel Car
ORTN	Ortner
PCF	Pacific Car & Foundry
PCM	Pullman Car & Manufacturing
PE	PORTEC
PORT	Porter Locomotive Company
PORW	Thrall-Winder
PRO	Procor Limited
PS	Pullman-Standard
PSP	Pullman-Standard, Division of Trinity Industries
RCC	Raceland Car Corporation
RICH	Richmond Locomotive Works
RTCX	Richmond Tank Car
SC	SOUTHEASTERN
THR	Thrall Car Service Parts
THRL	Thrall
TRAN	Tranzrail
TREN	Trenton Works
TRIN	Trinity
TRIX	Trinity Mexico
UNAM	United America
UNKN	Unknown
UTLX	Union Tank Car
V	OWNER RAILROAD

Validation Rule for A035

- Equipment Builder must be populated if the Build Date is July 1, 2010 or newer
- Equipment built or rebuilt on or after July 1, 2010 cannot have a Builder Code of Unknown.
- 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 - B030.

Built Country **B031**

The country where the equipment was constructed

Data is Confidential.

Permissible Values for B031

CA	Canada	MX	Mexico
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

P	Reflectorization Plan
W	Reflectorization Waiver

Validation Rule for B096

- Reflectorization is mandatory for all equipment built on or after November 28, 2005.

Bottom Outlet Count **B142**

The number of bottom unloading devices on the equipment

Range of Values for B142

Minimum	Maximum
1	9

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 Train Line Arrangement for Cars with F-Shank Couplers
G	S-4003x (Former Standard)
H	S-4003-05 (Former Alternate Standard)
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:
 - $0.5 * (\text{Outside Length, in inches, minus Truck Center Length, in inches, minus 31 inches})$

For all other equipment, reporting Air Hose Arrangement is optional.

Feature**Lining Material** **A158**

Describes the type of construction material used in the lining of equipment

Permissible Values for A158

03	Cement
07	Composite Wood and Steel
08	Fiberglass
10	Glass
11	Kanigen
12	Metal Clad
13	Metal Spray Type

Data Specification Manual

- 16 Rubber
- 17 Sheet Metal
- 26 Synthetic
- 28 Unlined
- 29 Vinyl
- 30 Wood

Roof Type	A226
------------------	-------------

Describes the type of roof on the equipment

Permissible Values for A226

- 1 Trough hatch in roof
- 2 Removable roof
- 3 Self-storing roof
- 4 Standard roof hatch
- 5 Other types of roof openings
- 6 Combination (through & round or square) hatches
- 7 Rectangular or square roof hatches
- 8 Round hatch offset from center line of car
- 9 Rectangular or square hatch offset from center line of car

Validation Rule for A226

- Trough Hatch Roofs are only applicable to Gondolas and Hoppers with Mechanical Designation of GBR, GBSR, GWSR, HKR, HMSR, HTR, HTSR, or LO
- Removable Roofs are only applicable to Gondolas with Mechanical Designation of GBR, GBSR, GWSR, or GTR
- Self-Storing Roofs are only applicable to Boxcars and Hoppers with Mechanical Designation of HKR, HMSR, HTR, LC, LO, or XP
- Round Roof Hatches at centerline of cars are only applicable to Boxcars, Gondolas, or Covered Hoppers with Mechanical Designation of XP, GTR, or LO
- Rectangular or Square Roof Hatches are only applicable to Boxcars and Hoppers with Mechanical Designation of LO or LC
- Other types of Roofs are only applicable to Hoppers, or Specialized Gondolas with Roofs with Mechanical Designation of LO, HTR, or GTR
- Format A Mechanical Designations must agree with option 9
- Mechanical Designations GBR, GBSR, GWSR, GTR, HKR, HMSR, HTR, HTSR, or LO require that Roof Type be set

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
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 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 privately marked hopper (LO) cars, report in US dollars the original cost.
- 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 & 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.
- Ledger Value must equal the Original Cost plus the Additions & Betterments, if A&B has been reported. Otherwise Ledger Value should equal Original Cost.

Total A&B	A003
----------------------	-------------

The sum total amount of all additions & betterments added or subtracted 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.

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.
 - 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.
- 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 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

Validation Rule for A128

- 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 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

Data Specification Manual

Validation Rule for A316

- When entering an individual Addition & Betterment, you must enter a value in all 4 fields.

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, you must enter a value in all 4 fields.

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.
- Additions & Betterments Date Done cannot be earlier than Built Date.
- 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

GNRL	General - Capitalized Additions and Betterments
INIT	Initial load of historical A&B amount as of Umler 4.6 implementation date
LOLI	Protective coating inside LO covered hopper, includes renewal of lining in damaged cars
SPAR	Any type Sparger system applied. Includes renewal of lining in damaged cars.

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.

CarManagement

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	

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
User Reported Routing Instruction	

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 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
The AAR or FRA interchange restriction code	

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

NOTES:

- For further explanation reference Appendix E.

Mechanical Restriction	TCME
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

Mech Restriction Reason	TCMR
Mechanical Restriction Reason	

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
G	Restricted Due to Draft Gears
J	Restricted Due to Journal Bearing and Journal Lubrication
N	Restricted Due to Trucks
P	Restricted Due to Truck Side Frames
T	Restricted Due to Trucks Bolsters
U	Restricted by Owner or AAR
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:

- 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.

Data Specification Manual

Sys Gen Routing Inst	TCGR
System Generated Routing Instruction	
System Generated Field. Used for Transportation Codes. This element is not eligible for Input.	
NOTES:	
<ul style="list-style-type: none"> For further explanation reference Appendix E.5. 	
Train Service	
Restricted Speed Empty	B180
Describes the maximum restricted speed the equipment can travel when empty	
Range of Values for B180	
Minimum	Maximum
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	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
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 can only be positioned at the rear of the train	
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 Exceptn	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
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 Ebb

Clearance Exception		B275
Describes equipment that contain nonstandard dimension		
Permissible Values for B275		
A	Excessive Outside Height	
B	Excessive Outside Width	
C	Lower Guides for Loading High Cube Containers	
D	Unique Clearance Issue	
E	Hopper with Excessive Outside Width when pickup shoes are extended	

Truck Components		
Axles Spacing Distance	Mandatory	B020
Describes the distance between axles on the same truck		<div><div></div><div></div></div>
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		B252
The number of axles per truck		
Range of Values for B252		
Minimum	Maximum	
2	4	

Journal Size		Mandatory	A147		
Describes the roller bearing size		<div><div></div><div></div></div>			
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	H	7 X 14	K	6-1/ 2X 9
M	7 X 9				
Validation Rule for A147					
-Journal Size B (4 1/4 x 8) requires a Gross Weight of 103,000 lbs. for 4-axle cars unless the car is Star Coded					
-Journal Size B (4 1/4 x 8) requires a Gross Weight of 154,000 lbs. for 6-axle cars unless the car is Star Coded					
-Journal Size C (5 x 9) requires a Gross Weight of 142,000 lbs. for 4-axle cars unless the car is Star Coded					
-Journal Size C (5 x 9) requires a Gross Weight of 213,000 lbs. for 6-axle cars unless the car is Star Coded					
-Journal Size D (5 1/2 x 10) requires a Gross Weight of 177,000 lbs. for 4-axle cars unless the car is Star Coded					
-Journal Size D (5 1/2 x 10) requires a Gross Weight of 265,000 lbs. for 6-axle cars unless the car is Star Coded					
-Journal Size E (6 x 11) requires a Gross Weight of 220,000 lbs. for 4-axle cars that do not have 28 inch wheels unless the car is Star Coded					
-Journal Size E (6 x 11) requires a Gross Weight of 179,000 lbs. for 4-axes ETC					

Data Specification Manual

- 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-axes
 - Journal Size F requires a Gross Weight of greater than or equal to 263,000 lbs. for 4-axes cars unless the car is Star Coded.
 - Journal Size F requires a Gross Weight of less than or equal to 286,000 lbs. 4-axe cars unless the car is Star Coded
 - Journal Size F requires a Gross Weight of 394,500 lbs. or 429,000 lbs. for 6-axe cars unless the car is Star Coded.
 - Journal Size G (7 x 12) requires a Gross Weight of 286,000 lbs. or 315,000 lbs. for 4-axe cars unless the car is Star Coded
 - Journal Size G (7 x 12) requires a Gross Weight of 472,000 lbs. for 6-axe cars unless the car is Star Coded
 - Journal Size H (7 x 14) requires a Gross Weight of 315,000 lbs. for 4-axe cars unless the car is Star Coded
 - Journal Size H (7 x 14) requires a Gross Weight of 472,000 lbs. for 6-axe 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 M (7 x 9) requires a Gross Weight of 286,000 lbs. or 315,000 lbs. for 4-axe cars unless car is Star Coded
 - Journal Size Code M (7 x 9) requires a Gross Weight of 472,000 lbs. for 6-axes
 - 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
 - Journal Size Code K requires a Gross Weight of greater than or equal to 263,000 lbs. for 4-axe cars unless the car is Star Coded
 - Journal Size Code K requires a Gross Weight of less than or equal to 286,000 lbs. for 4-axe cars unless the car is Star Coded
 - Gross Weight must be 394,000 lbs. for 6-axe cars with Journal Size K

Wheel Diameter *Mandatory* A294

Describes the diameter of the wheel

Affects Rating.

Permissible Values for A294

28	28 Inches	30	30 Inches	33	33 Inches
36	36 Inches	38	38 Inches		

Validation Rule for A294

- UnStarred Cars with Gross Weight of 286,000 lbs. and Increased Gross Rail Load of 2 must have a Wheel Diameter of 36 inches
- UnStarred Cars with Gross Weight of 286,000 lbs. and Increased Gross Rail Load of 2 must have a Wheel Diameter of either 36 or 38 inches
- Cars with an Increased Gross Rail Load of 1 and Journal of G or M must have a Wheel Diameter of 38 inches
- Wheel Diameters of (33 and 36 inches) or (33 and 38 inches) can only be reported for articulated cars

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**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 equipment coupler type

Permissible Values for A057

BE60	Prohibited in Interchange (Rule 90) - BE60
BE60AHT	Type E (Rule 16) - BE60AHT
BE60BHT	Type E Obsolete (Rule 16) - BE60BHT
BE61AHT	Prohibited in Interchange (Rule 90) - BE61AHT
BE61BHT	Prohibited in Interchange (Rule 90) - BE61BHT
BE63	Type E Obsolete (Rule 16) - BE63
BE63AHT	Type E Obsolete (Rule 16) - BE63AHT
BE63HT	Type E (Rule 16) - BE63HT
BE67HT	Type E (Rule 16) - BE67HT
BE6HT	Type E/F Obsolete (Rule 17) - BE6HT
CE60HT	Prohibited in Interchange (Rule 90) - CE60HT
CE61AHT	Prohibited in Interchange (Rule 90) - CE61AHT
CF70AHT	Prohibited in Interchange (Rule 90) - CF70AHT
CF70HT	Prohibited in Interchange (Rule 90) - CF70HT
CF71AHT	Prohibited in Interchange (Rule 90) - CF71AHT
CF71HT	Prohibited in Interchange (Rule 90) - CF71HT
CF72AHT	Prohibited in Interchange (Rule 90) - CF72AHT
CF72HT	Prohibited in Interchange (Rule 90) - CF72HT
CF79AHT	Prohibited in Interchange (Rule 90) - CF79AHT
CF79HT	Prohibited in Interchange (Rule 90) - CF79HT
DOBS	Prohibited in Interchange (Rule 90) - DOBS
E42BEX	Type E/F (Rule 17) - E42BEX
E50ARE	Type E/F (Rule 17) - E50ARE
E50BEX	Type E/F (Rule 17) - E50BEX
E60	Prohibited in Interchange (Rule 90) - E60
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
E60HT	Prohibited in Interchange (Rule 90) - E60HT
E61	Type E Obsolete (Rule 16) - E61
E61AHT	Prohibited in Interchange (Rule 90) - E61AHT
E61BC	Prohibited in Interchange (Rule 90) - E61BC
E61HT	Prohibited in Interchange (Rule 90) - E61HT
E63	Prohibited in Interchange (Rule 90) - E63
E63AHT	Prohibited in Interchange (Rule 90) - E63AHT
E63HT	Prohibited in Interchange (Rule 90) - E63HT
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	Type E/F (Rule 17) - E69AHTe
E69BE	Type E/F (Rule 17) - E69BE

Data Specification Manual

E69CE	Type E/F (Rule 17) - E69CE
E69CEX	Type E/F (Rule 17) - E69CEX
E69HTE	Type E/F (Rule 17) - E69HTE
EB7AHT	Type E (Rule 16) - EB7AHT
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
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
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
F71BHT	Type F Obsolete (Rule 18) - F71BHT
F71CHT	Type F (Rule 18) - F71CHT
F72CHT	Type F Obsolete (Rule 18) - F72CHT
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
F73HT	Type F Obsolete (Rule 18) - F73HT
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
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
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
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
SBE69BEX	Type E/F (Rule 17) - SBE69BEX
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 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) or L (Rotary Drawbar).
- 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.

Data Specification Manual

Coupler Style <i>Mandatory</i>	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
L	Drawbar Rotary	M	Drawbar
P	Plain	R	Rotary

Validation Rule for B058

- If Draft Gear type is H (Hydraulic) then Coupler Styles cannot be reported as M (Solid Drawbar) or L (Rotary Drawbar)
- If Draft Gear type is not COC or EOC, Inches of Travel cannot be reported
- If Draft Gear type of COC or EOC is reported then Inches of Travel must also be reported.

Inches of Travel	B061
The number of inches the draft gear will compress to absorb impact	

Affects Rating.

Range of Values for B061

Minimum	Maximum
2	36

Draft Gear Type <i>Mandatory</i>	B073
Describes the basic draft gear design of the equipment	

Affects Rating.

Permissible Values for B073

C	Cushioning Center of Car
E	Cushioning End of Car
H	Hydraulic
S	Standard

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.

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	Gondola	HOPP	Hopper
IFLT	Intermodal Flat	TANK	Tank Car
VFLT	Vehicular Flat		

Validation Rule for A307

- Unit Equipment Group must not be reported if the Connected Unit Count is not reported
- Unit Equipment Group must be reported if Connected Unit Count is reported

Unit Tare Weight	A299
The unit segment weight on rail when empty	

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 is not reported
- Unit Tare Weight requires Connected Unit Count
- Unit Tare Weight for Boxcars and Refrigerators must be greater than or equal 16,000 lbs.
- 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 IFLT must be greater than 10,000 lbs.
- Unit Tare Weight for IFLT 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

Unit Load Limit	A300
Satisfies ICPSC 23/24 and normal load limit requirements - The unit segment weight on rail when loaded	

Range of Values for A300

Minimum	Maximum
20000	500000

Validation Rule for A300

- Unit Load Limit must not be reported if the Connected Unit Count is not reported
- Unit Load Limit must be reported if Connected Unit Count is reported
- Unit Segment Load Limits must add up to the Total Load Limit

Unit Cubic Feet Capacity	A065
The calculated interior dimensions of the unit segment in cubic feet	

Range of Values for A065

Minimum	Maximum
400	11000

Validation Rule for A065

- Unit Cubic Feet Capacity must not be reported if the Connected Unit Count is not reported
- Unit Cubic Feet Capacity requires Connected Unit Count
- Unit Cubic Feet Capacity for Boxcars must be greater than or equal 2000 cubic feet
- Unit Cubic Feet Capacity for Boxcars must be less than or equal 11000 cubic feet
- Unit Cubic Feet Capacity for Refrigerators must be greater than or equal 1400 cubic feet
- Unit Cubic Feet Capacity for Refrigerators must be less than or equal 6700 cubic feet
- Unit Cubic Feet Capacity for Gondolas or Hoppers must be greater than or equal 400 cubic feet
- Unit Cubic Feet Capacity for Gondolas or Hoppers must be less than or equal 8500 cubic feet
- Unit Segment Cubic Capacity must add up to the Total Cubic Capacity

Brake System Components

Emergency Brake Valve CID	B354
Component ID from Component Registry	

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

Service Brake Valve CID	B357
Component ID from Component Registry	

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

Data Specification Manual

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 or 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

ABT 12-24 Month Due Date

DU13

The 12 month due date for the air brake test (ABT) after the original build date

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

The 5/8 year due date for the air brake test (ABT) after the 13 month due date

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 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

Value does not carry forward for Single Clone / Multi Clone / Add Back.

Inspection Due Date

INDD

The due date of the next inspection

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

Value does not carry forward for Single Clone / Multi Clone / Add Back.

Inspection Reporter

REPT

The SCAC that reported the inspection

Value does not carry forward for Single Clone / Multi Clone / Add Back.

Location/SPLC

SPLC

The SPLC of the inspecting location

Value does not carry forward for Single Clone / Multi Clone / Add Back.

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 M Manual

Miscellaneous Cars

General	65	Truck Count (B256).....	72
Built Date (BLDT).....	65	Wheel Bearing Type (B191).....	72
Conflict Status (B050).....	67	Feature	74
Conflict Status Next Date (B062).....	67	Bulkhead Type (B034).....	74
Date of Original Conflict (B063).....	67	Floor Material (A104).....	74
Delete Reason Code (B064).....	67	Cost	74
End of Service Date (B078).....	67	A&B Amount (A317).....	75
Equipment Add Company (B083).....	67	A&B Date Done (A319).....	75
Equipment Add Date (B082).....	66	A&B Pos/Neg Ind (A316).....	75
Equipment Group (0002).....	66	A&B Type (A318).....	75
Equipment ID (0001).....	65	Ind for Pos/Neg Total A&B (A128).....	75
Equipment Identification (EINN).....	67	Ledger Value (A150).....	74
Equipment Type Code (UMET).....	65	Original Cost (A184).....	74
Extended Service (A096).....	66	Total A&B (A003).....	75
First Movement Date (USAT).....	67	CarManagement	75
Info Conflict Status (B355).....	67	Mech Restriction Reason (TCMR).....	76
Last Update Date (B122).....	66	Mechanical Restriction (TCME).....	75
Lessee (LESE).....	66	Pool Number (P001).....	75
Maint of Way Service Type (B403).....	65	Sys Gen Routing Inst (TCGR).....	76
Maintenance Party (MNPT).....	66	Transportation Cond Code (TCCD).....	75
Mark Owner Category (B201).....	66	Umler Transportation Code (TCOD).....	75
Mechanical Designation (UMMD).....	65	User Routing Instructions (TCUR).....	75
Next Conflict Status (B135).....	67	Train Service	76
Notice Indicator (B137).....	67	Check trailing tonnage (B044).....	76
Owner (UMOW).....	66	Clearance Exception (B275).....	76
Prior Equipment ID (PRID).....	66	Cooper Rating Exception (B273).....	76
Rate Indicator (A070).....	67	Coupler Restriction (B278).....	76
Rebuilt / ILS Date (RBDT).....	65	Curve Negotiate Exceptn (B178).....	76
Rebuilt Flag (RBFL).....	66	End of Train Only (B277).....	76
Registration Reason (B174).....	67	Restricted Speed Empty (B180).....	76
Restencil Program Ind (B177).....	67	Restricted Speed Loaded (B181).....	76
Status Change Date (USCT).....	66	Shove car to rest (B189).....	76
Status Change Reason (USCR).....	66	Train Position Sensitive (B211).....	76
Status Code (USCD).....	65	Truck Components	76
Weight	67	Axles Spacing Distance (B020).....	76
Cubic Feet Capacity (A067).....	68	Bolster Component ID (B351).....	77
Gross Rail Load/Weight (A266).....	67	Journal Size (A147).....	77
Load Limit (LDLT).....	68	Sideframe Component ID (B352).....	77
Qual for Inc GRL (B344).....	69	Stability Device Equipped (B199).....	77
Star Code (A247).....	68	Truck Axle Count (B252).....	76
Tare Weight (A259).....	68	Wheel Diameter (A294).....	77
Weighing Date (A288).....	68	Wheelset Component ID (B350).....	77
Weighing Status (A289).....	68	Draft System Components	77
Dimension	69	Coupler Code (A057).....	77
Bulkhd Height Above Pltfrm (B035).....	72	Coupler Component ID (B353).....	79
Bulkhead Top Width (B038).....	72	Coupler Style (B058).....	79
Inside Height (A133).....	71	Draft Gear Type (B073).....	79
Inside Length (A135).....	71	Inches of Travel (B061).....	79
Inside Width (A138).....	71	Unit Segment Components	79
Outside Extreme Height (A185).....	69	Unit Load Limit (A300).....	79
Outside Extreme Width (A186).....	69	Unit Tare Weight (A299).....	79
Outside Height Extr Width (A187).....	69	Brake System Components	79
Outside Length (OSLG).....	69	Emergency Brake Valve CID (B354).....	79
Outside Lower Eaves Hght (A189).....	71	Service Brake Valve CID (B357).....	79
Outside Lower Eaves Width (A190).....	71	Miscellaneous	79
Outside Upper Eaves Hght (A193).....	71	Umler Effective Date (EFDT).....	79
Outside Upper Eaves Width (A194).....	70	Inspection	80
Plate Code (A046).....	69	ABT 12-24 Month Due Date (DU13).....	80
Platform Hght Above Rail (A192).....	72	ABT 5/8-Year Due Date (DU58).....	80
Truck Center Length (A276).....	72	Air Brake Test Device (B523).....	80
Specification	72	FRA Drop Dead Date (DDNE).....	80
Air Hose Arrangement (B524).....	74	Inspection Date Done (DTDN).....	80
Auto Unload Device Equip (B224).....	73	Inspection Due Date (INDD).....	80
Axle Count (A024).....	72	Inspection Performer (PERF).....	80
Bearing Shielded from HBD (B021).....	72	Inspection Reporter (REPT).....	80
Body Material (A030).....	73	Location/SPLC (SPLC).....	80
Brake Shoe Type (B026).....	72	Scheduled Due Date (SCDD).....	80
Builder Lot Code (B030).....	74		
CC Side Bearing Type (A146).....	72		
Center of Gravity Empty (A045).....	73		
Connected Unit Count (A020).....	73		
ECP Brake Builder (B328).....	73		
ECP Brake Type (B327).....	73		
Empty/Load Device Eqpd (B075).....	72		
Equipment Builder (A035).....	73		
FRA Reflectorization (B096).....	74		
High Speed Design (B109).....	73		
Intermediate Conn Style (B115).....	73		
Operating Brakes (A182).....	73		
Remote Monitoring Device (B176).....	73		

Data Specification Manual

General

Status Code *Mandatory* USCDIdentifies the current operational state ●

Does not Carry Forward.

Permissible Values for USCD

A ACTIVE I INACTIVE

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
- Prior to deleting a car, the status should be set to Inactive

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. (ie. 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* UMMDEquipment description without physical dimensions ● ▲

Used in ETC Generation. Used for Transportation Codes.

Permissible Values for UMMD

MFT MoW Fuel Tender
 MS MoW - Scale Test Car
 MT MoW - Training Unit
 MW MoW - Miscellaneous
 MWB MoW - Ballast Car
 MWD MoW - Side Dump Cars
 MWDC Retired Mechanical Designation
 MWE MoW - Ballast Spreader
 MWF MoW - Flats
 MWG MoW - Section Gang or Track Inspection Car
 MWK MoW - Snow Removal Equipment
 MWM MoW - Box cars
 MWP MoW - Pile Driver
 MWRC MoW - Remote Control Equipment
 MWS MoW - Hoist Crane
 MWSP MoW - Shoving Platform
 MWW MoW - Wrecking Derrick
 MWX MoW - Boarding/Camp car
 NE MoW - Caboose

Validation Rule for UMMD

-Outside Length cannot be greater than 190 feet for equipment without the Mechanical Designation MWG in the MISC Group

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, Output or Query.

NOTES:

- Please Refer to Appendix I for More information Regarding ETC Generation

Maint of Way Service Type**B403**

New - Maintenance Of Way Service Type

Permissible Values for B403

A1 Box Car
 B1 Ballast Car
 C1 Crane
 C2 Crane / Boom Support Car
 D1 Body Side Dump Car
 F1 Flat Car
 F2 Road Way Equipment Carrier
 F3 Ramp Unit
 F4 Flat-Wheel Sets
 G1 Gondola
 L1 Flat-Load Up
 P1 Plow
 R1 Welded Rail Flat Car
 S1 Shoving Platform
 S2 Scale Test Car
 T1 Cross Tie Car
 T2 Track Panel Car
 T3 Switch Panel Car
 T4 Training Car
 T5 TANK Training Car
 T6 Diesel Fuel Tender
 T7 Water Fuel Tender
 T8 Track Geometry Car

Built Date *Mandatory***BLDT**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 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

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

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

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	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 <i>Mandatory</i>	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: <ul style="list-style-type: none"> Report the primary reporting mark of the railroad or private company owning the car. When cars 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 - Lessee is not valid or cannot be a child reporting mark.	
NOTES: <ul style="list-style-type: none"> In order to assign privately marked cars to a pool, a railroad reporting mark must be reported. 	
Equipment Group <i>Mandatory</i>	0002
Identifies the various major car types	
Used for Transportation Codes. Affects Rating.	
Maintenance Party	MNPT
The major 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 own 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 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	
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 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 not Carry Forward.	
Permissible Values for USCR I Initial Load M Movement O Status Changed Manually R Restencil	
NOTES: <ul style="list-style-type: none"> 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
Identifies the effective date of the current operational state	
System Generated Field. This element is not eligible for Input or Query. Does not Carry Forward.	
Extended Service <i>Mandatory</i>	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 Waiver 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	
Validation Rule for A096 - Extended Service Code of C cannot be reported if the car was built on or after July 1, 1974 - Extended Service Code of C cannot be reported if the car was built before January 1, 1964 - 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 - Extended Service Code of C cannot be reported if the car was built before January 1, 1964 - 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 or 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 is required for Extended Service Code (A096) R for Rebuilt, or V.
- Rebuilt Date is required for Extended Service Code (A096) 1, 2, 3 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 one year prior to End of Service 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 an equipment in active conflict	

System Generated Field. This element is not eligible for Input or. 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, 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, Output or Query. 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

Notice Indicator	B137
Identifies equipment in error in Umler Notice Management	

System Generated Field. This element is not eligible for Input, Output or Query.

Conflict Status Next Date	B062
The date the conflict status will be escalated	

System Generated Field. This element is not eligible for Input or. 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
- 6 Zero-Rated - Scrap (S_SX), AAR Overage (XA), FRA Overage (YA), Umler Conflict - CHR 1/Tariff 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 or Query. 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 |

Weight

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

Range 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 plus the Tare Weight

Data Specification Manual

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
6. 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:

$$\begin{aligned}
 &8 \text{ ea. E-6" x 11" journal axles X } 55,000 \text{ lbs. per axle} = 440,000 \text{ lbs.} \\
 &+ 4 \text{ ea. F-6 1/2" x 12" journal axles X } 65,750 \text{ lbs. per axle} = 263,000 \text{ lbs.} \\
 &\text{Gross Rail Load} = 703,000 \text{ lbs.}
 \end{aligned}$$

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:

$$\begin{aligned}
 &4 \text{ ea. E-6" x 11" journal axles X } 55,000 \text{ lbs. per axle} = 220,000 \text{ lbs.} \\
 &+ 8 \text{ ea. G-7" x 12" journal axles X } 78,750 \text{ lbs. per axle} = 630,000 \text{ lbs.} \\
 &\text{Gross Rail Load} = 850,000 \text{ lbs.}
 \end{aligned}$$

Tare Weight	A259
The equipment weight on rail when empty	

Range of Values for A259

Minimum	Maximum
16000	500000

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
- Please refer to Appendix P for more information on the Identical Tare Weight Batch Process

Load Limit <i>Mandatory</i>	LDLT
The maximum permissible weight of the commodity that can be loaded into the equipment	●

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 <i>Mandatory</i>	A289
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)

NOTES:

- Please refer to Appendix P for more information on the Identical Tare Weight Batch Process

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 must be reported
- When Weighing Date is reported then Weighing Status must be A (Actual)
- If Weighing Status 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 cubic feet of the equipment	

NOTES:

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

Star Code	A247
Indicates the reduction of the load limit of the equipment under 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

Data Specification Manual

- Chlorine Service Tanks must be Starred with S if their Load Limit is in excess of 180,000 lbs.
- 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
AAR qualification for increased Rail Load	

Permissible Values for B344

- RULE 88 IGRL CODE 1 (S-286) (286,000 GRL)
- RULE 88 IGRL CODE 2 (> 268,000 and <= 286,000 GRL)
- RULE 88 IGRL CODE 3 (> 263,000 and <= 268,000 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.
- 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 having Journal Size of G, K, or M require Qualification for increased GRL to be reported as 1
- 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 <i>Mandatory</i>	A046
Indicates the extreme height and width clearance of the equipment	

Permissible Values for A046

- | | |
|---|--|
| A | Clearance Equals Plate B and Extreme Width is Greater Than 10'08 inches and Does Not Exceed 10'10 inches |
| B | Plate Code B |
| C | Plate Code C |
| E | Plate Code E |
| F | Plate Code F |
| G | Plate Code G |
| H | Plate Code H |
| I | Plate Code I |
| L | Plate Code L |

Validation Rule for A046

- Plate Code A is only applicable to Freight cars
- Plate Code A is applicable to Gondolas only with a Built/Rebuilt (Birth) Date on or before December 31, 1975

NOTES:

- For a description of Plate Codes, please see Appendix J at the back of this manual.
- For connected unit cars report the most restrictive plate code.
- Report B: If clearance does not exceed Plate B
- 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 G: If clearance exceeds Plates B, C, E and F.

- C-E-F- must agree with similar stenciling on side of car G must agree with stenciling on side of car that exceeds Plate F.
- For ARTICULATED/MULTI-UNIT SET report the most restrictive clearance plate of UNIT in the set.

Outside Length <i>Mandatory</i>	OSLG
The outside length of the equipment	

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.
- Round fraction to the higher inch, e.g., 05 1/4" = 06"

Outside Extreme Width <i>Mandatory</i>	A186
The outside extreme width of the equipment	

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

Range of Values for A186

Minimum	Maximum
7 ft 0 inches	11 ft 10 inches

Validation Rule for A186

- Outside Extreme Width must not exceed 10 feet 8 inches for Plate Types B, C, E, F, H, I, J, or K
- Outside Extreme Width for Plate Type A must not be less than 10 feet 8 inches.
- Outside Extreme Width for Plate Type 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
The outside extreme height of the equipment	

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

Range of Values for A185

Minimum	Maximum
2 ft 0 inches	18 ft 0 inches

Validation Rule for A185

- Outside Height for Plate Types A, B, or H must be less than or equal to 15 feet 1 inch
- Outside Height for Plate Types C or I must be less than or equal to 15 feet 6 inches
- Outside Height for Plate Types E must be less than or equal to 15 feet 9 inches
- Outside Height for Plate Types F must be less than or equal to 17 feet 0 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	A187
The outside height extreme width of the equipment	

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 for Plate Types A, B must not exceed 10 feet 8 inches if Outside Height of Extreme Width is 13 feet 10 inches
- Outside Extreme Width for Plate Types A, B must not exceed 10 feet 7 inches if Outside Height of Extreme Width is 13 feet 11 inches
- Outside Extreme Width for Plate Types A, B must not exceed 10 feet 6 inches if Outside Height of Extreme Width is 14 feet 0 inches
- Outside Extreme Width for Plate Types A, B must not exceed 10 feet 4 inches if Outside Height of Extreme Width is 14 feet 1 inches

Data Specification Manual

- Outside Extreme Width for Plate Types A, B must not exceed 10 feet 3 inches if Outside Height of Extreme Width is 14 feet 2 inches
- Outside Extreme Width for Plate Types A, B must not exceed 10 feet 2 inches if Outside Height of Extreme Width is 14 feet 3 inches
- Outside Extreme Width for Plate Types A, B must not exceed 10 feet 0 inches if Outside Height of Extreme Width is 14 feet 4 inches
- Outside Extreme Width for Plate Types A, B must not exceed 9 feet 9 inches if Outside Height of Extreme Width is 14 feet 5 inches
- Outside Extreme Width for Plate Types A, B must not exceed 9 feet 7 inches if Outside Height of Extreme Width is 14 feet 6 inches
- Outside Extreme Width for Plate Types A, B must not exceed 9 feet 4 inches if Outside Height of Extreme Width is 14 feet 7 inches
- Outside Extreme Width for Plate Types A, B must not exceed 8 feet 10 inches if Outside Height of Extreme Width is 14 feet 8 inches
- Outside Extreme Width for Plate Types A, B must not exceed 8 feet 8 inches if Outside Height of Extreme Width is 14 feet 9 inches
- Outside Extreme Width for Plate Types A, B must not exceed 8 feet 5 inches if Outside Height of Extreme Width is 14 feet 10 inches
- Outside Extreme Width for Plate Types A, B must not exceed 7 feet 11 inches if Outside Height of Extreme Width is 14 feet 11 inches
- Outside Extreme Width for Plate Types A, B must not exceed 7 feet 8 inches if Outside Height of Extreme Width is 15 feet 0 inches
- Outside Extreme Width for Plate Types A, B must not exceed 7 feet 4 inches if Outside Height of Extreme Width is 15 feet 1 inches
- Outside Extreme Width for Plate Types C or I must not exceed 10 feet 8 inches if Outside Height of Extreme Width is 14 feet 3 inches
- Outside Extreme Width for Plate Types C or I must not exceed 10 feet 7 inches if Outside Height of Extreme Width is 14 feet 4 inches
- Outside Extreme Width for Plate Types C or I must not exceed 10 feet 6 inches if Outside Height of Extreme Width is 14 feet 5 inches
- Outside Extreme Width for Plate Types C or I must not exceed 10 feet 4 inches if Outside Height of Extreme Width is 14 feet 6 inches
- Outside Extreme Width for Plate Types C or I must not exceed 10 feet 3 inches if Outside Height of Extreme Width is 14 feet 7 inches
- Outside Extreme Width for Plate Types C or I must not exceed 10 feet 2 inches if Outside Height of Extreme Width is 14 feet 8 inches
- Outside Extreme Width for Plate Types C or I must not exceed 10 feet 0 inches if Outside Height of Extreme Width is 14 feet 9 inches
- Outside Extreme Width for Plate Types C or I must not exceed 9 feet 9 inches if Outside Height of Extreme Width is 14 feet 10 inches
- Outside Extreme Width for Plate Types C or I must not exceed 9 feet 5 inches if Outside Height of Extreme Width is 14 feet 11 inches
- Outside Extreme Width for Plate Types C or I must not exceed 9 feet 2 inches if Outside Height of Extreme Width is 15 feet 0 inches
- Outside Extreme Width for Plate Types C or I must not exceed 8 feet 10 inches if Outside Height of Extreme Width is 15 feet 1 inches
- Outside Extreme Width for Plate Types C or I must not exceed 8 feet 6 inches if Outside Height of Extreme Width is 15 feet 2 inches
- Outside Extreme Width for Plate Types C or I must not exceed 8 feet 3 inches if Outside Height of Extreme Width is 15 feet 3 inches
- Outside Extreme Width for Plate Types C or I must not exceed 7 feet 11 inches if Outside Height of Extreme Width is 15 feet 4 inches
- Outside Extreme Width for Plate Types C or I must not exceed 7 feet 8 inches if Outside Height of Extreme Width is 15 feet 5 inches
- Outside Extreme Width for Plate Types C or I must not exceed 7 feet 4 inches if Outside Height of Extreme Width is 15 feet 6 inches
- Outside Extreme Width for Plates Types E must not exceed 10 feet 8 inches if Outside Height of Extreme Width is 15 feet 2 inches
- Outside Extreme Width for Plates Types E must not exceed 10 feet 6 inches if Outside Height of Extreme Width is 15 feet 3 inches
- Outside Extreme Width for Plates Types E must not exceed 10 feet 3 inches if Outside Height of Extreme Width is 15 feet 4 inches
- Outside Extreme Width for Plates Types E must not exceed 9 feet 6 inches if Outside Height of Extreme Width is 15 feet 5 inches
- Outside Extreme Width for Plates Types E must not exceed 8 feet 8 inches if Outside Height of Extreme Width is 15 feet 6 inches
- Outside Extreme Width for Plates Types E must not exceed 7 feet 11 inches if Outside Height of Extreme Width is 15 feet 7 inches

- Outside Extreme Width for Plates Types E must not exceed 7 feet 1 inches if Outside Height of Extreme Width is 15 feet 8 inches
- Outside Extreme Width for Plates Types E must not exceed 6 feet 3 inches if Outside Height of Extreme Width is 15 feet 9 inches
- Outside Extreme Width for Plates Types F must not exceed 10 feet 8 inches if Outside Height of Extreme Width is 16 feet 3 inches
- Outside Extreme Width for Plates Types F must not exceed 10 feet 7 inches if Outside Height of Extreme Width is 16 feet 6 inches
- Outside Extreme Width for Plates Types F must not exceed 10 feet 6 inches if Outside Height of Extreme Width is 16 feet 7 inches
- Outside Extreme Width for Plates Types F must not exceed 10 feet 3 inches if Outside Height of Extreme Width is 16 feet 8 inches
- Outside Extreme Width for Plate Type F must not exceed 10 feet 0 inches if Outside Height of Extreme Width is 16 feet 9 inches
- Outside Extreme Width for Plates Types F must not exceed 9 feet 8 inches if Outside Height of Extreme Width is 16 feet 10 inches
- Outside Extreme Width for Plates Types F must not exceed 9 feet 5 inches if Outside Height of Extreme Width is 16 feet 11 inches
- Outside Extreme Width for Plates Types F must not exceed 9 feet 2 inches if Outside Height of Extreme Width is 17 feet 0 inches
- Outside Extreme Width for Plate Type J must not exceed 10 feet 8 inches if Outside Height of Extreme Width is 16 feet 4 inches
- Outside Extreme Width for Plate Type K must not exceed 10 feet 8 inches if Outside Height of Extreme Width is 18 feet 5 inches
- Outside Height of Extreme Width for Plate Types A, B, or H must be less than or equal to 15 feet 1 inch
- Outside Height of Extreme Width for Plate Types C or I must be less than or equal to 15 feet 6 inches
- Outside Height of Extreme Width for Plate Type E must be less than or equal to 15 feet 9 inches
- Outside Height of Extreme Width for Plate Type F must be less than or equal to 17 feet 0 inches
- Outside Height of Extreme Width for Plate Type G must be less than or equal to 18 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 outside width of the overhanging lower edge of a roof

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

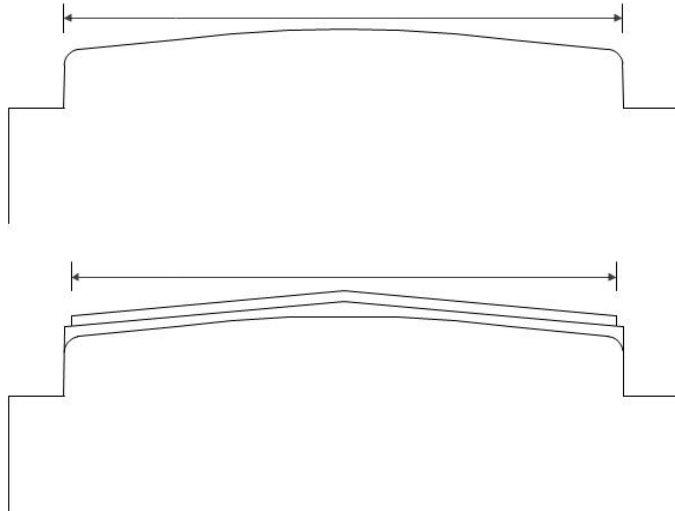
Validation Rule for A194

- Upper Eaves Width must be less than or equal to the Outside Extreme Width
- Upper Eaves Width must be less than or equal to the Lower Eaves Width
- Upper Eaves Width for Plate Type A must not exceed 10 feet 10 inches
- Upper Eaves Width for Plate Type B, C, E, F, H, or I must not exceed 10 feet 8 inches

NOTES:

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

Data Specification Manual

**Outside Upper Eaves Hght****A193**

The outside height the overhanging lower edge of a roof

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

Range of Values for A193

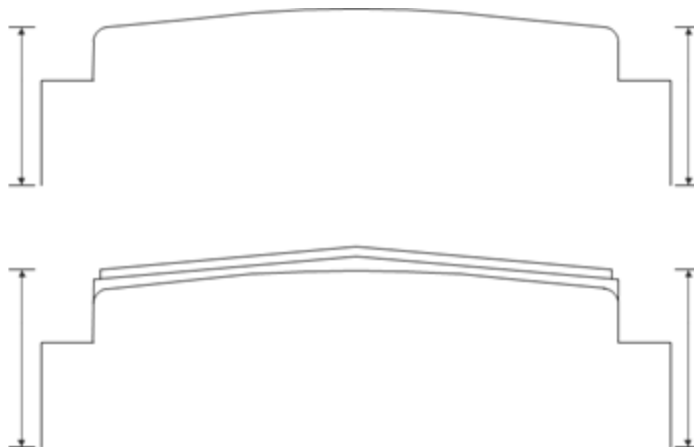
Minimum	Maximum
2 ft 0 inches	17 ft 11 inches

Validation Rule for A193

- Upper Eaves Height must not exceed the Outside Extreme Height
- Upper Eaves Height must be greater than or equal to the Lower Eaves Height
- Upper Eaves Height for Plate Types A, B, or H must not exceed 15 feet 1 inch
- Upper Eaves Height for Plate Types C or I must not exceed 15 feet 6 inches
- Upper Eaves Height for Plate Type E must not exceed 15 feet 9 inches
- Upper Eaves Height for Plate Type F must not exceed 17 feet 0 inches

NOTES:

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

**Outside Lower Eaves Width****A190**

The outside width of the overhanging lower edge of a floor

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

- Lower Eaves Width must not exceed the Outside Extreme Width
- Lower Eaves Width for Plate Type A must not exceed 10 feet 10 inches
- Lower Eaves Width for Plate Types B, C, E, F, H, or I must not exceed 10 feet 8 inches

NOTES:

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

Outside Lower Eaves Hght**A189**

The outside height the overhanging lower edge of a floor

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

Range of Values for A189

Minimum	Maximum
8 ft 0 inches	17 ft 11 inches

Validation Rule for A189

- Lower Eaves Height must not exceed the Outside Extreme Height
- Lower Eaves Height for Plate Types A, B or H must not exceed 15 feet 1 inch
- Lower Eaves Height for Plate Types C or I must not exceed 15 feet 6 inches
- Lower Eaves Height for Plate Type E must not exceed 15 feet 9 inches
- Lower Eaves Height for Plate Type F must not exceed 17 feet 0 inches

NOTES:

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

Inside Length**A135**

The length of the equipment inside walls - or - inside platform length

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

- Inside Length/Inside Platform Length must be less than or equal to Outside Length
- Is not applicable to Inside Length/Inside Platform Length for Trailer/Container - Bulk Hopper, Tank or Flat (Mechanical Designation of UH, or UTK)

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 width of the equipment inside walls - or - inside platform width

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
- Inside Width/Inside Platform Width is not applicable to Trailer/Container - Tank or Flat (Mechanical Designation of UTK)

NOTES:

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

Inside Height**A133**

The height of the equipment from the floor to the inside roof - or - from the rail to the platform inside height

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 Height

NOTES:

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

Truck Center Length**A276**

The center length between two trucks (The pivot point of the equipment)

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

NOTES:

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

Platform Hght Above Rail**A192**

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

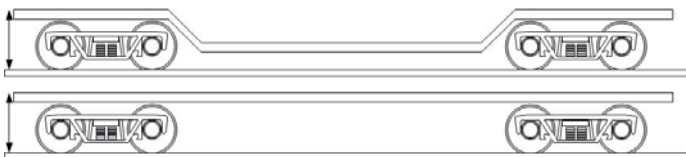
- Platform Height cannot be greater than Outside Height

NOTES:

- 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_).

**Bulkhead Top Width****B038**

Describes the width of the bulkhead

Value does not carry forward for Equipment Group Change.

Range of Values for B038

Minimum	Maximum
25	139

Bulkhd Height Abov Pltfrm**B035**

Describes the height of the bulkhead

Value does not carry forward for Equipment Group Change.

Range of Values for B035

Minimum	Maximum
36	195

Specification**Truck Count****B256**

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
1	30

Axle Count**A024**

The total axles on the equipment

Range of Values for A024

Minimum	Maximum
2	999

Validation Rule for A024

- Axle Count must be greater than or equal to 4 for all equipment except CHSS, TRLR, CONT, EOTD, STWH, or LOCO
- Axle Count for an articulated car must be greater than or equal to ((Connected Unit Count x 2) + 2)
- Axle Count for a draw bar connected car must be greater than or equal to (Connected Unit Count x 4)
- Axle Count for a draw bar connected car must be greater than or equal to (Connected Unit Count x 4)
- Total axle count must match sum of truck axle counts.

Wheel Bearing Type Mandatory**B191**

Indicates the wheel bearing type for the equipment

Affects Rating.

Permissible Values for B191

P Plain R Roller

Validation Rule for B191

- Cars with Plain Bearings cannot have Constant Contact Side Bearings
- Cars with Plain Bearings must have a Transportation Code and Transportation Condition code of either YA, S_, or XJ
- Tank and Flat Cars cannot have Plain Bearings if Built Date 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

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 truck on the equipment has a type of bearing on its truck side that stabilizes it on curves and in high-speed service

Permissible Values for A146

LC Long Travel Constant Contact
SC Short Travel Constant Contact

Validation Rule for A146

- All cars with Rule 88 IGRL of 1 must have Long Travel CC Side Bearings.

Empty/Load Device Eqpd**B075**

Indicates a device is available to identify the equipment is empty or loaded

Permissible Values for B075

Y Yes

Data Specification Manual

High Speed Design	B109
Indicates the trucks installed on this equipment is designed for high-speed train operations	
Permissible Values for B109	
Y Yes	
Validation Rule for B109	
<ul style="list-style-type: none"> -Cars with Plain Bearings cannot have a High Speed Design -Cars with Constant Contact Side Bearings cannot have a high speed design -Only Cars with Roller Bearings and High Friction Composition Brake Shoe Type can have High Speed Design 	
Body Material	A030
The material that composes the body of the equipment	
Permissible Values for A030	
01 Aluminum	
04 Combination	
09 Fiberglass Reinforced Composite	
18 Stainless Steel	
19 Standard Steel	
30 Wood	
Center of Gravity Empty	A045
When empty, indicates the height from Top of Rail to the Center of Gravity	
Range of Values for A045	
Minimum	Maximum
22	80
Validation Rule for A045	
-All cars that exceed Plate Code C built on or after January 1, 2012 must report Empty Car Center of Gravity	
Remote Monitoring Device	B176
Indicates the equipment is equipped with a location monitoring device	
Permissible Values for B176	
Y Yes	
Auto Unload Device Equip	B224
Identifies whether non-covered Hoppers have an automatic unloading device	
Permissible Values for B224	
Y Yes	
Connected Unit Count	A020
Indicates the number of connectors to an articulated or multi-unit equipment	
Affects Rating.	
Range of Values for A020	
Minimum	Maximum
2	45
Validation Rule for A020	
<ul style="list-style-type: none"> -Connected Unit Count must equal the Calculated Unit Count -Unit Segment Location must not be reported if the Connected Unit Count is not reported -Unit Segment Location must be reported if Connected Unit Count is reported 	
Intermediate Conn Style	B115
Indicates the method two or more equipment are connected together	
Permissible Values for B115	
A Articulated Connector	
D Drawbar Connector	
Validation Rule for B115	
<ul style="list-style-type: none"> -Intermediate Connector Style is required for Multi-Segment Cars -Intermediate Connector Style must not be reported for single Segment Cars 	

Operating Brakes					A182
The number of brakes on an articulated equipment (Excludes hand brakes)					
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, Heavy-Capacity Flat Cars, and Locomotives					
-Operating Brakes are required for Articulated equipment					
-Operating Brakes are required for Heavy Capacity Flat Cars (Mechanical Designation of FD, FM, FMS, FW, or LS) with 6 Unit Axles or More					

ECP Brake Type		B327
Indicates the type of electronic control pneumatic brake used on the equipment. ECP brakes assists in braking equipment simultaneously		
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 (B327) if built or rebuilt after June 28, 2012		

ECP Brake Builder		B328
The manufacturer of the electronic control pneumatic brake used on the equipment		
Permissible Values for B328		
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 (B328)		
-If ECP Brake Type (B327) is Not Equipped then ECP Brake Builder (B328) is not reportable		

Equipment Builder		A035
Identifies the original manufacturer of the equipment		
Permissible Values for A035		
9	NORFOLK SOUTHERN RWY	
ACF	American Car & Foundry	
ACFX	ACF Industries	
BETH	Bethlehem Car Works	
ERSB	Ebenezer Railcar	
EVAN	Evans Products	
GENS	General Steel	
GUND	Gunderson Inc	
ICC	International Car Company	
JKFO	JK-CO LLC	
MRNE	Marine Industries	
NACA	National Alabama Corporation	
PCF	Pacific Car & Foundry	
PLAS	Plasser America	
PSP	Pullman-Standard, Division of Trinity Industries	
RELC	Relco	
SI	SOUTH IRON	
THRL	Thrall	
TRIN	Trinity	
UNKN	Unknown	
V	OWNER RAILROAD	
Validation Rule for A035		
-Equipment Builder must be populated if the Build Date is July 1, 2010 or newer		
-Equipment built or rebuilt on or after July 1, 2010 cannot have a Builder Code of Unknown.		
-Equipment Builder can have a value of MULT only if the equipment has multiple units.		

Data Specification Manual

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.

FRA Reflectorization	B096
Indicates the equipment owner assumes responsibility for applying reflectorization tape	

Permissible Values for B096

- P Reflectorization Plan
- W Reflectorization Waiver

Validation Rule for B096

-Reflectorization is mandatory for all equipment built on or after November 28, 2005.

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 Train Line Arrangement for Cars with F-Shank Couplers
- G S-4003x (Former Standard)
- H S-4003-05 (Former Alternate Standard)
- 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:
 - $0.5 * (\text{Outside Length, in inches, minus Truck Center Length, in inches, minus 31 inches})$

For all other equipment, reporting Air Hose Arrangement is optional.

Feature	
Floor Material	A104
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)
- 35 Wood Floor, Reinforced, with Steel Protective Plates (includes perforated steel)
- 36 Wood Floor, Reinforced

NOTES:

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

Bulkhead Type	B034
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 manufacturer selling price	

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 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

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

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

Data Specification Manual

-Ledger Value must equal the Original Cost plus the Additions & Betterments, if A&B has been reported. Otherwise Ledger Value should equal Original Cost.

Total A&B	A003
The sum total amount of all additions & betterments added or subtracted 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.

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 or 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 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

Validation Rule for A128

- 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 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.

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, you must enter a value in all 4 fields.

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.
- Additions & Betterments Date Done cannot be earlier than Built Date.
- 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

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

- 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.

CarManagement

Pool Number	P001
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
User Reported Routing Instruction	

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 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
The AAR or FRA interchange restriction code	

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

NOTES:

- For further explanation reference Appendix E.

Mechanical Restriction	TCME
Mechanical Restriction	

Used for Transportation Codes.

Permissible Values for TCME

S Scrap
X AAR Interchange Restriction
Y FRA Interchange Prohibited

Data Specification Manual

NOTES:

- For further explanation reference Appendix D.1

Mech Restriction Reason	TCMR
Mechanical Restriction Reason	

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
- G Restricted Due to Draft Gears
- J Restricted Due to Journal Bearing and Journal Lubrication
- N Restricted Due to Trucks
- P Restricted Due to Truck Side Frames
- T Restricted Due to Trucks Bolsters
- U Restricted by Owner or AAR
- 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:

- 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.

Sys Gen Routing Inst	TCGR
System Generated Routing Instruction	

This element is not eligible for Input. Value does not carry forward for Single Clone / Multi Clone / Single Restencil / Multi Restencil / Add Back.

NOTES:

- For further explanation reference Appendix E.5.

Train Service

Restricted Speed Empty	B180
Describes the maximum restricted speed the equipment can travel when empty	

Range of Values for B180

Minimum	Maximum
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 Yes

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 can only be positioned at the rear of the train	

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 Exceptn	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 Ebb

Clearance Exception	B275
Describes equipment that contain nonstandard dimension	

Permissible Values for B275

- A Excessive Outside Height
- B Excessive Outside Width
- C Lower Guides for Loading High Cube Containers
- D Unique Clearance Issue
- E Hopper with Excessive Outside Width when pickup shoes are extended

Truck Components

Axles Spacing Distance <i>Mandatory</i>	B020
Describes the distance between axles 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	B252
The number of axles per truck	

Range of Values for B252

Minimum	Maximum
1	4

Data Specification Manual

Journal Size <i>Mandatory</i>	A147
Describes the roller bearing size	

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	H	7 X 14	K	6-1/ 2X 9
M	7 X 9				

Validation Rule for A147

- Journal Size B (4 1/4 x 8) requires a Gross Weight of 103,000 lbs. for 4-axle cars unless the car is Star Coded
- Journal Size B (4 1/4 x 8) requires a Gross Weight of 154,000 lbs. for 6-axle cars unless the car is Star Coded
- Journal Size C (5 x 9) requires a Gross Weight of 142,000 lbs. for 4-axle cars unless the car is Star Coded
- Journal Size C (5 x 9) requires a Gross Weight of 213,000 lbs. for 6-axle cars unless the car is Star Coded
- Journal Size D (5 1/2 x 10) requires a Gross Weight of 177,000 lbs. for 4-axle cars unless the car is Star Coded
- Journal Size D (5 1/2 x 10) requires a Gross Weight of 265,000 lbs. for 6-axle cars unless the car is Star Coded
- Journal Size E (6 x 11) requires a Gross Weight of 220,000 lbs. for 4-axle cars that do not have 28 inch wheels unless the car is Star Coded
- Journal Size E (6 x 11) requires a Gross Weight of 179,000 lbs. for 4-axes 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-axes
- Journal Size F requires a Gross Weight of greater than or equal to 263,000 lbs. for 4-axes cars unless the car is Star Coded.
- Journal Size F requires a Gross Weight of less than or equal to 286,000 lbs. 4-axle cars unless the car is Star Coded
- 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.
- Journal Size G (7 x 12) requires a Gross Weight of 286,000 lbs. or 315,000 lbs. for 4-axle cars unless the car is Star Coded
- 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 M (7 x 9) requires a Gross Weight of 286,000 lbs. or 315,000 lbs. for 4-axle cars unless car is Star Coded
- Journal Size Code M (7 x 9) requires a Gross Weight of 472,000 lbs. for 6-axes
- 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
- Journal Size Code K requires a Gross Weight of greater than or equal to 263,000 lbs. for 4-axle cars unless the car is Star Coded
- Journal Size Code K requires a Gross Weight of less than or equal to 286,000 lbs. for 4-axle cars unless the car is Star Coded
- Gross Weight must be 394,000 lbs. for 6-axle cars with Journal Size K

Wheel Diameter <i>Mandatory</i>	A294
Describes the diameter of the wheel	

Permissible Values for A294

28	28 Inches	30	30 Inches	33	33 Inches
36	36 Inches	38	38 Inches		

Validation Rule for A294

- Unstarred Cars with Gross Weight of 286,000 lbs. and Increased Gross Rail Load of 2 must have a Wheel Diameter of 36 inches

- Unstarred Cars with Gross Weight of 286,000 lbs. and Increased Gross Rail Load of 2 must have a Wheel Diameter of either 36 or 38 inches
- Cars with an Increased Gross Rail Load of 1 and Journal of G or M must have a Wheel Diameter of 38 inches
- Wheel Diameters of (33 and 36 inches) or (33 and 38 inches) can only be reported for articulated cars

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	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 equipment coupler type	

Permissible Values for A057

BE60	Prohibited in Interchange (Rule 90) - BE60
BE60AHT	Type E (Rule 16) - BE60AHT
BE60BHT	Type E Obsolete (Rule 16) - BE60BHT
BE61AHT	Prohibited in Interchange (Rule 90) - BE61AHT
BE61BHT	Prohibited in Interchange (Rule 90) - BE61BHT
BE63	Type E Obsolete (Rule 16) - BE63
BE63AHT	Type E Obsolete (Rule 16) - BE63AHT
BE63HT	Type E (Rule 16) - BE63HT
BE67HT	Type E (Rule 16) - BE67HT
BE6HT	Type E/F Obsolete (Rule 17) - BE6HT
CE60HT	Prohibited in Interchange (Rule 90) - CE60HT
CE61AHT	Prohibited in Interchange (Rule 90) - CE61AHT
CF70AHT	Prohibited in Interchange (Rule 90) - CF70AHT
CF70HT	Prohibited in Interchange (Rule 90) - CF70HT
CF71AHT	Prohibited in Interchange (Rule 90) - CF71AHT
CF71HT	Prohibited in Interchange (Rule 90) - CF71HT
CF72AHT	Prohibited in Interchange (Rule 90) - CF72AHT
CF72HT	Prohibited in Interchange (Rule 90) - CF72HT
CF79AHT	Prohibited in Interchange (Rule 90) - CF79AHT
CF79HT	Prohibited in Interchange (Rule 90) - CF79HT
DOBS	Prohibited in Interchange (Rule 90) - DOBS
E42BEX	Type E/F (Rule 17) - E42BEX
E50ARE	Type E/F (Rule 17) - E50ARE
E50BEX	Type E/F (Rule 17) - E50BEX
E60	Prohibited in Interchange (Rule 90) - E60
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
E60HT	Prohibited in Interchange (Rule 90) - E60HT

E61	Type E Obsolete (Rule 16) - E61
E61AHT	Prohibited in Interchange (Rule 90) - E61AHT
E61BC	Prohibited in Interchange (Rule 90) - E61BC
E61HT	Prohibited in Interchange (Rule 90) - E61HT
E63	Prohibited in Interchange (Rule 90) - E63
E63AHT	Prohibited in Interchange (Rule 90) - E63AHT
E63HT	Prohibited in Interchange (Rule 90) - E63HT
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	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
EB7AHT	Type E (Rule 16) - EB7AHT
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
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
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
F71BHT	Type F Obsolete (Rule 18) - F71BHT
F71CHT	Type F (Rule 18) - F71CHT
F72CHT	Type F Obsolete (Rule 18) - F72CHT
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
F73HT	Type F Obsolete (Rule 18) - F73HT
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
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
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
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


Data Specification Manual

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) or L (Rotary Drawbar).
- 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 <i>Mandatory</i>	B058
Describes the basic coupler design of the equipment	


Affects Rating.

Permissible Values for B058

B	Bottom Shelf	D	Double Shelf
L	Drawbar Rotary	M	Drawbar
P	Plain	R	Rotary

Validation Rule for B058


- If Draft Gear type is H (Hydraulic) then Coupler Styles cannot be reported as M (Solid Drawbar) or L (Rotary Drawbar)
- If Draft Gear type is not COC or EOC, Inches of Travel cannot be reported
- If Draft Gear type of COC or EOC is reported then Inches of Travel must also be reported.

Inches of Travel	B061
The number of inches the draft gear will compress to absorb impact	

Affects Rating.

Range of Values for B061

Minimum	Maximum
2	36

Draft Gear Type <i>Mandatory</i>	B073
Describes the basic draft gear design of the equipment	

Affects Rating.

Permissible Values for B073

C	Cushioning Center of Car
E	Cushioning End of Car
H	Hydraulic
S	Standard

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.

Unit Segment Components

Unit Tare Weight	A299
The unit segment weight on rail when empty	

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 is not reported
- Unit Tare Weight requires Connected Unit Count
- Unit Tare Weight for Boxcars and Refrigerators must be greater than or equal 16,000 lbs.
- 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 IFLT must be greater than 10,000 lbs.
- Unit Tare Weight for IFLT 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

Unit Load Limit	A300
Satisfies ICPSC 23/24 and normal load limit requirements - The unit segment weight on rail when loaded	

Range of Values for A300

Minimum	Maximum
10000	500000

Validation Rule for A300

- Unit Load Limit must not be reported if the Connected Unit Count is not reported
- Unit Load Limit must be reported if Connected Unit Count is reported
- Unit Segment Load Limits must add up to the Total Load Limit

Brake System Components

Emergency Brake Valve CID	B354
Component ID from Component Registry	

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

Service Brake Valve CID	B357
Component ID from Component Registry	

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

Miscellaneous

Umler Effective Date	EFDT
The date the rating activity (pre-registration, modification, etc.) is expected to occur	

This element is not eligible for or 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

ABT 12-24 Month Due Date **DU13**

The 12 month due date for the air brake test (ABT) after the original build date

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

ABT 5/8-Year Due Date **DUS8**

The 5/8 year due date for the air brake test (ABT) after the 13 month due date

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

FRA Drop Dead Date **DDNE**

FRA Drop Dead Date

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

Inspection Date Done **DTDN**

The date the inspection was completed

Value does not carry forward for Single Clone / Multi Clone / Add Back.

Inspection Due Date **INDD**

The due date of the next inspection

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

Value does not carry forward for Single Clone / Multi Clone / Add Back.

Inspection Reporter **REPT**

The SCAC that reported the inspection

Value does not carry forward for Single Clone / Multi Clone / Add Back.

Scheduled Due Date **SCDD**

Scheduled Due Date

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

Location/SPLC **SPLC**

The SPLC of the inspecting location

Value does not carry forward for Single Clone / Multi Clone / Add Back.

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 M Manual

Data Specification Manual

Tank Cars

General	83
Built Date (BLDT)	83
Conflict Status (B050)	85
Conflict Status Next Date (B062)	85
Date of Original Conflict (B063)	85
Delete Reason Code (B064)	85
End of Service Date (B078)	84
Equipment Add Company (B083)	85
Equipment Add Date (B082)	84
Equipment Group (0002)	83
Equipment ID (0001)	83
Equipment Identification (EINN)	84
Equipment Type Code (UMET)	83
Extended Service (A096)	84
First Movement Date (USAT)	85
Info Conflict Status (B355)	85
Last Update Date (B122)	84
Lessee (LESE)	83
Maintenance Party (MNPT)	84
Mark Owner Category (B201)	84
Mechanical Designation (UMMD)	83
Next Conflict Status (B135)	85
Notice Indicator (B137)	85
Orig Cert of Constr Nbr (A183)	83
Owner (UMOW)	83
Prior Equipment ID (PRID)	84
Private Zero Rate (B150)	85
Rate Indicator (A070)	85
Rebuilt / ILS Date (RBDT)	83
Rebuilt Flag (RBFL)	83
Registration Reason (B174)	85
Restencil Program Ind (B177)	85
Status Change Date (USCT)	84
Status Change Reason (USCR)	84
Status Code (USCD)	83
Tank Built Date (A298)	83
Weight	85
Commodity Load Restrict (B343)	87
Gallage Capacity (A297)	86
Gross Rail Load/Weight (A266)	85
Load Limit (LDLT)	86
Qual for Inc GRL (B344)	87
Star Code (A247)	86
Tare Weight (A259)	86
Weighing Date (A288)	86
Weighing Status (A289)	86
Dimension	87
Outside Extreme Height (A185)	87
Outside Extreme Width (A186)	87
Outside Height Extr Width (A187)	87
Outside Length (OSLG)	87
Plate Code (A046)	87
Truck Center Length (A276)	88
Specification	88
AEI High Temperature Tag (B006)	89
Air Hose Arrangement (B524)	98
Axle Count (A024)	89
Bearing Shielded from HBD (B021)	89
Bottom Fittings Protection (A153)	97
Bottom Outlet Count (B142)	97
Bottom Outlet/Fitting Typ (A308)	97
Brake Shoe Type (B026)	89
Builder Lot Code (B030)	90
Built Country (B031)	90
CC Side Bearing Type (A146)	89
Coil Material (X111)	96
Coils Exterior/Interior (X109)	96
Compartment Count (A052)	89
Connected Unit Count (A020)	89
CPC-1232 Compliant (B522)	91
Design Shipping Cont Spec (A072)	91
ECP Brake Builder (B328)	90
ECP Brake Type (B327)	89
Empty/Load Device Eqpd (B075)	89
Equipment Builder (A035)	90
FRA Reflectorization (B096)	90
Head Protection Thickness (B105)	96
Head Protection Type (A118)	96
High Speed Design (B109)	89
Insulation Thickness (B259)	97

Insulation Type (A142)	96
Intermediate Conn Style (B115)	89
Operating Brakes (A182)	89
Pressure Relief Due (B245)	98
Pressure Relief Qualified (B244)	98
PWHT Not Reworked (B280)	98
PWHT Re-stress Relieved (B279)	98
Rebuilt Country (B170)	90
Remote Monitoring Device (B176)	89
Restricted under TC-PD-34 (B527)	91
Safety Relief Device Cnt (A181)	97
Safety Relief Device Type (A230)	98
Safety Vent w/Surge Prot (A231)	98
Service Equip Qualified (B242)	98
Service Equipment Due (B243)	98
Stenciled Shipping Spec (A237)	92
Stub Sill Design Type (A251)	94
Stub Sill Variation (B526)	91
Tank Head Mat Spec (A254)	95
Tank Head Material Norm (B203)	95
Tank Head Thickness (A255)	95
Tank Jacket Material (B204)	96
Tank Lining Material (A315)	94
Tank Major Class (B207)	90
Tank Qualification Due (B241)	98
Tank Shell Material Spec (A257)	95
Tank Shell Thickness (A258)	96
TankShell Material Norm (B208)	96
Thickness Qualified Due (B247)	98
Thickness Qualified Year (B246)	98
Top Fittings Protection (A264)	97
Truck Count (B256)	88
Wheel Bearing Type (B191)	89
Year Tank Qualified (B240)	98
Cost	99
A&B Amount (A317)	99
A&B Date Done (A319)	99
A&B Pos/Neg Ind (A316)	99
A&B Type (A318)	100
Ind for Pos/Neg Total A&B (A128)	99
Ledger Value (A150)	99
Original Cost (A184)	99
Total A&B (A003)	99
CarManagement	100
Mech Restriction Reason (TCMR)	100
Mechanical Restriction (TCME)	100
Pool Control (TCPC)	100
Pool Number (P001)	100
Sys Gen Routing Inst (TCGR)	100
Transportation Cond Code (TCCD)	100
Umler Transportation Code (TCOD)	100
User Routing Instructions (TCUR)	100
Train Service	100
286K Aprvd COC/FRA Waiver (B098)	100
Check trailing tonnage (B044)	101
Curve Negotiate Exceptn (B178)	101
End of Train Only (B277)	101
Restricted Speed Empty (B180)	101
Restricted Speed Loaded (B181)	101
Shove adj. car to rest (B188)	101
Shove car to rest (B189)	101
Train Position Sensitive (B211)	101
Truck Components	101
Axles Spacing Distance (B020)	101
Bolster Component ID (B351)	102
Journal Size (A147)	101
Sideframe Component ID (B352)	102
Stability Device Equipped (B199)	102
Truck Axle Count (B252)	101
Wheel Diameter (A294)	102
Wheelset Component ID (B350)	102
Draft System Components	102
Coupler Code (A057)	102
Coupler Component ID (B353)	104
Coupler Style (B058)	103
Draft Gear Type (B073)	103
Inches of Travel (B061)	103
Unit Segment Components	104
Unit Equipment Group (A307)	104
Unit Load Limit (A300)	104
Unit Tare Weight (A299)	104

Data Specification Manual

Brake System Components	104
Emergency Brake Valve CID (B354)	104
Service Brake Valve CID (B357).....	104
Miscellaneous	104
Commercial Lessee CIF (B048).....	104
Commercial Owner CIF (B049)	104
Umler Effective Date (EFDT)	104
Inspection	104
ABT 12-24 Month Due Date (DU13)	104
ABT 5/8-Year Due Date (DU58)	104
Air Brake Test Device (B523)	105
Inspection Date Done (DTDN)	104
Inspection Due Date (INDD)	104
Inspection Performer (PERF)	104
Inspection Reporter (REPT)	104
Location/SPLC (SPLC).....	105

Data Specification Manual

General

Status Code *Mandatory* **USCD**

Identifies the current operational state

Does not Carry Forward.

Permissible Values for USCD

A ACTIVE I INACTIVE

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
- Prior to deleting a car, the status should be set to Inactive

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. (ie. 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

MWTK MoW - Tank T Tank

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, Output or Query.

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. 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 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

NOTES:

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

Tank Built Date **A298**

Tank Built Date

Data is Confidential.

Range of Values for A298**Minimum** **Maximum**

1/1/1900 12/31/9999

Validation Rule for A298

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

Orig Cert of Constr Nbr *Mandatory* **A183**

The construction certification number of the AAR provides to the equipment manufacturer (Form AAR 4-2)

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

Validation Rule for A183

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

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**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

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 **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**

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 cars 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.

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 / Single Restencil / Multi Restencil.

Data Specification Manual

Validation Rule for LESE

- Umler Owner (UMOW) and Lessee are not allowed to be equal
- Lessee is not valid or 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 major 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 own 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 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

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 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 not Carry 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	USCT
Identifies the effective date of the current operational state	

System Generated Field. This element is not eligible for Input or Query. Does not Carry Forward.

Extended Service <i>Mandatory</i>	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 Waiver
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

Validation Rule for A096

- Extended Service Code of C cannot be reported if the car was built on or after July 1, 1974
- 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
- Extended Service Code of C cannot be reported if the car was built before January 1, 1964
- 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 or 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 is required for Extended Service Code (A096) R for Rebuilt, or V.
- Rebuilt Date is required for Extended Service Code (A096) 1, 2, 3 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 one year prior to End of Service 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.

Data Specification Manual

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 an equipment in active conflict	
System Generated Field. Affects Rating. This element is not eligible for Input or. 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, 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, Output or Query. 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	
Notice Indicator	B137
Identifies equipment in error in Umler Notice Management	
System Generated Field. This element is not eligible for Input, Output or Query.	
Conflict Status Next Date	B062
The date the conflict status will be escalated	
System Generated Field. This element is not eligible for Input or. 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	
6 Zero-Rated - Scrap (S,SX), AAR Overage (XA), FRA Overage (YA), Umler Conflict - CHR 1/Tarrif 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	B150
Indicates a private car is subject to contractual agreement, nullifying mileage rates	
Affects Rating.	

Permissible Values for B150

Y Yes

NOTES:

- Reporting "Y" generates Rate Indicator (A070) value 6 and a zero rate.

First Movement Date	USAT
The first movement date under the stenciled mark of the equipment	
This element is not eligible for Input or Query. 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	

Weight

Gross Rail Load/Weight <i>Mandatory</i>	A266
The maximum weight on rail of the equipment and the load	

Affects Rating.

Range of Values 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 plus the Tare Weight

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.

Data Specification Manual

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:

$$\begin{aligned}
 &8 \text{ ea. E-6" x 11" journal axles X } 55,000 \text{ lbs. per axle} = 440,000 \text{ lbs.} \\
 &+ 4 \text{ ea. F-6 1/2" x 12" journal axles X } 65,750 \text{ lbs. per axle} = 263,000 \text{ lbs.} \\
 &\text{Gross Rail Load} = 703,000 \text{ lbs.}
 \end{aligned}$$

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:

$$\begin{aligned}
 &4 \text{ ea. E-6" x 11" journal axles X } 55,000 \text{ lbs. per axle} = 220,000 \text{ lbs.} \\
 &+ 8 \text{ ea. G-7" x 12" journal axles X } 78,750 \text{ lbs. per axle} = 630,000 \text{ lbs.} \\
 &\text{Gross Rail Load} = 850,000 \text{ lbs.}
 \end{aligned}$$

Tare Weight Mandatory	A259
The equipment weight on rail when empty	

Range of Values for A259

Minimum	Maximum
31000	200000

Validation Rule for A259

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

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

- Please refer to Appendix P for more information on the Identical Tare Weight Batch Process

Load Limit Mandatory	LDLT
The maximum permissible weight of the commodity that can be loaded into the equipment	

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.

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.

Permissible Values for A289

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

NOTES:

- Please refer to Appendix P for more information on the Identical Tare Weight Batch Process

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 must be reported
- When Weighing Date is reported then Weighing Status must be A (Actual)
- If Weighing Status 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

Gallonge Capacity	A297
The number of gallons the equipment will hold	

Used in ETC Generation.

Star Code	A247
Indicates the reduction of the load limit of the equipment under 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
- Chlorine Service Tanks must be Starred with S if their Load Limit is in excess of 180,000 lbs.
- 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

Data Specification Manual

Qual for Inc GRL	B344
AAR qualification for increased Rail Load	

Permissible Values for B344

- RULE 88 IGRL CODE 1 (S-286) (286,000 GRL)
- RULE 88 IGRL CODE 2 (> 268,000 and <= 286,000 GRL)
- RULE 88 IGRL CODE 3 (> 263,000 and <= 268,000 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.
- 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 having Journal Size of G, K, or M require Qualification for increased GRL to be reported as 1
- 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

Commodity Load Restrict	B343
Limit loading of a tank car based on commodity restrictions	

Permissible Values for B343

- C Chlorine

Dimension

Plate Code Mandatory	A046
Indicates the extreme height and width clearance of the equipment	

Affects Rating.

Permissible Values for A046

- A Clearance Equals Plate B and Extreme Width is Greater Than 10'08 inches and Does Not Exceed 10'10 inches
- B Plate Code B
- C Plate Code C
- E Plate Code E
- F Plate Code F
- G Plate Code G
- H Plate Code H
- I Plate Code I
- L Plate Code L

Validation Rule for A046

- Plate Code A is only applicable to Freight cars
- Plate Code A is applicable to Gondolas only with a Built/Rebuilt (Birth) Date on or before December 31, 1975

NOTES:

- For a description of Plate Codes, please see Appendix J at the back of this manual.
- For connected unit cars report the most restrictive plate code.
- Report B: If clearance does not exceed Plate B
- 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 G: If clearance exceeds Plates B, C, E and F.
- C-E-F- must agree with similar stenciling on side of car G must agree with stenciling on side of car that exceeds Plate F.

- For ARTICULATED/MULTI-UNIT SET report the most restrictive clearance plate of UNIT in the set.

Outside Length Mandatory	OSLG
The outside length of the equipment	

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 on freight cars must exceed the Inside Length by 2 feet or more
- Outside Length on freight cars (except refrigerators) must not exceed Inside Length by more than 16 feet
- Outside Length on refrigerator cars (Mechanical Designation RB, RBL, RP, RPL, or RC) must not exceed Inside Length 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 Types B, C, E, F, H, I, J, or K
- Outside Extreme Width for Plate Type A must not be less than 10 feet 8 inches.
- Outside Extreme Width for Plate Type 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 Mandatory	A185
The outside extreme height of the equipment	

Affects Rating. 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 Height for Plate Types A, B, or H must be less than or equal to 15 feet 1 inch
- Outside Height for Plate Types C or I must be less than or equal to 15 feet 6 inches
- Outside Height for Plate Types E must be less than or equal to 15 feet 9 inches
- Outside Height for Plate Types F must be less than or equal to 17 feet 0 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 outside height extreme width of the equipment	

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 for Plate Types A, B must not exceed 10 feet 8 inches if Outside Height of Extreme Width is 13 feet 10 inches

Data Specification Manual

- Outside Extreme Width for Plate Types A, B must not exceed 10 feet 7 inches if Outside Height of Extreme Width is 13 feet 11 inches
- Outside Extreme Width for Plate Types A, B must not exceed 10 feet 6 inches if Outside Height of Extreme Width is 14 feet 0 inches
- Outside Extreme Width for Plate Types A, B must not exceed 10 feet 4 inches if Outside Height of Extreme Width is 14 feet 1 inches
- Outside Extreme Width for Plate Types A, B must not exceed 10 feet 3 inches if Outside Height of Extreme Width is 14 feet 2 inches
- Outside Extreme Width for Plate Types A, B must not exceed 10 feet 2 inches if Outside Height of Extreme Width is 14 feet 3 inches
- Outside Extreme Width for Plate Types A, B must not exceed 10 feet 0 inches if Outside Height of Extreme Width is 14 feet 4 inches
- Outside Extreme Width for Plate Types A, B must not exceed 9 feet 9 inches if Outside Height of Extreme Width is 14 feet 5 inches
- Outside Extreme Width for Plate Types A, B must not exceed 9 feet 7 inches if Outside Height of Extreme Width is 14 feet 6 inches
- Outside Extreme Width for Plate Types A, B must not exceed 9 feet 4 inches if Outside Height of Extreme Width is 14 feet 7 inches
- Outside Extreme Width for Plate Types A, B must not exceed 8 feet 10 inches if Outside Height of Extreme Width is 14 feet 8 inches
- Outside Extreme Width for Plate Types A, B must not exceed 8 feet 8 inches if Outside Height of Extreme Width is 14 feet 9 inches
- Outside Extreme Width for Plate Types A, B must not exceed 8 feet 5 inches if Outside Height of Extreme Width is 14 feet 10 inches
- Outside Extreme Width for Plate Types A, B must not exceed 7 feet 11 inches if Outside Height of Extreme Width is 14 feet 11 inches
- Outside Extreme Width for Plate Types A, B must not exceed 7 feet 8 inches if Outside Height of Extreme Width is 15 feet 0 inches
- Outside Extreme Width for Plate Types A, B must not exceed 7 feet 4 inches if Outside Height of Extreme Width is 15 feet 1 inches
- Outside Extreme Width for Plate Types C or I must not exceed 10 feet 8 inches if Outside Height of Extreme Width is 14 feet 3 inches
- Outside Extreme Width for Plate Types C or I must not exceed 10 feet 7 inches if Outside Height of Extreme Width is 14 feet 4 inches
- Outside Extreme Width for Plate Types C or I must not exceed 10 feet 6 inches if Outside Height of Extreme Width is 14 feet 5 inches
- Outside Extreme Width for Plate Types C or I must not exceed 10 feet 4 inches if Outside Height of Extreme Width is 14 feet 6 inches
- Outside Extreme Width for Plate Types C or I must not exceed 10 feet 3 inches if Outside Height of Extreme Width is 14 feet 7 inches
- Outside Extreme Width for Plate Types C or I must not exceed 10 feet 2 inches if Outside Height of Extreme Width is 14 feet 8 inches
- Outside Extreme Width for Plate Types C or I must not exceed 10 feet 0 inches if Outside Height of Extreme Width is 14 feet 9 inches
- Outside Extreme Width for Plate Types C or I must not exceed 9 feet 9 inches if Outside Height of Extreme Width is 14 feet 10 inches
- Outside Extreme Width for Plate Types C or I must not exceed 9 feet 5 inches if Outside Height of Extreme Width is 14 feet 11 inches
- Outside Extreme Width for Plate Types C or I must not exceed 9 feet 2 inches if Outside Height of Extreme Width is 15 feet 0 inches
- Outside Extreme Width for Plate Types C or I must not exceed 8 feet 10 inches if Outside Height of Extreme Width is 15 feet 1 inches
- Outside Extreme Width for Plate Types C or I must not exceed 8 feet 6 inches if Outside Height of Extreme Width is 15 feet 2 inches
- Outside Extreme Width for Plate Types C or I must not exceed 8 feet 3 inches if Outside Height of Extreme Width is 15 feet 3 inches
- Outside Extreme Width for Plate Types C or I must not exceed 7 feet 11 inches if Outside Height of Extreme Width is 15 feet 4 inches
- Outside Extreme Width for Plate Types C or I must not exceed 7 feet 8 inches if Outside Height of Extreme Width is 15 feet 5 inches
- Outside Extreme Width for Plate Types C or I must not exceed 7 feet 4 inches if Outside Height of Extreme Width is 15 feet 6 inches
- Outside Extreme Width for Plates Types E must not exceed 10 feet 8 inches if Outside Height of Extreme Width is 15 feet 2 inches
- Outside Extreme Width for Plates Types E must not exceed 10 feet 6 inches if Outside Height of Extreme Width is 15 feet 3 inches
- Outside Extreme Width for Plates Types E must not exceed 10 feet 3 inches if Outside Height of Extreme Width is 15 feet 4 inches

- Outside Extreme Width for Plates Types E must not exceed 9 feet 6 inches if Outside Height of Extreme Width is 15 feet 5 inches
- Outside Extreme Width for Plates Types E must not exceed 8 feet 8 inches if Outside Height of Extreme Width is 15 feet 6 inches
- Outside Extreme Width for Plates Types E must not exceed 7 feet 11 inches if Outside Height of Extreme Width is 15 feet 7 inches
- Outside Extreme Width for Plates Types E must not exceed 7 feet 1 inches if Outside Height of Extreme Width is 15 feet 8 inches
- Outside Extreme Width for Plates Types E must not exceed 6 feet 3 inches if Outside Height of Extreme Width is 15 feet 9 inches
- Outside Extreme Width for Plates Types F must not exceed 10 feet 8 inches if Outside Height of Extreme Width is 16 feet 3 inches
- Outside Extreme Width for Plates Types F must not exceed 10 feet 7 inches if Outside Height of Extreme Width is 16 feet 6 inches
- Outside Extreme Width for Plates Types F must not exceed 10 feet 6 inches if Outside Height of Extreme Width is 16 feet 7 inches
- Outside Extreme Width for Plates Types F must not exceed 10 feet 3 inches if Outside Height of Extreme Width is 16 feet 8 inches
- Outside Extreme Width for Plate Type F must not exceed 10 feet 0 inches if Outside Height of Extreme Width is 16 feet 9 inches
- Outside Extreme Width for Plates Types F must not exceed 9 feet 8 inches if Outside Height of Extreme Width is 16 feet 10 inches
- Outside Extreme Width for Plates Types F must not exceed 9 feet 5 inches if Outside Height of Extreme Width is 16 feet 11 inches
- Outside Extreme Width for Plates Types F must not exceed 9 feet 2 inches if Outside Height of Extreme Width is 17 feet 0 inches
- Outside Extreme Width for Plate Type J must not exceed 10 feet 8 inches if Outside Height of Extreme Width is 16 feet 4 inches
- Outside Extreme Width for Plate Type K must not exceed 10 feet 8 inches if Outside Height of Extreme Width is 18 feet 5 inches
- Outside Height of Extreme Width for Plate Types A, B, or H must be less than or equal to 15 feet 1 inch
- Outside Height of Extreme Width for Plate Types C or I must be less than or equal to 15 feet 6 inches
- Outside Height of Extreme Width for Plate Type E must be less than or equal to 15 feet 9 inches
- Outside Height of Extreme Width for Plate Type F must be less than or equal to 17 feet 0 inches
- Outside Height of Extreme Width for Plate Type G must be less than or equal to 18 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	A276
The center length between two trucks (The pivot point of the equipment)	

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

NOTES:

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

Specification

Truck Count	B256
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	4

Data Specification Manual

Axle Count <i>Mandatory</i>	A024
The total axles on the equipment	● ●

Affects Rating.

Range of Values for A024

Minimum	Maximum
2	999

Validation Rule for A024

- Axle Count must be greater than or equal to 4 for all equipment except CHSS, TRLR, CONT, EOTD, STWH, or LOCO
- Axle Count for an articulated car must be greater than or equal to ((Connected Unit Count x 2) + 2)
- Axle Count for a draw bar connected car must be greater than or equal to (Connected Unit Count x 4)
- Total axle count must match sum of truck axle counts.

Wheel Bearing Type <i>Mandatory</i>	B191
Indicates the wheel bearing type for the equipment	● ●

Affects Rating.

Permissible Values for B191

P Plain R Roller

Validation Rule for B191

- Cars with Plain Bearings cannot have Constant Contact Side Bearings
- Cars with Plain Bearings must have a Transportation Code and Transportation Condition code of either YA, S, or XJ
- Tank and Flat Cars cannot have Plain Bearings if Built Date 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

Y Yes

Brake Shoe Type <i>Mandatory</i>	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 truck on the equipment has a type of bearing on its truck side that stabilizes it on curves and in high-speed service	

Permissible Values for A146

LC Long Travel Constant Contact
SC Short Travel Constant Contact

Validation Rule for A146

- All cars with Rule 88 IGRL of 1 must have Long Travel CC Side Bearings.
- All Tank cars built or rebuilt on or after April 1, 2005 must have Long Travel CC Side Bearings

Empty/Load Device Eqpd	B075
Indicates a device is available to identify the equipment is empty or loaded	

Permissible Values for B075

Y Yes

High Speed Design	B109
Indicates the trucks installed on this equipment is designed for high-speed train operations	

Permissible Values for B109

Y Yes

Validation Rule for B109

- Cars with Plain Bearings cannot have a High Speed Design
- Cars with Constant Contact Side Bearings cannot have a high speed design
- Only Cars with Roller Bearings and High Friction Composition Brake Shoe Type can have High Speed Design

Remote Monitoring Device	B176
Indicates the equipment is equipped with a location monitoring device	

Permissible Values for B176

Y Yes

AEI High Temperature Tag	B006
Indicates the equipment requires a AEI high temperature tag	

Permissible Values for B006

Y High Temperature Tag Required

Compartment Count <i>Mandatory</i>	A052
The number of individual compartments the equipment contains	● ●

Affects Rating.

Range of Values for A052

Minimum	Maximum
1	5

Validation Rule for A052

- Tank Compartment Count cannot be reported for Tank Major Class 77

Connected Unit Count	A020
Indicates the number of connectors to an articulated or multi-unit equipment	●

Affects Rating.

Range of Values for A020

Minimum	Maximum
2	45

Intermediate Conn Style	B115
Indicates the method two or more equipment are connected together	

Permissible Values for B115

A Articulated Connector
D Drawbar Connector

Operating Brakes	A182
The number of brakes on an articulated equipment (Excludes hand brakes)	

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, Heavy-Capacity Flat Cars, and Locomotives
- Operating Brakes are required for Articulated equipment
- Operating Brakes are required for Heavy Capacity Flat Cars (Mechanical Designation of FD, FM, FMS, FW, or LS) with 6 Unit Axles or More

ECP Brake Type	B327
Indicates the type of electronic control pneumatic brake used on the equipment. ECP brakes assists in braking equipment simultaneously	

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 (B327) if built or rebuilt after June 28, 2012

Data Specification Manual

ECP Brake Builder	B328
The manufacturer of the electronic control pneumatic brake used on the equipment	

Permissible Values for B328

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 (B328)
- If ECP Brake Type (B327) is Not Equipped then ECP Brake Builder (B328) is not reportable

Equipment Builder	A035
Identifies the original manufacturer of the equipment	

Permissible Values for A035

AB AMF BEAIRD
ACF American Car & Foundry
ACFX ACF Industries
ALCC Alloy Crafts Company
ARI ARI Industries
CNCF Carros De Ferrocarril, SA
EVAN Evans Products
GATX General American Transportation Corp
GMB Greenbrier
GULF Gulf Railcar
GUNM Gunderson - Mexico
HA HARGIS RAILCAR
HST Hawker Siddeley
LAVE Lavelin
LOX Lox Equipment Company
MC MARATHON TANK CAR
NACA National Alabama Corporation
NACC North American Car
NSC National Steel Car
PRO Procor Limited
REBD Reilly Beard
RICH Richmond Locomotive Works
RTCX Richmond Tank Car
TETX Texana Tank
TRIN Trinity
TT TEXANA TANK
UNKN Unknown
UTLX Union Tank Car

Validation Rule for A035

- Equipment Builder must be populated if the Build Date is July 1, 2010 or newer
- Equipment built or rebuilt on or after July 1, 2010 cannot have a Builder Code of Unknown.
- 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 - B030.

Built Country	B031
The country where the equipment was constructed	

Data is Confidential.

Permissible Values for B031

CA Canada MX Mexico
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

P Reflectorization Plan
W Reflectorization Waiver

Validation Rule for B096

- Reflectorization is mandatory for all equipment built on or after November 28, 2005.

Tank Major Class <i>Mandatory</i>	B207
The high level description of the tank design type	

Used in ETC Generation.

Permissible Values for B207

01 Aluminum Non Pressure
02 High Purity Aluminum Non Pressure
04 Nickel
05 Acid Car Welded or Riveted
06 Stainless Steel Grade 304 or 430
07 Stainless Steel Grade 304L
08 Stainless Steel Grade 316
09 Stainless Steel Grade 316L
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
16 Non Pressure Tank Within a Tank Grade 316L Stainless Steel Inner Tank
18 Stainless Clad Steel
19 Nickel Clad Steel
20 Non Pressure Tank With a Head Shield
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

Data Specification Manual

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
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.

CPC-1232 Compliant**B522**

System generated element to identify tank cars that meet the CPC-1232 technical requirements. Specifics on the requirements can be found in Chapter 2 of M-1002, paragraph 2.7.

System Generated Field. This element is not eligible for Input, Output or Query.

Does not Carry Forward.

Permissible Values for B522

Y Yes

NOTES:

- For a tank car to qualify to element B522 (CPC-1232 compliant), all of the following mandatory elements must be populated:
- A237 Shipping Container Specifications Stenciled begins with "111"
- A264 Top Fittings Protection = "E" Equipped M1002 Appendix E10.2
- B105 Head Protection Shield Thickness >= 0.5
- B203 Tank Head Material Norm = "Y"
- B208 Tank Shell Material Norm = "Y"
- In addition to the above, the car must have one of these interdependent combinations:

	B204 Tank Jacket Material	A118 Head Protection Type	A257 Tank Shell Material Spec =	A258 Tank Shell Thickness >=	A254 Tank Head Material Spec =	A255 Tank Head Thickness >=
1	N or T	F	128B	0.4375	128B	0.4375
2	N or T	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 T	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 T	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 Single Clone / Multi Clone / 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' and if Tank Shell Material Norm (B208) = any value except 'Y' and if Tank Shell Material Spec (A257) = '51570' or '1997UNK' and if Coils Exterior/Interior (X109) = any value except 'E' then the user must report a **value** of 'C (Continuous)' or 'N (Non-continuous)' 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' and Stub Sill Design Type (A251) = any value except 'FULL' and Tank Shell Material Norm (B208) = any value except 'Y' and Tank Shell Material Spec (A257) = '51570' or '1997UNK' and Coils Exterior/Interior (X109) = any value except 'E' and Stub Sill Design Variation (B526) = any value except 'C' then the system will assign a value of 'Y (Yes)' for Restricted Under TC-PD-34 (B527).

Design Shipping Cont Spec**A072**

The Department of Transportation (DOT) design specification - as built

Permissible Values for A072

103	DOT 103
103A	DOT 103A
103AALW	DOT 103AALW
103ALW	DOT 103ALW
103ANW	DOT 103ANW
103AW	DOT 103AW
103BW	DOT 103BW
103CW	DOT 103CW
103DW	DOT 103DW
103EW	DOT 103EW
103W	DOT 103W
104W	DOT 104W
105A100ALW	DOT 105A100ALW
105A100W	DOT 105A100W
105A200ALW	DOT 105A200ALW
105A200F	DOT 105A200F
105A200W	DOT 105A200W
105A300W	DOT 105A300W
105A400W	DOT 105A400W
105A500	DOT 105A500
105A500I	DOT 105A500I
105A500W	DOT 105A500W
105A600I	DOT 105A600I
105A600W	DOT 105A600W
105J100W	DOT 105J100W
105J200W	DOT 105J200W

Data Specification Manual

105J300W	DOT 105J300W
105J400W	DOT 105J400W
105J500I	Major Class 94 - DOT 105J500I
105J500W	DOT 105J500W
105J600W	DOT 105J600W
105S100W	DOT 105S100W
105S200W	DOT 105S200W
105S300W	DOT 105S300W
105S400W	DOT 105S400W
105S500W	DOT 105S500W
105S600W	DOT 105S600W
106A500	DOT 106A500
106A500X	DOT 106A500X
107A	DOT 107A
109A100ALW	DOT 109A100ALW
109A200ALW	DOT 109A200ALW
109A300ALW	DOT 109A300ALW
111A100ALW	DOT 111A100ALW
111A100ALW1	DOT 111A100ALW1
111A100ALW2	DOT 111A100ALW2
111A100F1	DOT 111A100F1
111A100F2	DOT 111A100F2
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
111A60ALW	DOT 111A60ALW
111A60ALW1	DOT 111A60ALW1
111A60ALW2	DOT 111A60ALW2
111A60F1	DOT 111A60F1
111A60W1	DOT 111A60W1
111A60W2	DOT 111A60W2
111A60W6	DOT 111A60W6
111A60W7	DOT 111A60W7
111J100W2	DOT 111J100W2
111J100W3	DOT 111J100W3
111J100W4	DOT 111J100W4
111S100ALW	DOT 111S100ALW
111S100ALW1	DOT 111S100ALW1
111S100ALW2	DOT 111S100ALW2
111S100W1	DOT 111S100W1
111S100W2	DOT 111S100W2
111S100W3	DOT 111S100W3
111S100W5	DOT 111S100W5
111S100W6	DOT 111S100W6
111S60ALW1	DOT 111S60ALW1
111S60ALW2	DOT 111S60ALW2
112A200W	DOT 112A200W
112A340W	DOT 112A340W
112A400F	DOT 112A400F
112A400W	DOT 112A400W
112A500I	DOT 112A500I
112A500W	DOT 112A500W
112A600I	DOT 112A600I
112J340W	DOT 112J340W
112J400W	DOT 112J400W
112S200W	DOT 112S200W
112S340W	DOT 112S340W
112S400W	DOT 112S400W
112S500W	DOT 112S500W
112T200W	DOT 112T200W
112T340W	DOT 112T340W
112T400W	DOT 112T400W
113A175W	DOT 113A175W

113A60W	DOT 113A60W
113A90W	DOT 113A90W
113B60W	DOT 113B60W
113C120W	DOT 113C120W
113C60W	DOT 113C60W
113D120W	DOT 113D120W
113D60W	DOT 113D60W
114A340W	DOT 114A340W
114A400W	DOT 114A400W
114J340W	DOT 114J340W
114J400W	DOT 114J400W
114S340W	DOT 114S340W
114S400W	DOT 114S400W
114T340W	DOT 114T340W
114T400W	DOT 114T400W
115A60W1	DOT 115A60W1
115A60W6	DOT 115A60W6
120A100W	DOT 120A100W
120A200ALW	DOT 120A200ALW
120A200W	DOT 120A200W
120A300W	DOT 120A300W
120A400W	DOT 120A400W
120A500W	DOT 120A500W
120A600W	DOT 120A600W
120J200W	DOT 120J200W
120J600W	DOT 120J600W
201A25	AAR 201A25
201A70W	AAR 201A70W
203	AAR 203
203DW	AAR 203DW
203W	AAR 203W
204W	AAR 204W
206W	AAR 206W
207A20W	AAR 207A20W
207A28W	AAR 207A28W
207A40W	AAR 207A40W
207A48W	AAR 207A48W
207A60W	AAR 207A60W
207A80W	AAR 207A80W
211A100ALW1	AAR 211A100ALW1
211A100W1	AAR 211A100W1
211A100W2	AAR 211A100W2
211A100W3	AAR 211A100W3
211A100W5	AAR 211A100W5
211A100W6	AAR 211A100W6
211A60ALW1	AAR 211A60ALW1
211A60W1	AAR 211A60W1
211A60W2	AAR 211A60W2
211A60W7	AAR 211A60W7
211J100W1	AAR 211J100W1

NOTES:

- Cars can be downgraded, but never upgraded past its design Tank test pressure.

Stenciled Shipping Spec *Mandatory*

A237

The Department of Transportation (DOT) design specification - as stenciled ●●

Affects Rating.

Permissible Values for A237

103	Major Class 10 - DOT 104
103A	Major Class 05 - DOT 103A
103AALW	Major Class 02 - DOT 103AALW
103ALW	Major Class 01 - DOT 103ALW
103ANW	Major Class 04 - DOT 103ANW
103AW	Major Class 05/19 - DOT 103AW
103BW	Major Class 05 - DOT 103BW
103CW	Major Class 06/07 - DOT 103CW
103DW	Major Class 06/07 - DOT 103DW

Data Specification Manual

103EW	Major Class 07/08/09 - DOT 103EW	111S60ALW2	Major Class 01 - DOT 111S60ALW2
103W	Major Class 10/18/19 - DOT 103W	112A200W	Major Class 59 - DOT 112A200W
104W	Major Class 10 - DOT 104W	112A340W	Major Class 60 - DOT 112A340W
105A100ALW	Major Class 50 - DOT 105A100ALW	112A400F	Major Class 61 - DOT 112A400F
105A100W	Major Class 52 - DOT 105A100W	112A400W	Major Class 61 - DOT 112A400W
105A200ALW	Major Class 50 - DOT 105A200ALW	112A500W	Major Class 62 - DOT 112A500W
105A200F	Major Class 53 - DOT 105A200F	112J200W	Major Class 37 - DOT 112J200W
105A200W	Major Class 53 - DOT 105A200W	112J340W	Major Class 38 - DOT 112J340W
105A300W	Major Class 18/54 - DOT 105A300W	112J400F	Major Class 41 - DOT 112J400F
105A400W	Major Class 55 - DOT 105A400W	112J400W	Major Class 41 - DOT 112J400W
105A500	Major Class 56 - DOT 105A500	112J500I	Major Class 41 - DOT 112J500I
105A500W	Major Class 18/56 - DOT 105A500W	112J500W	Major Class 62 - DOT 112J500W
105A600W	Major Class 57 - DOT 105A600W	112S200W	Major Class 37 - DOT 112S200W
105J100W	Major Class 86 - DOT 105J100W	112S340W	Major Class 39/60 - DOT 112S340W
105J200ALW	Major Class 50 - DOT 105J200ALW	112S400F	Major Class 42 - DOT 112S400F
105J200W	Major Class 88 - DOT 105J200W	112S400W	Major Class 42/61 - DOT 112S400W
105J300ALW	Major Class 50 - DOT 105J300ALW	112S500I	Major Class 42 - AAR 112S500I
105J300W	Major Class 80/90 - DOT 105J300W	112S500W	Major Class 62 - DOT 112S500W
105J400W	Major Class 92 - DOT 105J400W	112S600I	Major Class 42 - DOT 112S600I
105J500I	Major Class 94 - DOT 105J500I	112T200W	Major Class 37 - DOT 112T200W
105J500W	Major Class 94 - DOT 105J500W	112T340W	Major Class 40 - DOT 112T340W
105J600I	Major Class 96 - DOT 105J600I	112T400F	Major Class 43 - DOT 112T400F
105J600W	Major Class 96 - DOT 105J600W	112T400W	Major Class 43 - DOT 112T400W
105S100W	Major Class 87 - DOT 105S100W	112T500W	Major Class 62 - DOT 112T500W
105S200W	Major Class 89 - DOT 105S200W	113A175W	Major Class 67 - DOT 113A175W
105S300W	Major Class 81/91 - DOT 105S300W	113A60W	Major Class 67 - DOT 113A60W
105S400W	Major Class 81/91 - DOT 105S400W	113A90W	Major Class 76 - DOT 113A90W
105S500W	Major Class 95 - DOT 105S500W	113B60W	Major Class 67 - DOT 113B60W
105S600W	Major Class 97 - DOT 105S600W	113C120W	Major Class 67 - DOT 113C120W
106A500	Major Class 58 - DOT 106A500	113C60W	Major Class 67 - DOT 113C60W
106A500X	Major Class 58 - DOT 106A500X	113D120W	Major Class 67 - DOT 113D120W
107A	Major Class 77 - DOT 107A	113D60W	Major Class 67 - DOT 113D60W
109A100ALW	Major Class 50 - DOT 109A100ALW	114A340W	Major Class 64 - DOT 114A340W
109A200ALW	Major Class 50 - DOT 109A200ALW	114A400W	Major Class 65 - DOT 114A400W
109A300ALW	Major Class 51 - DOT 109A300ALW	114J340W	Major Class 44 - DOT 114J340W
111A100ALW	Major Class 01 - DOT 111A100ALW	114J400W	Major Class 47 - DOT 114J400W
111A100ALW1	Major Class 01 - DOT 111A100ALW1	114S340W	Major Class 45 - DOT 114S340W
111A100ALW2	Major Class 01 - DOT 111A100ALW2	114S400W	Major Class 48 - DOT 114S400W
111A100F1	Major Class 10 - DOT 111A100F1	114T340W	Major Class 46 - DOT 114T340W
111A100F2	Major Class 05 - DOT 111A100F2	114T400W	Major Class 49 - DOT 114T400W
111A100W1	Major Class 10/18 - DOT 111A100W1	115A60W1	Major Class 11 - DOT 115A60W1
111A100W2	Major Class 05/18/19 - DOT 111A100W2	115A60W6	Major Class 13/14/15/16 - DOT 115A60W6
111A100W3	Major Class 10/18 - DOT 111A100W3	120A100W	Major Class 52 - DOT 120A100W
111A100W4	Major Class 10 - DOT 111A100W4	120A200ALW	Major Class 50 - DOT 120A200ALW
111A100W5	Major Class 05 - DOT 111A100W5	120A200W	Major Class 53 - DOT 120A200W
111A100W6	Major Class 06/07/08/09 - DOT 111A100W6	120A300W	Major Class 54 - DOT 120A300W
111A100W7	Major Class 07 - DOT 111A100W7	120A400W	Major Class 55 - DOT 120A400W
111A60ALW	Major Class 01 - DOT 111A60ALW	120A500W	Major Class 56 - DOT 120A500W
111A60ALW1	Major Class 01 - DOT 111A60ALW1	120A600W	Major Class 57 - DOT 120A600W
111A60ALW2	Major Class 01 - DOT 111A60ALW2	120J100W	Major Class 52 - DOT 120J100W
111A60F1	Major Class 10 - DOT 111A60F1	120J200W	Major Class 07/53 - DOT 120J200W
111A60W1	Major Class 10 - DOT 111A60W1	120J600W	Major Class 57 - DOT 120J600W
111A60W2	Major Class 05 - DOT 111A60W2	201A25	Major Class 01 - AAR 201A25
111A60W5	Major Class 05 - DOT 111A60W5	201A70W	Major Class 01 - AAR 201A70W
111A60W6	Major Class 06 - DOT 111A60W6	203	Major Class 10 - AAR 204
111A60W7	Major Class 06/07/09 - DOT 111A60W7	203DW	Major Class 10 - AAR 203DW
111J100W2	Major Class 21 - DOT 111J100W2	203W	Major Class 10/18 - AAR 203W
111J100W3	Major Class 21 - DOT 111J100W3	204W	Major Class 76 - AAR 204W
111J100W4	Major Class 21 - DOT 111J100W4	206W	Major Class 11/13/14/15/16 - AAR 206W
111S100ALW	Major Class 01 - DOT 111S100ALW	207A20W	Major Class 77 - AAR 207A20W
111S100ALW1	Major Class 01 - DOT 111S100ALW1	207A28W	Major Class 77 - AAR 207A28W
111S100ALW2	Major Class 01 - DOT 111S100ALW2	207A40W	Major Class 77 - AAR 207A40W
111S100W1	Major Class 20 - DOT 111S100W1	207A48W	Major Class 77 - AAR 207A48W
111S100W2	Major Class 20 - DOT 111S100W2	207A60W	Major Class 77 - AAR 207A60W
111S100W3	Major Class 20 - DOT 111S100W3	207A80W	Major Class 77 - AAR 207A80W
111S100W5	Major Class 20 - DOT 111S100W5	211A100ALW1	Major Class 01 - AAR 211A100ALW1
111S100W6	Major Class 09 - DOT 111S100W6	211A100W1	Major Class 10 - AAR 211A100W1
111S60ALW1	Major Class -01 - DOT 111S60ALW1	211A100W2	Major Class 05 - AAR 211A100W2

Data Specification Manual

211A100W3	Major Class 10 - AAR 211A100W3
211A100W5	Major Class 05 - AAR 211A100W5
211A100W6	Major Class 06 - AAR 211A100W6
211A200W1	Major Class 10 - AAR 211A200W1
211A60ALW1	Major Class 01 - AAR 211A60ALW1
211A60W1	Major Class 10 - AAR 211A60W1
211A60W2	Major Class 05 - AAR 211A60W2
211A60W7	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

NOTES:

- This element is used in determining if the tank car meets CPC-1232 Compliance (B522). See CPC-1232 Compliant (B522) for explanation.

Stub Sill Design Type	A251
Identifies the equipment stub sill	

Permissible Values for A251

1997UNK	Unknown, built prior to 7/1/1997
ACF100	ACF100 Stub Sill Design
ACF200	ACF200 Stub Sill Design
ACF230	ACF230 Stub Sill Design
ACF270	ACF270 Stub Sill Design
ACF300	ACF300 Stub Sill Design
AMFABC	AMFABC Stub Sill Design
AMFJKL	AMFJKL Stub Sill Design
ARI300	ARI300 Stub Sill Design
ARI301	ARI301 Stub Sill Design
ARI310	ARI310 Stub Sill Design
ARI330	ARI330 Stub Sill Design
CNC001	CNC001 Stub Sill Design
CNC002	CNC002 Stub Sill Design
DSLABC	DSLABC Stub Sill Design
DSLJKL	DSLJKL Stub Sill Design
EVAEVA	EVAEVA Stub Sill Design
EVAWBR	EVAWBR Stub Sill Design
FULL	FULL Stub Sill Design
GAT016	GAT016 Stub Sill Design
GAT017	GAT017 Stub Sill Design
GAT018	GAT018 Stub Sill Design
GAT020	GAT020 Stub Sill Design
GAT090	GAT090 Stub Sill Design
GAT095	GAT095 Stub Sill Design
GAT096	GAT096 Stub Sill Design
GAT097	GAT097 Stub Sill Design
GAT098	GAT098 Stub Sill Design
GAT099	GAT099 Stub Sill Design
GAT100	GAT100 Stub Sill Design
GAT101	GAT101 Stub Sill Design
GAT102	GAT102 Stub Sill Design
GAT18A	GAT18A Stub Sill Design
GAT18B	GAT18B Stub Sill Design
GUL270	GUL270 Stub Sill Design
GULGUL	GULGUL Stub Sill Design
GULWBR	GULWBR Stub Sill Design
GUN001	GUN001 Stub Sill Design
HARHAR	HARHAR Stub Sill Design
HST080	HST080 Stub Sill Design
HST081	HST081 Stub Sill Design
HST098	HST098 Stub Sill Design
HSTABC	HSTABC Stub Sill Design
HSTJKL	HSTJKL Stub Sill Design
LAVLIN	LAVLIN Stub Sill Design
LOXLOX	LOXLOX Stub Sill Design
NACABC	NACABC Stub Sill Design
NACDEF	NACDEF Stub Sill Design
NACGHI	NACGHI Stub Sill Design

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
PRO00F	PRO00F Stub Sill Design
PROCOB	PROCOB Stub Sill Design
PROCBR	PROCBRS tub Sill Design
PROCWO	PROCWO Stub Sill Design
PROFBR	PROFBR Stub 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	PROZBI Stub Sill Design
PROZBL	PROZBL Stub Sill Design
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
TEXTEX	TEXTEX Stub Sill Design
TRN021	TRN021 Stub Sill Design
TRN022	TRN022 Stub Sill Design
TRN023	TRN023 Stub Sill Design
TRN024	TRN024 Stub Sill Design
TRNTY1	TRNTY1 Stub Sill Design
TRNTY2	TRNTY2 Stub Sill Design
TRNTY3	TRNTY3 Stub Sill Design
TRNTYA	TRNTYA Stub Sill Design
TWLTWL	TWLTWL 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	UTLZBC Stub Sill Design
UTLZBD	UTLZBD Stub Sill Design
UTLZBE	UTLZBE Stub Sill Design
UTLZBF	UTLZBF Stub Sill Design
UTLZBG	UTLZBG Stub Sill Design
UTLZBH	UTLZBH Stub Sill Design
UTLZBI	UTLZBI Stub Sill Design
UTLZBL	UTLZBL Stub Sill Design
UTLZBN	UTLZBN Stub Sill Design
UTLZBR	UTLZBR Stub Sill Design

Tank Lining Material	A315
Describes the construction material lining applied to the interior of the tank	

Permissible Values for A315

B	Nickel electroplating, e.g., Bart
F	Fiberglass
K	Electroless plating, e.g., Kanigen
L	Lead
R	Rubber - both natural and synthetic
T	Liquid barrier applied by spray applications of materials such as epoxy and phenolic. Examples of some manufacturers' names are Plasite, PPG and Heresite
V	PolyVinyl Chloride

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

Data Specification Manual

Tank Head Thickness A255	
The material thickness of the tank head in inches	
Range of Values for A255	
Minimum	Maximum
0	0
0.25	1.3
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 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:	
<ul style="list-style-type: none"> This element is used in determining if the tank car meets CPC-1232 Compliance (B522). See CPC-1232 Compliant (B522) for explanation. 	
Tank Head Mat Spec <i>Mandatory</i> A254	
The equipment material characteristics including specification and grade for the tank head	

Permissible Values 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:

- This element is used in determining if the tank car meets CPC-1232 Compliance (B522). See CPC-1232 Compliant (B522) for explanation.

Tank Head Material Norm B203
Indicates the tank head steel is normalized (cooled in still air)

Permissible Values for B203

N No Y Yes Z Unknown

Validation Rule for B203

-Normalized Head 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

-Normalized Head Material can be YES or NO if Tank Head Material value is equal to 89, 115, 129, 130, 131, 132, 133, 134, 162, 353, 5371, 15565, or 5155

-Tank Head Material Normalized is required. But if tank was built after January 1, 2010 then Z is not a valid option

-Tank Head 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

Tank Shell Material Spec <i>Mandatory</i> A257
The equipment material characteristics including specification and grade for the tank shell

Permissible Values for A257

115	AAR M115
128A	AAR TC128 Gr.A
128B	AAR TC128, 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 A257

- Tank Shell Material 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.

Tank Shell Thickness	A258
The material thickness of the tank shell in inches	

Range of Values for A258

Minimum	Maximum
0.1875	1.3
0	0

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 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 Compliance (B522). See CPC-1232 Compliant (B522) for explanation.

TankShell Material Norm	B208
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 option
- 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

Coil Material	X111
Indicates the construction material of the coils	

Permissible Values for X111

A	Aluminum	B	Brass
C	Carbon Steel	I	Inconel
M	Monel	N	Nickel
S	Stainless Steel		

Coils Exterior/Interior	X109
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	B105
The material thickness in inches of the protective head shield.	

Permissible Values for B105

.5 0.5 inches 1 1.0 inches

Validation Rule for B105

- If Tank Head Protection is F, H or T, then Head Protection Thickness is required

NOTES:

- This element is used in determining if the tank car meets CPC-1232 Compliance (B522). See CPC-1232 Compliant (B522) for explanation.

Head Protection Type	A118
Indicates the construction design of head protection shield	

Permissible Values for A118

C No Head Shield, but Head Protection
F Full Shield
H Half Shield
T Trapezoid Shield
U Unequipped
Z Unknown, built before 7/1/1997

Validation Rule for A118

- Head Protection Type must be reported as C, F, H, or T if the 4th character of the Stencil Class is J, S, or T and the car was built on or after July 1, 1997
- 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:

- This element is used in determining if the tank car meets CPC-1232 Compliance (B522). See CPC-1232 Compliant (B522) for explanation.

Tank Jacket Material <i>Mandatory</i>	B204
The equipment material characteristics including specification and grade for the tank jacket	

Permissible Values for B204

N LOW GRADE CARBON STEEL
T TC 128
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.

Insulation Type	A142
Describes the type of material used for the equipment insulation/thermal protection	

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 (or just +U+) for Unequipped

Validation Rule for A142

- If Insulation/Thermal Thickness is not reported, Insulation/Thermal Protection Type must not be reported or must be Unequipped
- Insulation/Thermal Thickness requires Insulation/Thermal Protection Type, and the Protection Type cannot be Unequipped
- When Insulation/Thermal Protection Type is Cork (CK), then Compartment Count must be 1
- Insulation Type cannot be Unequipped if Stencil Class is 105Axxx, 105Sxxx, 111A100W3, 111A100W4, 113xxx, 115xxx, 204W, 206W
- Insulation Type must be Unequipped if Stencil Class is 112Axxx, 112Sxxx, 114Axxx, or 114Sxxx
- Insulation Type is mandatory if the 4th character of the Stencil Class is equal to J
- Insulation Type must be Spray On Foam (SP) if 4th character of the Stencil Class is T
- Head Protection Type must not be reported as C if the 4th character of the Stencil Class is T

Insulation Thickness

B259

The thickness of the insulation/thermal protection

Range of Values for B259

Minimum	Maximum
0.5	12

Validation Rule for B259

- If Insulation/Thermal Protection Type is Unequipped, Insulation/Thermal Thickness must not be reported

Bottom Outlet/Fitting Typ *Mandatory*

A308

Describes the design of the bottom outlet of the tank

Permissible Values for A308

A Bottom Washout & Sump
B Bottom Outlet
C 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
W Bottom Washout
X Other
Z Unknown, built prior to 7/1/1997

Validation Rule for A308

- Tank Bottom Outlet Fitting Type is required for Tanks having a Built/Rebuilt (Birth) Date on or after July 1, 1997
- If the Tank Bottom Outlet Fitting Type is not reported, then the Bottom 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 UNEQUIPPED if the Stencil Class (A237) is 105xxx, 111A60W5, 111A60W7, 111A100W5, 111A100W4, 111A100W7, 112xxx, or 211A60W7
- Bottom Outlet Type may be reported but cannot contain the value B, C or G if the Stencil Class is equal to 103ALW, 103AW, 111A100ALW2, 111A100W2, 111A60ALW2, 111A60W2, 211A60W2, or 211A100W2
- Tanks with Shipping Container Specs that begin with 120 can only have Bottom Outlet Type of B, W, S, U, or Z
- Tanks with Shipping Container Specs that begin with 109 can only have Bottom Outlet Type of W, S, U, or Z

Bottom Outlet Count

B142

The number of bottom unloading devices on the equipment

Range of Values for B142

Minimum	Maximum
0	9

Validation Rule for B142

- 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 Fittings Protection

A153

Describes the design protection level around the bottom outlet value

Permissible Values for A153

A Level A > 1" Protrusion
B Level B Varies By Type
C Level C > 5" Protrusion
U Unequipped
Z Unknown, built prior to 7/1/1997

Validation Rule for A153

- If Tank Bottom Outlet Count is not reported, then the Tank Bottom Fittings Protection must not be reported
- Tank Bottom Fittings Protection is required for Tanks with a Built/Rebuilt (Birth) Date on or after July 1, 1997

Top Fittings Protection *Mandatory*

A264

Identifies the existence of top fittings protection associated with preventing loss of commodity due to rollover. For example, Sulfuric Acid rollover protection, pressure car fitting bonnets, etc. Does not include weather proofing on gen serv tank cars

Permissible Values for A264

E Equipped per M-1002, Appendix E, paragraph 9.2.1
N Unequipped
Y Equipped with other than M-1002, Appendix E, paragraph 9.2.1
Z Unknown, built prior to 7/1/1997

Validation Rule for A264

- Tank Top Fittings Protection is required for Tanks with a Built/Rebuilt (Birth) Date on or after July 1, 1997
- Tanks built on or after July 1, 1997 cannot have a Tank Top Fittings Protection setting of Z (unequipped or unknown)
- Tank Top Fittings Protection cannot be reported as N or Z for Tank Major Classes of 37 - 62 if the Built/Rebuilt Date is on or after July 1, 1997
- Tank Top Fittings Protection cannot be reported as N or Z for Tank Major Classes of 64 - 65 if the Built/Rebuilt Date is on or after July 1, 1997
- Tank Top Fittings Protection cannot be reported as N or Z for Tank Major Class of 67 if the Built/Rebuilt Date is on or after July 1, 1997
- Tank Top Fittings Protection cannot be reported as N or Z for Tank Major Classes of 80 - 81 if the Built/Rebuilt Date is on or after July 1, 1997
- Tank Top Fittings Protection cannot be reported as N or Z for Tank Major Classes of 86 - 97 if the Built/Rebuilt Date is on or after July 1, 1997
- Permissible value E may be reported only if A237 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.

Safety Relief Device Cnt

A181

The number of safety relief devices applied to the tank.

Range of Values for A181

Minimum	Maximum
0	9

Data Specification Manual

Validation Rule for A181

- Tank Safety 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 October 1, 2011 and whose Stenciled Shipping Specification begins with 111 or 211.

Safety Relief Device Type *Mandatory***A230**

Describes the design of the safety relief device.

Permissible Values for A230

- C Combination (Valve & Vent)
- D Vent
- P Fusible Plug
- 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

- Tank Safety Relief Device Type is required for Tanks with a Built/Rebuilt (Birth) Date on or after July 1, 1997
- Tank Safety Relief Device Type should be reported, if Safety Relief Device Count is reported
- Tank Safety Relief Device Type must be reported as Unequipped (U), when Safety Relief Device Count is reported as 0

Safety Vent w/Surge Prot *Mandatory***A231**

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

- Tank Safety Vent with Surge Protector is required for Tanks with a Built/Rebuilt (Birth) Date on or after July 1, 1997

PWHT Not Reworked**B280**

Special Train Service Code WK

Permissible Values for B280

- Y Yes

PWHT Re-stress Relieved**B279**

Special Train Service Code WJ

Permissible Values for B279

- Y Yes

Year Tank Qualified**B240**

New - Tank Committee; May become an inspection?-New - Tank Committee

Validation Rule for B240

- 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
- Year Tank Qualified must be reported when the Year Tank Qualification Due is reported
- Year Tank Qualified must not be reported if Year Tank Qualification Due is not reported

Tank Qualification Due**B241**

New - Tank Committee

Validation Rule for B241

- Year Tank Qualification Due must be greater than or equal Year Tank Qualified

Thickness Qualified Year**B246**

The year the tank thickness was measured

Validation Rule for B246

- Tank Thickness Qualified Year cannot be prior to year car was built
- Tank Thickness Qualified Year must be on or after the year 1998
- Year Tank Thickness Valve Qualified is required when Year Tank Qualification Due reported
- Year Tank Thickness Valve Qualified can only be reported if Year Tank Qualification Due is reported

Thickness Qualified Due**B247**

The year the tank thickness measurement is due

Validation Rule for B247

- Year Tank Thickness Qualification due cannot be before Thickness Qualified Due

Service Equip Qualified**B242**

The year the service equipment is inspected

Validation Rule for B242

- The Year Service Equipment Qualified cannot be prior to the Year the equipment was Built or Rebuilt
- The Year Service Equipment Qualified cannot be prior to 1998
- 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 Equipment Qualification Due is not reported

Service Equipment Due**B243**

The year the service equipment inspection is due

Validation Rule for B243

- Year Service Equipment Qualification Due cannot be prior to the Year the Service Equipment Qualified

Pressure Relief Qualified**B244**

The year the pressure relief value is inspected

Validation Rule for B244

- The year the Pressure Relief Valve was Qualified cannot be prior to the year the car was built
- The year the Pressure Relief Valve was Qualified must be on or after the year 1998
- 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 Pressure Relief Valve Qualification Due is not reported

Pressure Relief Due**B245**

The year the pressure relief value inspection is due

Validation Rule for B245

- Pressure Relief Valve Qualification Year due cannot be before Pressure Relief Year Due

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 Train Line Arrangement for Cars with F-Shank Couplers
- G S-4003x (Former Standard)
- H S-4003-05 (Former Alternate Standard)

Data Specification Manual

- 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:
 - o $0.5 * (\text{Outside Length, in inches, minus Truck Center Length, in inches, minus 31 inches})$

For all other equipment, reporting Air Hose Arrangement is optional.

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
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 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

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

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

- Ledger Value must equal the Original Cost plus the Additions & Betterments, if A&B has been reported. Otherwise Ledger Value should equal Original Cost.

Total A&B A003

The sum total amount of all additions & betterments added or subtracted 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.

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.
 - 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 or 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 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

Validation Rule for A128

- 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 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.

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, you must enter a value in all 4 fields.

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.

Data Specification Manual

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.
- Additions & Betterments Date Done cannot be earlier than Built Date.
- 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

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 pipe.
TKLI	Protective coating to inside of tank. Includes renewal of lining in damaged car.

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.

CarManagement

Pool Number

P001

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

TCPC

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

User Reported Routing Instruction

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 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

The AAR or FRA interchange restriction code

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

NOTES:

- For further explanation reference Appendix E.

Mechanical Restriction

TCME

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

Mech Restriction Reason

TCMR

Mechanical Restriction Reason

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 amd Couplers Parts
F	Restricted Due to Couplers Yokes
G	Restricted Due to Draft Gears
J	Restricted Due to Journal Bearing and Journal Lubrication
N	Restricted Due to Trucks
P	Restricted Due to Truck Side Frames
T	Restricted Due to Trucks Bolsters
U	Restricted by Owner or AAR
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:

- 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.

Sys Gen Routing Inst

TCGR

System Generated Routing Instruction

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

NOTES:

- For further explanation reference Appendix E.5.

Train Service

286K Aprvd COC/FRA Waiver

B098

Indicates Tank Car has a valid FRA waiver, or has specifically an AAR-approved Certificate of Construction

Permissible Values for B098

Y	Yes - Tank car approved for GRL 286,000 pounds. Has a valid FRA waiver or specifically an AAR-approved Certificate of Construction
---	--

Data Specification Manual

Validation Rule for B098

-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

Restricted Speed Empty **B180**

Describes the maximum restricted speed the equipment can travel when empty

Range of Values for B180

Minimum	Maximum
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 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**

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 can only be positioned at the rear of the train

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 Exceptn **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

Truck Components

Axles Spacing Distance **Mandatory** **B020**

Describes the distance between axles 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 **B252**

The number of axles per truck

Range of Values for B252

Minimum	Maximum
2	4

Journal Size **Mandatory** **A147**

Describes the roller bearing size

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 H 7 X 14 K 6-1/2 X 9
M 7 X 9

Validation Rule for A147

- Journal Size B (4 1/4 x 8) requires a Gross Weight of 103,000 lbs. for 4-axle cars unless the car is Star Coded
- Journal Size B (4 1/4 x 8) requires a Gross Weight of 154,000 lbs. for 6-axle cars unless the car is Star Coded
- Journal Size C (5 x 9) requires a Gross Weight of 142,000 lbs. for 4-axle cars unless the car is Star Coded
- Journal Size C (5 x 9) requires a Gross Weight of 213,000 lbs. for 6-axle cars unless the car is Star Coded
- Journal Size D (5 1/2 x 10) requires a Gross Weight of 177,000 lbs. for 4-axle cars unless the car is Star Coded
- Journal Size D (5 1/2 x 10) requires a Gross Weight of 265,000 lbs. for 6-axle cars unless the car is Star Coded
- Journal Size E (6 x 11) requires a Gross Weight of 220,000 lbs. for 4-axle cars that do not have 28 inch wheels unless the car is Star Coded
- Journal Size E (6 x 11) requires a Gross Weight of 179,000 lbs. for 4-axes 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-axes
- Journal Size F requires a Gross Weight of greater than or equal to 263,000 lbs. for 4-axes cars unless the car is Star Coded.
- Journal Size F requires a Gross Weight of less than or equal to 286,000 lbs. 4-axle cars unless the car is Star Coded
- 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.
- Journal Size G (7 x 12) requires a Gross Weight of 286,000 lbs. or 315,000 lbs. for 4-axle cars unless the car is Star Coded
- 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 M (7 x 9) requires a Gross Weight of 286,000 lbs. or 315,000 lbs. for 4-axle cars unless car is Star Coded
- Journal Size Code M (7 x 9) requires a Gross Weight of 472,000 lbs. for 6-axes

Data Specification Manual

- 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
- Journal Size Code K requires a Gross Weight of less than or equal to 286,000 lbs. for 4-axle cars unless the car is Star Coded
- Gross Weight must be 394,000 lbs. for 6-axle cars with Journal Size K

Wheel Diameter <i>Mandatory</i>	A294
Describes the diameter of the wheel	●●

Affects Rating.

Permissible Values for A294

28	28 Inches	30	30 Inches	33	33 Inches
36	36 Inches	38	38 Inches		

Validation Rule for A294

- Unstarred Cars with Gross Weight of 286,000 lbs. and Increased Gross Rail Load of 2 must have a Wheel Diameter of 36 inches
- Unstarred Cars with Gross Weight of 286,000 lbs. and Increased Gross Rail Load of 2 must have a Wheel Diameter of either 36 or 38 inches
- Cars with an Increased Gross Rail Load of 1 and Journal of G or M must have a Wheel Diameter of 38 inches
- Wheel Diameters of (33 and 36 inches) or (33 and 38 inches) can only be reported for articulated cars

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	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 equipment coupler type	

Permissible Values for A057

1997UNK	Unknown, built prior to 7/1/1997
BE60	Prohibited in Interchange (Rule 90) - BE60
BE60AHT	Type E (Rule 16) - BE60AHT
BE60BHT	Type E Obsolete (Rule 16) - BE60BHT
BE61AHT	Prohibited in Interchange (Rule 90) - BE61AHT
BE61BHT	Prohibited in Interchange (Rule 90) - BE61BHT
BE63	Type E Obsolete (Rule 16) - BE63
BE63AHT	Type E Obsolete (Rule 16) - BE63AHT
BE63HT	Type E (Rule 16) - BE63HT
BE67HT	Type E (Rule 16) - BE67HT
BE6HT	Type E/F Obsolete (Rule 17) - BE6HT
CE60HT	Prohibited in Interchange (Rule 90) - CE60HT
CE61AHT	Prohibited in Interchange (Rule 90) - CE61AHT
CF70AHT	Prohibited in Interchange (Rule 90) - CF70AHT
CF70HT	Prohibited in Interchange (Rule 90) - CF70HT

CF71AHT	Prohibited in Interchange (Rule 90) - CF71AHT
CF71HT	Prohibited in Interchange (Rule 90) - CF71HT
CF72AHT	Prohibited in Interchange (Rule 90) - CF72AHT
CF72HT	Prohibited in Interchange (Rule 90) - CF72HT
CF79AHT	Prohibited in Interchange (Rule 90) - CF79AHT
CF79HT	Prohibited in Interchange (Rule 90) - CF79HT
DOBS	Prohibited in Interchange (Rule 90) - DOBS
E42BEX	Type E/F (Rule 17) - E42BEX
E50ARE	Type E/F (Rule 17) - E50ARE
E50BEX	Type E/F (Rule 17) - E50BEX
E60	Prohibited in Interchange (Rule 90) - E60
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
E60HT	Prohibited in Interchange (Rule 90) - E60HT
E61	Type E Obsolete (Rule 16) - E61
E61AHT	Prohibited in Interchange (Rule 90) - E61AHT
E61BC	Prohibited in Interchange (Rule 90) - E61BC
E61HT	Prohibited in Interchange (Rule 90) - E61HT
E63	Prohibited in Interchange (Rule 90) - E63
E63AHT	Prohibited in Interchange (Rule 90) - E63AHT
E63HT	Prohibited in Interchange (Rule 90) - E63HT
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	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
EB7AHT	Type E (Rule 16) - EB7AHT
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
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
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

Data Specification Manual

F71BHT	Type F Obsolete (Rule 18) - F71BHT
F71CHT	Type F (Rule 18) - F71CHT
F72CHT	Type F Obsolete (Rule 18) - F72CHT
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
F73HT	Type F Obsolete (Rule 18) - F73HT
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
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
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
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 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) or L (Rotary Drawbar).
- 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 <i>Mandatory</i>	B058
Describes the basic coupler design of the equipment	

Affects Rating.

Permissible Values for B058

B	Bottom Shelf	D	Double Shelf
L	Drawbar Rotary	M	Drawbar
P	Plain	R	Rotary

Validation Rule for B058

- If Draft Gear type is H (Hydraulic) then Coupler Styles cannot be reported as M (Solid Drawbar) or L (Rotary Drawbar)
- If Draft Gear type is not COC or EOC, Inches of Travel cannot be reported
- If Draft Gear type of COC or EOC is reported then Inches of Travel must also be reported.

Inches of Travel	B061
The number of inches the draft gear will compress to absorb impact	

Affects Rating.

Range of Values for B061

Minimum	Maximum
2	36

Draft Gear Type <i>Mandatory</i>	B073
Describes the basic draft gear design of the equipment	

Affects Rating.

Permissible Values for B073

C	Cushioning Center of Car
E	Cushioning End of Car

Data Specification Manual

H Hydraulic
S Standard

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.	

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	Gondola	HOPP Hopper
IFLT	Intermodal Flat	TANK Tank Car
VFLT	Vehicular Flat	
Validation Rule for A307		
-Unit Equipment Group must not be reported if the Connected Unit Count is not reported		
-Unit Equipment Group must be reported if Connected Unit Count is reported		

Unit Tare Weight	A299
The unit segment weight on rail when empty	
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 is not reported	
-Unit Tare Weight requires Connected Unit Count	
-Unit Tare Weight for Boxcars and Refrigerators must be greater than or equal 16,000 lbs.	
-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	

Unit Load Limit	A300
Satisfies ICPSC 23/24 and normal load limit requirements - The unit segment weight on rail when loaded	
Range of Values for A300	
Minimum	Maximum
20000	500000
Validation Rule for A300	
-Unit Load Limit must not be reported if the Connected Unit Count is not reported	
-Unit Load Limit must be reported if Connected Unit Count is reported	
-Unit Segment Load Limits must add up to the Total Load Limit	

Brake System Components

Emergency Brake Valve CID	B354
Component ID from Component Registry	
Data is Confidential. This element is not eligible for Input or. Value does not carry forward for Single Clone / Multi Clone.	

Service Brake Valve CID	B357
Component ID from Component Registry	
Data is Confidential. This element is not eligible for Input or. 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 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 or 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

ABT 12-24 Month Due Date	DU13
The 12 month due date for the air brake test (ABT) after the original build date	

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
The 5/8 year due date for the air brake test (ABT) after the 13 month due date	

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

Inspection Date Done	DTDN
The date the inspection was completed	
Value does not carry forward for Single Clone / Multi Clone / Add Back.	

Inspection Due Date	INDD
The due date of the next inspection	
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	
Value does not carry forward for Single Clone / Multi Clone / Add Back.	

Inspection Reporter	REPT
The SCAC that reported the inspection	
Value does not carry forward for Single Clone / Multi Clone / Add Back.	

Location/SPLC	SPLC
The SPLC of the inspecting location	
Value does not carry forward for Single Clone / Multi Clone / Add Back.	
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 M Manual	

Data Specification Manual

Flat Cars

General	108
Built Date (BLDT)	108
Conflict Status (B050)	110
Conflict Status Next Date (B062)	110
Date of Original Conflict (B063)	110
Dedicated Service (B346)	108
Delete Reason Code (B064)	110
End of Service Date (B078)	109
Equipment Add Company (B083)	110
Equipment Add Date (B082)	109
Equipment Group (0002)	109
Equipment ID (0001)	108
Equipment Identification (EINN)	110
Equipment Type Code (UMET)	108
Extended Service (A096)	109
First Movement Date (USAT)	110
Info Conflict Status (B355)	110
Last Update Date (B122)	109
Lessee (LESE)	109
Maintenance Party (MNPT)	109
Mark Owner Category (B201)	109
Mechanical Designation (UMMD)	108
Next Conflict Status (B135)	110
Notice Indicator (B137)	110
Owner (UMOW)	108
Prior Equipment ID (PRID)	109
Private Zero Rate (B150)	110
Rate Indicator (A070)	110
Rebuilt / ILS Date (RBDT)	108
Rebuilt Flag (RBFL)	108
Registration Reason (B174)	110
Restencil Program Ind (B177)	110
Status Change Date (USCT)	109
Status Change Reason (USCR)	109
Status Code (USCD)	108
TTX Hourly Rate (B212)	110
TTX Mileage Rate (B213)	110
Weight	111
Cubic Feet Capacity (A067)	112
Gross Rail Load/Weight (A266)	111
Load Limit (LDLT)	111
Qual for Inc GRL (B344)	112
Star Code (A247)	112
Tare Weight (A259)	111
Weighing Date (A288)	111
Weighing Status (A289)	111
Dimension	112
Bulkhd Height Abov Pltfm (B035)	115
Bulkhead Top Width (B038)	115
Depressed/Well Bot Length (B065)	115
Depressed/Well Bot Width (B066)	115
Depressed/Well Top Length (B067)	116
Depressed/Well Top Width (B068)	115
End-Swing Offset (ESO) (A084)	116
Height of Platform (B239)	115
Inset Stake Pkts Plat Len (A131)	114
Inset Stake Pkts Plat Wdt (A132)	114
Inside Length (A135)	114
Inside Width (A138)	114
Mid-ordinate Offset (MOO) (A167)	116
Outside Extreme Height (A185)	113
Outside Extreme Width (A186)	112
Outside Height Extr Width (A187)	113
Outside Length (OSLG)	112
Perm Cont Platform Height (B052)	116
Permanent Cont Top Width (B056)	116
Plate Code (A046)	112
Platform Hght Above Rail (A192)	114
Truck Center Length (A276)	114
Specification	116
AEI High Temperature Tag (B006)	117
Air Hose Arrangement (B524)	118
Axle Count (A024)	116
Bearing Shielded from HBD (B021)	116
Brake Shoe Type (B026)	117
Builder Lot Code (B030)	118
Built Country (B031)	118
CC Side Bearing Type (A146)	117
Center of Gravity Empty (A045)	117
Connected Unit Count (A020)	117
ECP Brake Builder (B328)	118

ECP Brake Type (B327)	117
Empty/Load Device Eqpd (B075)	117
Equipment Builder (A035)	118
Floor Cradle/Trough Eqpd (A103)	117
FRA ReflectORIZATION (B096)	118
High Speed Design (B109)	117
Intermediate Conn Style (B115)	117
Non-Fish Belly (B136)	117
Operating Brakes (A182)	117
Rebuilt Country (B170)	118
Remote Monitoring Device (B176)	117
Truck Count (B256)	116
Wheel Bearing Type (B191)	116
Feature	119
Blocking Timbers Equipped (B270)	119
Bulkhead Type (B034)	119
Canopy Equipped (B266)	119
Center/Middle Stake Pkt (B040)	120
Chain Equipped (B402)	120
Chains and Binders Eqpd (B267)	119
Floor Material (A104)	119
Interior Rack (B114)	119
Lading Strap Anchor Eqpd (B121)	119
Permanent Cont Material (A055)	120
Permanent Container (B054)	120
Spring Tensioning Device (B198)	119
Stake Pockets (side/end) (B190)	120
Steel Riser Equipped (B200)	119
Tie Down Assembly Non-FA (B271)	119
Tie-Down Strap Equipped (B282)	119
Cost	120
A&B Amount (A317)	121
A&B Date Done (A319)	121
A&B Pos/Neg Ind (A316)	120
A&B Type (A318)	121
Ind for Pos/Neg Total A&B (A128)	120
Ledger Value (A150)	120
Original Cost (A184)	120
Total A&B (A003)	120
CarManagement	121
Mech Restriction Reason (TCMR)	121
Mechanical Restriction (TCME)	121
Pool Control (TCPC)	121
Pool Number (P001)	121
Sys Gen Routing Inst (TCGR)	121
Transportation Cond Code (TCCD)	121
Umler Transportation Code (TCOD)	121
User Routing Instructions (TCUR)	121
Train Service	121
Check trailing tonnage (B044)	122
Clearance Exception (B275)	122
Cooper Rating Exception (B273)	122
Curve Negotiate Exceptn (B178)	122
End of Train Only (B277)	122
Restricted Speed Empty (B180)	121
Restricted Speed Loaded (B181)	122
Shove adj. car to rest (B188)	122
Shove car to rest (B189)	122
Train Position Sensitive (B211)	122
Truck Components	122
Axles Spacing Distance (B020)	122
Bolster Component ID (B351)	123
Journal Size (A147)	122
Sideframe Component ID (B352)	123
Stability Device Equipped (B199)	123
Truck Axle Count (B252)	122
Wheel Diameter (A294)	123
Wheelset Component ID (B350)	123
Draft System Components	123
Coupler Code (A057)	123
Coupler Component ID (B353)	125
Coupler Style (B058)	124
Draft Gear Type (B073)	125
Inches of Travel (B061)	124
Unit Segment Components	125
Unit Equipment Group (A307)	125
Unit Inside Length (A301)	125
Unit Load Limit (A300)	125
Unit Tare Weight (A299)	125
Brake System Components	125
Emergency Brake Valve CID (B354)	125
Service Brake Valve CID (B357)	125

Data Specification Manual

Miscellaneous	125
Commercial Lessee CIF (B048)	125
Commercial Owner CIF (B049)	125
Umler Effective Date (EFD)	125
Inspection	125
ABT 12-24 Month Due Date (DU13)	125
ABT 5/8-Year Due Date (DU58)	126
Air Brake Test Device (B523)	126
Inspection Date Done (DTDN)	126
Inspection Due Date (INDD)	126
Inspection Performer (PERF)	126
Inspection Reporter (REPT)	126
Location/SPLC (SPLC)	126

Data Specification Manual

General

Status Code *Mandatory*

USCD

Identifies the current operational state

Does not Carry Forward.

Permissible Values for USCD

A ACTIVE I INACTIVE

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
- Prior to deleting a car, the status should be set to Inactive

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. (ie. 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 for Transportation Codes.

Permissible 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
 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

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, Output or Query.

NOTES:

- Please Refer to Appendix I for More information Regarding ETC Generation

Dedicated Service

B346

Indicates the type of dedicated service car is equipped to handle

Value does not carry forward for Equipment Group Change.

Permissible Values for B346

A Aluminum Ingot
 B Airplane Wings / Fuselage
 C Coiled Rod
 D Coiled Steel

E Hot Reinforcement Bars

F Frames

G Logs

H Utility Poles

I Pipe

J Plate Steel

K Steel Rail

L Wind Turbine

Validation Rule for B346

-The Dedicated Service Type can only be set for FMS Flat cars

Built Date *Mandatory*

BLDT

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 Rule for BLDT

-Built Date must be within the last 99 years

-Build Date must not be in the future for equipment in Active Status

-Prior and target equipment's Built Date (BLDT) must match

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

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

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

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

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 cars 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.

Data Specification Manual

Equipment Group <i>Mandatory</i> 0002 Identifies the various major car types Used for Transportation Codes. Affects Rating.	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.
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 is not valid or cannot be a child reporting mark. NOTES: <ul style="list-style-type: none"> In order to assign privately marked cars to a pool, a railroad reporting mark must be reported. 	Status Change Reason USCR 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 I Initial Load M Movement O Status Changed Manually R Restencil NOTES: <ul style="list-style-type: none"> 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.
Maintenance Party MNPT The major reporting mark of the company responsible for the maintenance and repairs of the equipment Does not Carry Forward.	Status Change Date USCT Identifies the effective date of the current operational state System Generated Field. This element is not eligible for Input or Query. Does not Carry Forward.
Mark Owner Category B201 The company that own 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 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: <ul style="list-style-type: none"> This value is stored in the Umler Database for informational purposes and is retrieved from the Roadmark Registry. 	Extended Service <i>Mandatory</i> 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 Waiver 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 Validation Rule for A096 -Extended Service Code of C cannot be reported if the car was built on or after July 1, 1974 -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 -Extended Service Code of C cannot be reported if the car was built before January 1, 1964 -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 or 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: <ul style="list-style-type: none"> Value is used to calculate End of Service Date (B078). Rebuilt date is required for Extended Service Code (A096) R for Rebuilt, or V. Rebuilt Date is required for Extended Service Code (A096) 1, 2, 3 for Increased Life Service.
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 must belong to the same or comparable Equipment Group (0002) as the current car initial and number NOTES: <ul style="list-style-type: none"> 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. 	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: <ul style="list-style-type: none"> Data becomes non-confidential one year prior to End of Service Date.

Data Specification Manual

Equipment Identification	EINN
Unique equipment identifier regardless of stenciled mark	
System Generated Field. This element is not eligible for Input.	
NOTES:	
<ul style="list-style-type: none"> 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 an equipment in active conflict	
System Generated Field. Affects Rating. This element is not eligible for Input or. 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:	
<ul style="list-style-type: none"> 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, 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, Output or Query. 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	
Notice Indicator	B137
Identifies equipment in error in Umler Notice Management	
System Generated Field. This element is not eligible for Input, Output or Query.	
Conflict Status Next Date	B062
The date the conflict status will be escalated	
System Generated Field. This element is not eligible for Input or. 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/Tariff 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	B150
Indicates a private car is subject to contractual agreement, nullifying mileage rates	
Affects Rating.	
Permissible Values for B150	
Y Yes	
Notes:	
<ul style="list-style-type: none"> 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 or 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.	
TTX Mileage Rate	B213
Mileage Charge-The TTX mileage rate for the equipment	
Data is Confidential. This element is not eligible for or 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 equipment	
This element is not eligible for Input or Query. 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	

Data Specification Manual

Weight

Gross Rail Load/Weight *Mandatory*

A266

The maximum weight on rail of the equipment and the load

Affects Rating.

Range of Values 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 plus the Tare Weight

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:

$$\begin{aligned}
 &8 \text{ ea. E-6" x 11" journal axles X } 55,000 \text{ lbs. per axle} = 440,000 \text{ lbs.} \\
 &+ 4 \text{ ea. F-6 1/2" x 12" journal axles X } 65,750 \text{ lbs. per axle} = 263,000 \text{ lbs.} \\
 &\text{Gross Rail Load} = 703,000 \text{ lbs.}
 \end{aligned}$$

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:

$$\begin{aligned}
 &4 \text{ ea. E-6" x 11" journal axles X } 55,000 \text{ lbs. per axle} = 220,000 \text{ lbs.} \\
 &+ 8 \text{ ea. G-7" x 12" journal axles X } 78,750 \text{ lbs. per axle} = 630,000 \text{ lbs.} \\
 &\text{Gross Rail Load} = 850,000 \text{ lbs.}
 \end{aligned}$$

Tare Weight *Mandatory*

A259

The equipment weight on rail when empty

Affects Rating.

Range of Values for A259

Minimum	Maximum
23000	500000

Validation Rule for A259

- Tare Weight for all non-articulated FLAT must be less than 500000 lbs.

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
- Please refer to Appendix P for more information on the Identical Tare Weight Batch Process

Load Limit *Mandatory*

LDLT

The maximum permissible weight of the commodity that can be loaded into the equipment

Used in ETC Generation. Affects Rating.

Range of Values for LDLT

Minimum	Maximum
35000	999999

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.

Permissible Values for A289

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

NOTES:

- Please refer to Appendix P for more information on the Identical Tare Weight Batch Process

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 must be reported
- When Weighing Date is reported then Weighing Status must be A (Actual)
- If Weighing Status 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

Data Specification Manual

Cubic Feet Capacity	A067
The cubic feet of the equipment	

Range of Values for A067

Minimum	Maximum
6500	76000

Validation Rule for A067

- Cubic Feet Capacity can only be reported on Flat Cars having a Permanent Container
- Cubic Feet Capacity of a non-articulated Permanent Container must be less than 9500 cubic feet

NOTES:

- For connected unit cars report the sum of all units cubic capacity.
- Plate Codes B,C,E,F, and G are valid for Flats

Star Code	A247
Indicates the reduction of the load limit of the equipment under 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
- Chlorine Service Tanks must be Starred with S if their Load Limit is in excess of 180,000 lbs.
- 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
AAR qualification for increased Rail Load	

Permissible Values for B344

- RULE 88 IGRL CODE 1 (S-286) (286,000 GRL)
- RULE 88 IGRL CODE 2 (> 268,000 and <= 286,000 GRL)
- RULE 88 IGRL CODE 3 (> 263,000 and <= 268,000 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.
- 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 having Journal Size of G, K, or M require Qualification for increased GRL to be reported as 1
- 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	A046
Plate Code <i>Mandatory</i>	
Indicates the extreme height and width clearance of the equipment	

Affects Rating.

Permissible Values for A046

- A Clearance Equals Plate B and Extreme Width is Greater Than 10'08 inches and Does Not Exceed 10'10 inches
B Plate Code B
C Plate Code C
E Plate Code E
F Plate Code F
G Plate Code G
H Plate Code H
I Plate Code I
J Plate Code J

Validation Rule for A046

- Plate Code A is only applicable to Freight cars
- Plate Code A is applicable to Gondolas only with a Built/Rebuilt (Birth) Date on or before December 31, 1975

NOTES:

- For a description of Plate Codes, please see Appendix J at the back of this manual.
- For connected unit cars report the most restrictive plate code.
- Report B: If clearance does not exceed Plate B
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 G: If clearance exceeds Plates B, C, E and F.
- C-E-F- must agree with similar stenciling on side of car G must agree with stenciling on side of car that exceeds Plate F.
- For ARTICULATED/MULTI-UNIT SET report the most restrictive clearance plate of UNIT in the set.

Outside Length <i>Mandatory</i>	OSLG
The outside length of the equipment	

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

Range of Values for OSLG

Minimum	Maximum
24 ft 0 inches	2330 ft 0 inches

Validation Rule for OSLG

- Non-Articulated Flat Cars cannot have an Outside Length greater than 124 feet
- Outside Length on freight cars must exceed the Inside Length by 2 feet or more
- Outside Length on freight cars (except refrigerators) must not exceed Inside Length by more than 16 feet
- Outside Length on refrigerator cars (Mechanical Designation RB, RBL, RP, RPL, or RC) must not exceed Inside Length 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 <i>Mandatory</i>	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 7 inches

Data Specification Manual

Validation Rule for A186

- Outside Extreme Width must not exceed 10 feet 8 inches for Plate Types B, C, E, F, H, I, J, or K
- Outside Extreme Width for Plate Type A must not be less than 10 feet 8 inches.
- Outside Extreme Width for Plate Type 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 *Mandatory***A185**

The outside extreme height of the equipment

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

Range of Values for A185

Minimum	Maximum
2 ft 0 inches	22 ft 6 inches

Validation Rule for A185

- Flat Cars with Plate Code B or H must not exceed a Maximum Outside Extreme Height of 15 feet 1 inches
- Flat Cars without (Canopy and (Plate Code C or I)) must not exceed Outside Extreme Height of 15 feet 6 inches
- Flat Cars without (Canopy and (Plate Code E or J)) must not exceed Outside Extreme Height of 15 feet 9 inches
- Flat Cars without (Canopy and (Plate Code F or K)) must not exceed Outside Extreme Height of 17 feet 0 inches
- Flat Cars (UMMD = FMS) without (Canopy and (Plate Code B or H)) must not exceed Outside Extreme Height of 15 feet 1 inches
- Flat Cars (UMMD = FMS) without (Canopy and (Plate Code C or I)) must not exceed Outside Extreme Height of 15 feet 6 inches
- Flat Cars (UMMD = FMS) without Canopy and with Plate Code E or J must have Outside Extreme Height of less than or equal to 15 feet 9 inches
- Flat Cars (UMMD = FMS) without Canopy and with Plate Code F or K must have Outside Extreme Height of less than or equal to 17 feet 0 inches
- Flat Cars (UMMD = FMS) with Canopy must have Outside Extreme Height of less than or equal to 22 feet 6 inches
- Flat Cars (UMMD = FMS) with Canopy must have Outside Extreme Height greater than or equal to 17 feet 0 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 Height Extr Width *Mandatory***A187**

The outside height extreme width of the equipment

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 for Plate Types A, B must not exceed 10 feet 8 inches if Outside Height of Extreme Width is 13 feet 10 inches
- Outside Extreme Width for Plate Types A, B must not exceed 10 feet 7 inches if Outside Height of Extreme Width is 13 feet 11 inches
- Outside Extreme Width for Plate Types A, B must not exceed 10 feet 6 inches if Outside Height of Extreme Width is 14 feet 0 inches
- Outside Extreme Width for Plate Types A, B must not exceed 10 feet 4 inches if Outside Height of Extreme Width is 14 feet 1 inches
- Outside Extreme Width for Plate Types A, B must not exceed 10 feet 3 inches if Outside Height of Extreme Width is 14 feet 2 inches
- Outside Extreme Width for Plate Types A, B must not exceed 10 feet 2 inches if Outside Height of Extreme Width is 14 feet 3 inches
- Outside Extreme Width for Plate Types A, B must not exceed 10 feet 0 inches if Outside Height of Extreme Width is 14 feet 4 inches
- Outside Extreme Width for Plate Types A, B must not exceed 9 feet 9 inches if Outside Height of Extreme Width is 14 feet 5 inches
- Outside Extreme Width for Plate Types A, B must not exceed 9 feet 7 inches if Outside Height of Extreme Width is 14 feet 6 inches

- Outside Extreme Width for Plate Types A, B must not exceed 9 feet 4 inches if Outside Height of Extreme Width is 14 feet 7 inches
- Outside Extreme Width for Plate Types A, B must not exceed 8 feet 10 inches if Outside Height of Extreme Width is 14 feet 8 inches
- Outside Extreme Width for Plate Types A, B must not exceed 8 feet 8 inches if Outside Height of Extreme Width is 14 feet 9 inches
- Outside Extreme Width for Plate Types A, B must not exceed 8 feet 5 inches if Outside Height of Extreme Width is 14 feet 10 inches
- Outside Extreme Width for Plate Types A, B must not exceed 7 feet 11 inches if Outside Height of Extreme Width is 14 feet 11 inches
- Outside Extreme Width for Plate Types A, B must not exceed 7 feet 8 inches if Outside Height of Extreme Width is 15 feet 0 inches
- Outside Extreme Width for Plate Types A, B must not exceed 7 feet 4 inches if Outside Height of Extreme Width is 15 feet 1 inches
- Outside Extreme Width for Plate Types C or I must not exceed 10 feet 8 inches if Outside Height of Extreme Width is 14 feet 3 inches
- Outside Extreme Width for Plate Types C or I must not exceed 10 feet 7 inches if Outside Height of Extreme Width is 14 feet 4 inches
- Outside Extreme Width for Plate Types C or I must not exceed 10 feet 6 inches if Outside Height of Extreme Width is 14 feet 5 inches
- Outside Extreme Width for Plate Types C or I must not exceed 10 feet 4 inches if Outside Height of Extreme Width is 14 feet 6 inches
- Outside Extreme Width for Plate Types C or I must not exceed 10 feet 3 inches if Outside Height of Extreme Width is 14 feet 7 inches
- Outside Extreme Width for Plate Types C or I must not exceed 10 feet 2 inches if Outside Height of Extreme Width is 14 feet 8 inches
- Outside Extreme Width for Plate Types C or I must not exceed 10 feet 0 inches if Outside Height of Extreme Width is 14 feet 9 inches
- Outside Extreme Width for Plate Types C or I must not exceed 9 feet 9 inches if Outside Height of Extreme Width is 14 feet 10 inches
- Outside Extreme Width for Plate Types C or I must not exceed 9 feet 5 inches if Outside Height of Extreme Width is 14 feet 11 inches
- Outside Extreme Width for Plate Types C or I must not exceed 9 feet 2 inches if Outside Height of Extreme Width is 15 feet 0 inches
- Outside Extreme Width for Plate Types C or I must not exceed 8 feet 10 inches if Outside Height of Extreme Width is 15 feet 1 inches
- Outside Extreme Width for Plate Types C or I must not exceed 8 feet 6 inches if Outside Height of Extreme Width is 15 feet 2 inches
- Outside Extreme Width for Plate Types C or I must not exceed 8 feet 3 inches if Outside Height of Extreme Width is 15 feet 3 inches
- Outside Extreme Width for Plate Types C or I must not exceed 7 feet 11 inches if Outside Height of Extreme Width is 15 feet 4 inches
- Outside Extreme Width for Plate Types C or I must not exceed 7 feet 8 inches if Outside Height of Extreme Width is 15 feet 5 inches
- Outside Extreme Width for Plate Types C or I must not exceed 7 feet 4 inches if Outside Height of Extreme Width is 15 feet 6 inches
- Outside Extreme Width for Plate Types E must not exceed 10 feet 8 inches if Outside Height of Extreme Width is 15 feet 2 inches
- Outside Extreme Width for Plate Types E must not exceed 10 feet 6 inches if Outside Height of Extreme Width is 15 feet 3 inches
- Outside Extreme Width for Plate Types E must not exceed 10 feet 3 inches if Outside Height of Extreme Width is 15 feet 4 inches
- Outside Extreme Width for Plate Types E must not exceed 9 feet 6 inches if Outside Height of Extreme Width is 15 feet 5 inches
- Outside Extreme Width for Plate Types E must not exceed 8 feet 8 inches if Outside Height of Extreme Width is 15 feet 6 inches
- Outside Extreme Width for Plate Types E must not exceed 7 feet 11 inches if Outside Height of Extreme Width is 15 feet 7 inches
- Outside Extreme Width for Plate Types E must not exceed 7 feet 1 inches if Outside Height of Extreme Width is 15 feet 8 inches
- Outside Extreme Width for Plate Types E must not exceed 6 feet 3 inches if Outside Height of Extreme Width is 15 feet 9 inches
- Outside Extreme Width for Plate Types F must not exceed 10 feet 8 inches if Outside Height of Extreme Width is 16 feet 3 inches
- Outside Extreme Width for Plate Types F must not exceed 10 feet 7 inches if Outside Height of Extreme Width is 16 feet 6 inches
- Outside Extreme Width for Plate Types F must not exceed 10 feet 6 inches if Outside Height of Extreme Width is 16 feet 7 inches

Data Specification Manual

- Outside Extreme Width for Plates Types F must not exceed 10 feet 3 inches if Outside Height of Extreme Width is 16 feet 8 inches
- Outside Extreme Width for Plate Type F must not exceed 10 feet 0 inches if Outside Height of Extreme Width is 16 feet 9 inches
- Outside Extreme Width for Plates Types F must not exceed 9 feet 8 inches if Outside Height of Extreme Width is 16 feet 10 inches
- Outside Extreme Width for Plates Types F must not exceed 9 feet 5 inches if Outside Height of Extreme Width is 16 feet 11 inches
- Outside Extreme Width for Plates Types F must not exceed 9 feet 2 inches if Outside Height of Extreme Width is 17 feet 0 inches
- Outside Extreme Width for Plate Type J must not exceed 10 feet 8 inches if Outside Height of Extreme Width is 16 feet 4 inches
- Outside Extreme Width for Plate Type K must not exceed 10 feet 8 inches if Outside Height of Extreme Width is 18 feet 5 inches
- Outside Height of Extreme Width for Plate Types A, B, or H must be less than or equal to 15 feet 1 inch
- Outside Height of Extreme Width for Plate Types C or I must be less than or equal to 15 feet 6 inches
- Outside Height of Extreme Width for Plate Type E must be less than or equal to 15 feet 9 inches
- Outside Height of Extreme Width for Plate Type F must be less than or equal to 17 feet 0 inches
- Outside Height of Extreme Width for Plate Type G must be less than or equal to 18 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* A135

The length of the equipment inside walls - or - inside platform length

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
- Is not applicable to Inside Length/Inside Platform Length for Trailer/Container - Bulk Hopper, Tank or Flat (Mechanical Designation of UH, or UTK)

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 width of the equipment inside walls - or - inside platform width

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

Range of Values for A138

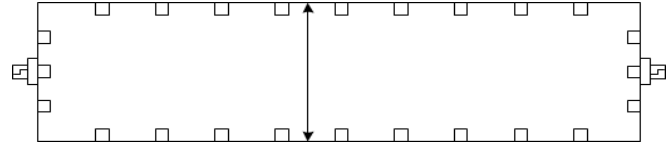
Minimum	Maximum
4 ft 0 inches	12 ft 6 inches

Validation Rule for A138

- Inside Width/Inside Platform Width must not exceed Outside Extreme Width
- Inside Width/Inside Platform Width is not applicable to Trailer/Container - Tank or Flat (Mechanical Designation of UTK)

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** A276

The center length between two trucks (The pivot point of the equipment)

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

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

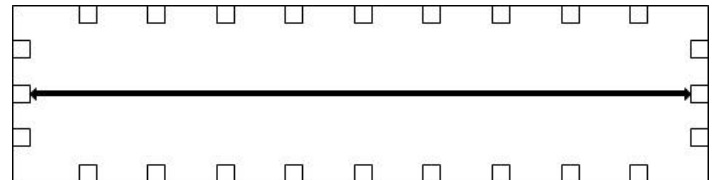
Displayed in feet and inches on the Web. Stored in inches.

Range of Values for A131

Minimum	Maximum
20 ft 0 inches	99 ft 11 inches

NOTES:

- Measurement between stake pockets:

**Inset Stake Pkts Plat Wdt** A132

Describes the width of platform in inches

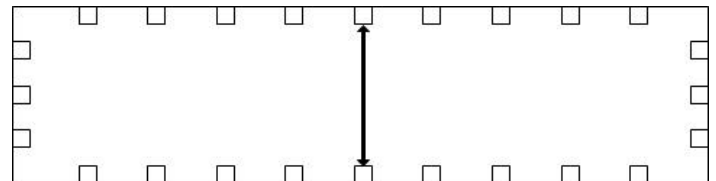
Displayed in feet and inches on the Web. Stored in inches.

Range of Values for A132

Minimum	Maximum
4 ft 0 inches	11 ft 6 inches

NOTES:

- Measurement between stake pockets:

**Platform Hght Above Rail *Mandatory*** A192

Describes the platform height above the rail in inches

Affects Rating. 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

- Flat Cars (UMMD = FM, FMS, FB, FBS, FL, or FBC) must be less than or equal Platform Height Above Rail of 5 feet 11 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 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_).

Side view of car.

**Height of Platform****B239**

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

Validation Rule for B239

- Height of Depressed Platform above Rail can only be reported for cars with Mechanical Designations of FD, FDC, or FW

Bulkhead Top Width**B038**

Describes the width 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 for B038

- Bulkhead Top Width requires Bulkheads on cars
- Bulkhead Top Width can only be reported on Flat cars with no Permanent Containers, Mechanical Designations FB, FBS, FL, FBC, FDC, LP, or MWF.
- Bulkhead Top Width is not applicable to cars without fixed Bulkheads, Mechanical Designation FL
- Cars with Plate Codes of B, C, E, F, H, or I can only report a maximum Bulkhead Top Width of 10 feet 8 inches
- Bulkhead Top Width with Plate Code B, E, F, or H must have a Bulkhead Top Width greater than or equal 6 feet
- Equipment with the Mechanical Designation of FB, FBC, FBS, or FDC must have B035 - Bulkhead Height Above Platform and B038 - Bulkhead Top Width reported

Bulkhd Height Abov 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 requires car with no Permanent Container
- Bulkhead Height Above Platform and Permanent Container Top Height Above Platform are mutually exclusive, either one or the other can be reported but not both
- Bulkhead Height Above Platform can only be reported for Flat Cars having a bulkhead, Mechanical Designations of FB, FBS, FBC, FL, LP, FDC, FW, FD, or MWF.
- Equipment with the Mechanical Designation of FB, FBC, FBS, or FDC must have B035 - Bulkhead Height Above Platform and B038 - Bulkhead Top Width reported

NOTES:

Side view of car.

**Depressed/Well Bot Width****B066**

Describes the platform width at the lowest point

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

Range of Values for B066

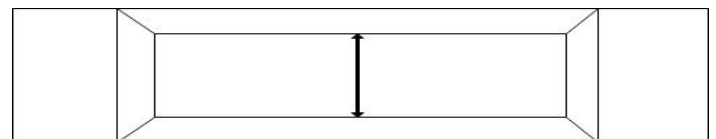
Minimum	Maximum
3 ft 10 inches	10 ft 10 inches

Validation Rule for 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**

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****B068**

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

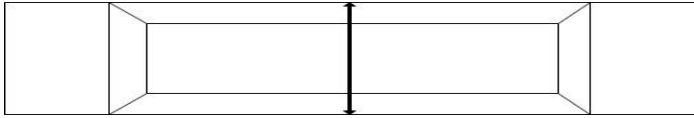
Data Specification Manual

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 Top Length** B067**Well Or Depressed Flat--Top Length**

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

Range of Values for B067

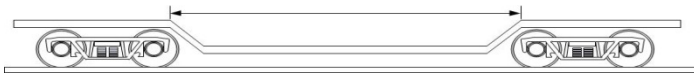
Minimum	Maximum
14 ft 0 inches	61 ft 10 inches

Validation Rule for 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	9.9990000000000006

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 Offset (ESO) A084**End-Swing Offset (ESO)****Range of Values for A084**

Minimum	Maximum
0	9.9990000000000006

Validation Rule for A084

- End-Swing Offset (ESO) can only be reported for Mechanical Designation of (LS, FD, FW, FMS, and FM) with GRL greater than or equal 200,000 pounds and axle count greater than or equal 6
- End-Swing Offset (ESO) is only applicable to Flat Cars having GRL of 200,000 pounds or greater
- End-Swing Offset (ESO) is only applicable to Flat Cars having an axle count equal to or greater than 6

Perm Cont Platform Height B052**Bulkhead Or Container - Hgt. Above Plat. Well Or Depressed Flat - Height Of Platform**

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

Range of Values for B052

Minimum	Maximum
3 ft 0 inches	17 ft 6 inches

Validation Rule for B052

- Bulkhead Height Above Platform and Height of Depressed Platform above Rail are mutually exclusive, either one or the other can be reported but not both
- Permanent Container Top Height Above Platform can only be reported on car having Permanent Containers
- Permanent Container Top Height Above Platform can only be set for cars that have Permanent Containers

Permanent Cont Top Width B056**Bulkhead Or Container - Top Width**

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

Range of Values for B056

Minimum	Maximum
6 ft 0 inches	99 ft 6 inches

Validation Rule for B056

- Permanent Container Top Width can only be set for cars with a permanently 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
- Permanent Container Top Width with Plate Code B, E, or F must be greater than or equal 6 feet

Specification**Truck Count** B256**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	25

Axle Count A024**The total axles on the equipment**

Affects Rating.

Range of Values for A024

Minimum	Maximum
2	999

Validation Rule for A024

- Axle Count must be greater than or equal to 4 for all equipment except CHSS, TRLR, CONT, EOTD, STWH, or LOCO
- Axle Count for an articulated car must be greater than or equal to ((Connected Unit Count x 2) + 2)
- Axle Count for a draw bar connected car must be greater than or equal to (Connected Unit Count x 4)
- Total axle count must match sum of truck axle counts.

Wheel Bearing Type B191**Indicates the wheel bearing type for the equipment**

Affects Rating.

Permissible Values for B191

P Plain R Roller

Validation Rule for B191

- Cars with Plain Bearings cannot have Constant Contact Side Bearings
- Cars with Plain Bearings must have a Transportation Code and Transportation Condition code of either YA, S_, or XJ
- Tank and Flat Cars cannot have Plain Bearings if Built Date 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**

Y Yes

Data Specification Manual

Brake Shoe Type <i>Mandatory</i>	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 truck on the equipment has a type of bearing on its truck side that stabilizes it on curves and in high-speed service					
Permissible Values for A146 LC Long Travel Constant Contact SC Short Travel Constant Contact Validation Rule for A146 -All cars with Rule 88 IGRL of 1 must have Long Travel CC Side Bearings. NOTES: <ul style="list-style-type: none"> For Mechanical Designation (UMMD) FB, FBC, FBS, Constant Contact Side Bearings (A146) are mandatory. If NOT reported Mechanical Restriction "X" and Mechanical Restriction Reason "N" will be applied to car. 					
Empty/Load Device Eqpd	B075				
Indicates a device is available to identify the equipment is empty or loaded					
Permissible Values for B075 Y Yes					
High Speed Design	B109				
Indicates the trucks installed on this equipment is designed for high-speed train operations					
Permissible Values for B109 Y Yes Validation Rule for B109 -Cars with Plain Bearings cannot have a High Speed Design -Cars with Constant Contact Side Bearings cannot have a high speed design -Only Cars with Roller Bearings and High Friction Composition Brake Shoe Type can have High Speed Design					
Center of Gravity Empty	A045				
When empty, indicates the height from Top of Rail to the Center of Gravity					
Affects Rating.					
Range of Values for A045 <table border="1"> <thead> <tr> <th>Minimum</th><th>Maximum</th></tr> </thead> <tbody> <tr> <td>22</td><td>63</td></tr> </tbody> </table> Validation Rule for A045 -Center of Gravity (Empty Car) for Mechanical Designations of (FM, FMS, FD, FB, FBS, FW, FL, LP, LS) must be below the maximum of 4 feet 11 inches -Center of Gravity (Empty Car) is required for cars built/rebuilt before January 1, 1987 for all Mechanical Designations except FB, FBS, LP, or LS -All equipment in the FLAT and GOND equipment group built on or after January 1, 2012 must report Empty Car Center of Gravity. -All cars that exceed Plate Code C built on or after January 1, 2012 must report Empty Car Center of Gravity		Minimum	Maximum	22	63
Minimum	Maximum				
22	63				
Remote Monitoring Device	B176				
Indicates the equipment is equipped with a location monitoring device					
Permissible Values for B176 Y Yes					
AEI High Temperature Tag	B006				
Indicates the equipment requires a AEI high temperature tag					
Permissible Values for B006 Y High Temperature Tag Required					

Floor Cradle/Trough Eqpd	A103			
Indicates the equipment has a floor cradle or trough				
Permissible Values for A103				
Y Yes				
Validation Rule for A103				
-If Dedicated Service Type is set to Coiled Steel then Floor Cradle/Trough must be set				
-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 must not be reported, if the Floor Cradle/Trough Equipped is not reported				
Non-Fish Belly	B136			
Fitting Codes NB				
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 connectors to an articulated or multi-unit equipment				
Affects Rating.				
Range of Values for A020				
Minimum	Maximum			
2	45			
Validation Rule for A020				
-Connected Unit Count must equal the Calculated Unit Count				
-Unit Segment Location must not be reported if the Connected Unit Count is not reported				
-Unit Segment Location must be reported if Connected Unit Count is reported				
Intermediate Conn Style	B115			
Indicates the method two or more equipment are connected together				
Permissible Values for B115				
A Articulated Connector				
D Drawbar Connector				
Validation Rule for B115				
-Intermediate Connector Style is required for Multi-Segment Cars				
-Intermediate Connector Style must not be reported for single Segment Cars				
Operating Brakes	A182			
The number of brakes on an articulated equipment (Excludes hand brakes)				
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, Heavy-Capacity Flat Cars, and Locomotives				
-Operating Brakes are required for Articulated equipment				
-Operating Brakes are required for Heavy Capacity Flat Cars (Mechanical Designation of FD, FM, FMS, FW, or LS) with 6 Unit Axles or More				
ECP Brake Type	B327			
Indicates the type of electronic control pneumatic brake used on the equipment. ECP brakes assists in braking equipment simultaneously				
Permissible Values for B327				
N Not Equipped				
O Overlay - Both ECP & Air Brake				
S Stand alone - ECP Only				

Data Specification Manual

Validation Rule for B327

- Equipment must have a value entered for ECP Brake Type (B327) if built or rebuilt after June 28, 2012

ECP Brake Builder	B328
The manufacturer of the electronic control pneumatic brake used on the equipment	

Permissible Values for B328

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 (B328)
- If ECP Brake Type (B327) is Not Equipped then ECP Brake Builder (B328) is not reportable

Equipment Builder	A035
Identifies the original manufacturer of the equipment	

Permissible Values for A035

ACF American Car & Foundry
ACFX ACF Industries
ARI ARI Industries
BERW Berwick Forge
BETH Bethlehem Car Works
BSP Bethlehem Steel Corporation
CONC Concarrill
DIFC Difco
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 Gunderson Inc
HST Hawker Siddeley
HYUN Hyundai
ITEL
JAC Johnstown America Corporation
JKFO JK-CO LLC
KASG Kasgro Railcar
MCDW McDowell Wellman
MRNE Marine Industries
MULT Multiple
NACA National Alabama Corporation
NSC National Steel Car
ORTN Ortnor
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 OWNER RAILROAD

Validation Rule for A035

- Equipment Builder must be populated if the Build Date is July 1, 2010 or newer
- Equipment built or rebuilt on or after July 1, 2010 cannot have a Builder Code of Unknown.
- 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 - B030.

Built Country	B031
The country where the equipment was constructed	

Data is Confidential.

Permissible Values for B031

CA Canada MX Mexico
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

P Reflectorization Plan
W Reflectorization Waiver

Validation Rule for B096

- Reflectorization is mandatory for all equipment built on or after November 28, 2005.

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 Train Line Arrangement for Cars with F-Shank Couplers
G S-4003x (Former Standard)
H S-4003-05 (Former Alternate Standard)
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.

Data Specification Manual

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:
 - $0.5 * (\text{Outside Length, in inches, minus Truck Center Length, in inches, minus 31 inches})$

For all other equipment, reporting Air Hose Arrangement is optional.

Feature	
Floor Material	A104
Describes the type of construction material used for the equipment floor	
Permissible Values for A104 01 Aluminum 05 Composite Nailable (considered same as wood) 06 Composite Nailable, Reinforced (considered same as wood) 14 Other 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) 35 Wood Floor, Reinforced, with Steel Protective Plates (includes perforated steel) 36 Wood Floor, Reinforced Validation Rule for A104 -Floor Material for Center Beam Flats with Mechanical Designation of (FBC or FDC) must be options 21 (Steel), 22 (Steel w/ Risers), 25 (Steel Reinforced), 27 (Undetermined), 30 (Wood). If Mechanical Designation of FBC and Floor Material of 22 (Steel w/ Risers), Steel Riser Equipped (B200) is not reportable.	
NOTES: <ul style="list-style-type: none"> • If Mechanical Designation (UMMD) is FBC and Floor material is 22 (Steel w/Risers), Steel Riser Equipped (B200) in not reportable. 	
Bulkhead Type	B034
Identifies the type of bulkhead attached to the equipment	
Permissible Values for B034 F Fixed I Inflatable M Moveable Validation Rule for B034 -Bulkhead Type can only be reported on Flat cars with Mechanical Designations of FL, FB, or FBS -Bulkhead Type on a Flat car with Mechanical Designation of FL can only be reported as Fixed Ends	
Canopy Equipped	B266
Fitting Code CY	
Permissible Values for B266 Y Yes Validation Rule for B266 -Canopy Equipped can only be reported on Flat car with Mechanical Designations of FBS or FMS -If Dedicated Service Type is set to Airplane Wings/Fuselage then Canopy Equipped must be set to Y	

NOTES:

- If Mechanical Designation (UMMD) is FBC and Steel Risers are present, then report Floor material (a104) as 22 (Steel floor, permanently mounted steel risers).

Data Specification Manual

Validation Rule for B270

- Blocking Timbers Equipped can only be reported on Flat cars with the Mechanical Designation of FMS

Center/Middle Stake Pkt	B040
Fitting Codes - SM	

Permissible Values for B040

Y Yes

Stake Pockets (side/end)	B190
Fitting Codes - ST	

Permissible Values for B190

Y Yes

Permanent Container	B054
Fitting Codes CN-Identifies the container is permanently attached to the equipment	

Permissible Values for B054

Y Yes

Validation Rule for B054

- Height of Depressed Platform above Rail can only be reported on cars with no Permanent Container

Permanent Cont Material	A055
Permanent Container Material	

Permissible Values for A055

01	Aluminum	04	Combination
18	Stainless Steel	19	Standard Steel
30	Wood		

Validation Rule for A055

- Container Material can only be reported on Flat cars with Permanent Containers

Chain Equipped	B402
Chain Equipped	

Value does not carry forward for Equipment Group Change.

Permissible Values for B402

Y Yes

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
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 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

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

- Original Cost must be equal to the Ledger Value if there are no Additions & Betterments.
- Ledger Value must equal the Original Cost plus the Additions & Betterments, if A&B has been reported. Otherwise Ledger Value should equal Original Cost.

Total A&B	A003
The sum total amount of all additions & betterments added or subtracted 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.

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.
 - 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 or 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 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

Validation Rule for A128

- 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 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.

Data Specification Manual

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, you must enter a value in all 4 fields.

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.
- Additions & Betterments Date Done cannot be earlier than Built Date.
- 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

- 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.

CarManagement

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	

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
User Reported Routing Instruction	

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 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
The AAR or FRA interchange restriction code	

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

NOTES:

- For further explanation reference Appendix E.

Mechanical Restriction	TCME
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

Mech Restriction Reason	TCMR
Mechanical Restriction Reason	

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
G	Restricted Due to Draft Gears
J	Restricted Due to Journal Bearing and Journal Lubrication
N	Restricted Due to Trucks
P	Restricted Due to Truck Side Frames
T	Restricted Due to Trucks Bolsters
U	Restricted by Owner or AAR
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:

- 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.

Sys Gen Routing Inst	TCGR
System Generated Routing Instruction	

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

NOTES:

- For further explanation reference Appendix E.5.

Train Service

Restricted Speed Empty	B180
Describes the maximum restricted speed the equipment can travel when empty	

Range of Values for B180

Minimum	Maximum
5	95

Data Specification Manual

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 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	
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 can only be positioned at the rear of the train	

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 Exceptn 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

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 Ebb

Clearance Exception B275	
Describes equipment that contain nonstandard dimension	

Permissible Values for B275

- A Excessive Outside Height
 B Excessive Outside Width
 C Lower Guides for Loading High Cube Containers
 D Unique Clearance Issue
 E Hopper with Excessive Outside Width when pickup shoes are extended

Truck Components

Axles Spacing Distance Mandatory B020	
Describes the distance between axles on the same truck	

Affects Rating.

Permissible Values for B020

53	53 Inches
54	54 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 B252	
The number of axles per truck	

Range of Values for B252

Minimum	Maximum
2	4

Journal Size Mandatory A147	
Describes the roller bearing size	

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	H	7 X 14	K	6-1/ 2X 9
M	7 X 9				

Validation Rule for A147

- Journal Size B (4 1/4 x 8) requires a Gross Weight of 103,000 lbs. for 4-axle cars unless the car is Star Coded
- Journal Size B (4 1/4 x 8) requires a Gross Weight of 154,000 lbs. for 6-axle cars unless the car is Star Coded
- Journal Size C (5 x 9) requires a Gross Weight of 142,000 lbs. for 4-axle cars unless the car is Star Coded
- Journal Size C (5 x 9) requires a Gross Weight of 213,000 lbs. for 6-axle cars unless the car is Star Coded
- Journal Size D (5 1/2 x 10) requires a Gross Weight of 177,000 lbs. for 4-axle cars unless the car is Star Coded
- Journal Size D (5 1/2 x 10) requires a Gross Weight of 265,000 lbs. for 6-axle cars unless the car is Star Coded
- Journal Size E (6 x 11) requires a Gross Weight of 220,000 lbs. for 4-axle cars that do not have 28 inch wheels unless the car is Star Coded
- Journal Size E (6 x 11) requires a Gross Weight of 179,000 lbs. for 4-axes 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-axes
- Journal Size F requires a Gross Weight of greater than or equal to 263,000 lbs. for 4-axes cars unless the car is Star Coded.
- Journal Size F requires a Gross Weight of less than or equal to 286,000 lbs. 4-axle cars unless the car is Star Coded
- 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.
- Journal Size G (7 x 12) requires a Gross Weight of 286,000 lbs. or 315,000 lbs. for 4-axle cars unless the car is Star Coded
- 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

Data Specification Manual

- 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 M (7 x 9) requires a Gross Weight of 286,000 lbs. or 315,000 lbs. for 4-axle cars unless car is Star Coded
- 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
- Journal Size Code K requires a Gross Weight of greater than or equal to 263,000 lbs. for 4-axle cars unless the car is Star Coded
- Journal Size Code K requires a Gross Weight of less than or equal to 286,000 lbs. for 4-axle cars unless the car is Star Coded
- Gross Weight must be 394,000 lbs. for 6-axle cars with Journal Size K

Wheel Diameter Mandatory**A294**

Describes the diameter of the wheel

Permissible Values for A294

28	28 Inches	30	30 Inches	33	33 Inches
36	36 Inches	38	38 Inches		

Validation Rule for A294

- Unstarred Cars with Gross Weight of 286,000 lbs. and Increased Gross Rail Load of 2 must have a Wheel Diameter of 36 inches
- Unstarred Cars with Gross Weight of 286,000 lbs. and Increased Gross Rail Load of 2 must have a Wheel Diameter of either 36 or 38 inches
- Cars with an Increased Gross Rail Load of 1 and Journal of G or M must have a Wheel Diameter of 38 inches
- Wheel Diameters of (33 and 36 inches) or (33 and 38 inches) can only be reported for articulated cars

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**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 equipment coupler type

Permissible Values for A057

BE60	Prohibited in Interchange (Rule 90) - BE60
BE60AHT	Type E (Rule 16) - BE60AHT
BE60BHT	Type E Obsolete (Rule 16) - BE60BHT
BE61AHT	Prohibited in Interchange (Rule 90) - BE61AHT
BE61BHT	Prohibited in Interchange (Rule 90) - BE61BHT
BE63	Type E Obsolete (Rule 16) - BE63

BE63AHT	Type E Obsolete (Rule 16) - BE63AHT
BE63HT	Type E (Rule 16) - BE63HT
BE67HT	Type E (Rule 16) - BE67HT
BE6HT	Type E/F Obsolete (Rule 17) - BE6HT
CE60HT	Prohibited in Interchange (Rule 90) - CE60HT
CE61AHT	Prohibited in Interchange (Rule 90) - CE61AHT
CF70AHT	Prohibited in Interchange (Rule 90) - CF70AHT
CF70HT	Prohibited in Interchange (Rule 90) - CF70HT
CF71AHT	Prohibited in Interchange (Rule 90) - CF71AHT
CF71HT	Prohibited in Interchange (Rule 90) - CF71HT
CF72AHT	Prohibited in Interchange (Rule 90) - CF72AHT
CF72HT	Prohibited in Interchange (Rule 90) - CF72HT
CF79AHT	Prohibited in Interchange (Rule 90) - CF79AHT
CF79HT	Prohibited in Interchange (Rule 90) - CF79HT
DOBS	Prohibited in Interchange (Rule 90) - DOBS
E42BEX	Type E/F (Rule 17) - E42BEX
E50ARE	Type E/F (Rule 17) - E50ARE
E50BEX	Type E/F (Rule 17) - E50BEX
E60	Prohibited in Interchange (Rule 90) - E60
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
E60HT	Prohibited in Interchange (Rule 90) - E60HT
E61	Type E Obsolete (Rule 16) - E61
E61AHT	Prohibited in Interchange (Rule 90) - E61AHT
E61BC	Prohibited in Interchange (Rule 90) - E61BC
E61HT	Prohibited in Interchange (Rule 90) - E61HT
E63	Prohibited in Interchange (Rule 90) - E63
E63AHT	Prohibited in Interchange (Rule 90) - E63AHT
E63HT	Prohibited in Interchange (Rule 90) - E63HT
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	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
EB7AHT	Type E (Rule 16) - EB7AHT
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
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
ESPEC	Type E Special - ESPEC
EUNK	Type E Unknown - EUNK

Data Specification Manual

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
F71BHT	Type F Obsolete (Rule 18) - F71BHT
F71CHT	Type F (Rule 18) - F71CHT
F72CHT	Type F Obsolete (Rule 18) - F72CHT
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
F73HT	Type F Obsolete (Rule 18) - F73HT
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
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
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
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 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) or L (Rotary Drawbar).
- 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 <i>Mandatory</i>	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
L	Drawbar Rotary	M	Drawbar
P	Plain	R	Rotary

Validation Rule for B058

- If Draft Gear type is H (Hydraulic) then Coupler Styles cannot be reported as M (Solid Drawbar) or L (Rotary Drawbar)
- If Draft Gear type is not COC or EOC, Inches of Travel cannot be reported
- If Draft Gear type of COC or EOC is reported then Inches of Travel must also be reported.

Inches of Travel	B061
The number of inches the draft gear will compress to absorb impact	

Used in ETC Generation. Affects Rating.

Data Specification Manual

Range of Values for B061

Minimum	Maximum
2	36

Draft Gear Type *Mandatory* B073

Describes the basic draft gear design of the equipment

Used in ETC Generation. Affects Rating.

Permissible Values for B073

C	Cushioning Center of Car
E	Cushioning End of Car
H	Hydraulic
S	Standard

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.

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	Gondola	HOPP	Hopper
IFLT	Intermodal Flat	TANK	Tank Car
VFLT	Vehicular Flat		

Validation Rule for A307

- Unit Equipment Group must not be reported if the Connected Unit Count is not reported
- Unit Equipment Group must be reported if Connected Unit Count is reported

Unit Tare Weight A299

The unit segment weight on rail when empty

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 is not reported
- Unit Tare Weight requires Connected Unit Count
- Unit Tare Weight for Boxcars and Refrigerators must be greater than or equal 16,000 lbs.
- 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 IFLT must be greater than 10,000 lbs.
- Unit Tare Weight for IFLT 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

Unit Load Limit A300

Satisfies ICPSC 23/24 and normal load limit requirements - The unit segment weight on rail when loaded

Range of Values for A300

Minimum	Maximum
20000	500000

Validation Rule for A300

- Unit Load Limit must not be reported if the Connected Unit Count is not reported
- Unit Load Limit must be reported if Connected Unit Count is reported
- Unit Segment Load Limits must add up to the Total Load Limit

Unit Inside Length A301

Umler C1, Component

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

- Unit Inside Length can only be reported on Articulated cars
- Unit Inside Length can only be reported if cars are Articulated
- Unit Inside Length for Vflats must be greater than or equal to 69 feet
- Unit Inside Length for Flats other than Vflats must be greater than or equal to 20 feet.
- Unit Inside Length for Flats, IFlats and Vflats must be less than or equal to 99 feet 4 inches.

Brake System Components

Emergency Brake Valve CID B354

Component ID from Component Registry

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

Service Brake Valve CID B357

Component ID from Component Registry

Data is Confidential. This element is not eligible for Input or. 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 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 or 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

ABT 12-24 Month Due Date DU13

The 12 month due date for the air brake test (ABT) after the original build date

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

Data Specification Manual

ABT 5/8-Year Due Date	DU58
The 5/8 year due date for the air brake test (ABT) after the 13 month due date	
System Generated Field. This element is not eligible for Input. Value does not carry forward for Add Back.	
Inspection Date Done	DTDN
The date the inspection was completed	
Value does not carry forward for Single Clone / Multi Clone / Add Back.	
Inspection Due Date	INDD
The due date of the next inspection	
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	
Value does not carry forward for Single Clone / Multi Clone / Add Back.	
Inspection Reporter	REPT
The SCAC that reported the inspection	
Value does not carry forward for Single Clone / Multi Clone / Add Back.	
Location/SPLC	SPLC
The SPLC of the inspecting location	
Value does not carry forward for Single Clone / Multi Clone / Add Back.	
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 M Manual	

Intermodal Flat

General	129
Built Date (BLDT)	129
Conflict Status (B050)	131
Conflict Status Next Date (B062)	131
Date of Original Conflict (B063)	131
Delete Reason Code (B064)	131
End of Service Date (B078)	130
Equipment Add Company (B083)	131
Equipment Add Date (B082)	130
Equipment Descriptor (B341)	129
Equipment Group (0002)	129
Equipment ID (0001)	129
Equipment Identification (EINN)	130
Equipment Type Code (UMET)	129
Extended Service (A096)	130
First Movement Date (USAT)	131
Info Conflict Status (B355)	130
Last Update Date (B122)	130
Lessee (LESE)	129
Maintenance Party (MNPT)	130
Mark Owner Category (B201)	130
Mechanical Designation (UMMD)	129
Next Conflict Status (B135)	131
Notice Indicator (B137)	131
Owner (UMOW)	129
Prior Equipment ID (PRID)	130
Private Zero Rate (B150)	131
Rate Indicator (A070)	131
Rebuilt / ILS Date (RBDT)	129
Rebuilt Flag (RBFL)	129
Registration Reason (B174)	131
Restencil Program Ind (B177)	131
Status Change Date (USCT)	130
Status Change Reason (USCR)	130
Status Code (USCD)	129
TTX Hourly Rate (B212)	131
TTX Mileage Rate (B213)	131
Weight	131
Gross Rail Load/Weight (A266)	131
Load Limit (LDLT)	132
Qual for Inc GRL (B344)	133
Star Code (A247)	133
Tare Weight (A259)	132
Weighing Date (A288)	133
Weighing Status (A289)	132
Dimension	133
Inside Height (A133)	135
Inside Length (A135)	135
Inside Width (A138)	135
Outside Extreme Height (A185)	134
Outside Extreme Width (A186)	134
Outside Height Extr Width (A187)	134
Outside Length (OSLG)	133
Plate Code (A046)	133
DimensionUnit Segment Components	135
Bulkhd Height Abov Pltfm (B035)	136
Bulkhead Top Width (B038)	136
Platform Hght Above Rail (A192)	135
Side Wall Height (B195)	135
Truck Center Length (A276)	135
Wdth Btween Ext. Rub Rail (B209)	136
Well Interior Length (B229)	136
Well Interior Width (B226)	136
Well Length Not Defined (B301)	136
Specification	136
Axle Count (A024)	136
Bearing Shielded from HBD (B021)	136
Brake Shoe Type (B026)	136
CC Side Bearing Type (A146)	136
Center of Gravity Empty (A045)	137
Empty/Load Device Eqpd (B075)	137
High Speed Design (B109)	137
Remote Monitoring Device (B176)	137
Truck Count (B256)	136
Wheel Bearing Type (B191)	136
SpecificationUnit Segment Components	137
AEI High Temperature Tag (B006)	138
Air Hose Arrangement (B524)	139
Builder Lot Code (B030)	139
Built Country (B031)	139

Connected Unit Count (A020)	138
ECP Brake Builder (B328)	139
ECP Brake Type (B327)	139
Equipment Builder (A035)	139
FRA ReflectORIZATION (B096)	139
Intermediate Conn Style (B115)	139
Intermodal Loading Method (B286)	137
Intermodal Transport Serv (B287)	137
Operating Brakes (A182)	139
Rebuilt Country (B170)	139
Securement Type ETC Gen (B302)	138
Single Lngth Load Config (B288)	137
Stack Design Not Defined (B299)	138
Stack Truck 125 Ton Cap (B300)	138
TOFC/COFC Load Wdth Cde (B283)	137
Feature	140
Bridge Plate Type (B029)	140
Bulkhead Type (B034)	140
Floor Material (A104)	140
Portable Brgd Plate Cap. (B284)	140
Cost	140
A&B Amount (A317)	141
A&B Date Done (A319)	141
A&B Pos/Neg Ind (A316)	141
A&B Type (A318)	141
Ind for Pos/Neg Total A&B (A128)	141
Ledger Value (A150)	140
Original Cost (A184)	140
Total A&B (A003)	140
CarManagement	141
Mech Restriction Reason (TCMR)	142
Mechanical Restriction (TCME)	141
Pool Control (TCPC)	141
Pool Number (P001)	141
Sys Gen Routing Inst (TCGR)	142
Transportation Cond Code (TCCD)	141
Umler Transportation Code (TCOD)	141
User Routing Instructions (TCUR)	141
Train Service	142
Check trailing tonnage (B044)	142
Clearance Exception (B275)	142
Cooper Rating Exception (B273)	142
Curve Negotiate Exceptn (B178)	142
End of Train Only (B277)	142
Restricted Speed Empty (B180)	142
Restricted Speed Loaded (B181)	142
Shove adj. car to rest (B188)	142
Shove car to rest (B189)	142
Train Position Sensitive (B211)	142
Truck Components	142
Axles Spacing Distance (B020)	142
Bolster Component ID (B351)	143
Journal Size (A147)	143
Sideframe Component ID (B352)	143
Stability Device Equipped (B199)	143
Truck Axle Count (B252)	142
Wheel Diameter (A294)	143
Wheelset Component ID (B350)	143
Draft System Components	143
Coupler Code (A057)	143
Coupler Component ID (B353)	145
Coupler Style (B058)	145
Draft Gear Type (B073)	145
Inches of Travel (B061)	145
Unit Segment Components	145
Air Recp. Equipped (B514)	147
All Purpose/Enviro CONT (B045)	147
Builders Load Limit (B314)	147
Car Load Limit (B520)	147
Circus Loading Method (B517)	147
Cont Load Restrictions (B509)	146
CONT Loading Cap (A054)	146
Elec. Recp. Equipped (B513)	147
Flat Rack Capable (B510)	146
Fuel Recp. Equipped (B515)	148
HAZMAT Allowed (B505)	146
Hitches per unit (B140)	146
Inter-COFC Securement (B113)	148
Intermodal Equipment Type (B500)	145
Load Height Combinations (B502)	145
Load Len. Combin CONT (B503)	145
Loading Notes (B512)	146

Data Specification Manual

Loading Plane Height COFC (B125)	146
Loading Plane height TOFC (B126).....	146
Location (B501)	145
Lock/Cone Profile (B127).....	147
Lower Clearance Outline (B128).....	146
Lower Load Width (B506)	146
Lower Pos. Clearance (B511)	145
Number of Handbrakes (B138).....	147
Perm/Temp Receptacle (B516).....	148
Side Loading Method (B518)	147
Side Wall Hght from Cone (B322)	147
Trailer Loading Capacity (A272).....	147
Unit Equipment Group (A307).....	145
Unit Inside Length (A301)	146
Unit Load Limit (A300).....	146
Unit Load Limit (COFC) (B218)	147
Unit Load Limit (TOFC) (B219)	147
Unit Tare Weight (A299).....	146
Upper Pos. Clearance (B519).....	146
Wdth Between Int. Rub Rail (B323).....	147
Intermodal.....	148
Bridging TRLR Length (B521)	148
Interm. Trk Bldr Load Lim (B317).....	148
Interm. Trk Ownr Load Lim (B318)	148
Intermodal King Pin Set (B118).....	148
Intermodal King Pin Type (B117)	148
Trailer Hitch Cap (B210).....	148
Brake System Components.....	148
Emergency Brake Valve CID (B354)	148
Service Brake Valve CID (B357).....	148
Miscellaneous.....	148
Commercial Lessee CIF (B048).....	148
Commercial Owner CIF (B049)	148
Umler Effective Date (EFD)	148
Inspection.....	148
ABT 12-24 Month Due Date (DU13)	148
ABT 5/8-Year Due Date (DU58)	148
Air Brake Test Device (B523)	148
Inspection Date Done (DTDN)	148
Inspection Due Date (INDD)	148
Inspection Performer (PERF)	148
Inspection Reporter (REPT)	148
Location/SPLC (SPLC).....	148

Data Specification Manual

General

Status Code *Mandatory*

USCD

Identifies the current operational state

Does not Carry Forward.

Permissible Values for USCD

A ACTIVE I INACTIVE

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
- Prior to deleting a car, the status should be set to Inactive

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. (ie. 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 for Transportation Codes.

Permissible Values for UMMD

FC Flat-Intermodal (Standard, Low Profile, Stack)

FCA Flat-Intermodal Articulated (Standard, Low Profile, Stack)

Equipment Descriptor *Mandatory*

B341

Additional information about the type of equipment used in conjunction with the Mechanical Designation D Locomotive to generate the Equipment Type Code (ETC)

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)

Validation Rule for B341

- If flats with mechanical designations of FCC cannot have an equipment descriptor of FC

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, Output or Query.

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. 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 Rule for BLDT

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

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

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

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

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

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 cars 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
- Lessee is not valid or 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.

Data Specification Manual

Maintenance Party	MNPT
The major 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 own 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 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

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 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 not Carry 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	USCT
Identifies the effective date of the current operational state	

System Generated Field. This element is not eligible for Input or Query. Does not Carry Forward.

Extended Service <i>Mandatory</i>	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

- 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)
- C Built New between January 1, 1964 - June 30, 1974, Certified for 50 Years of Service, Built New Before July 1, 1974 & Received AAR Waiver
- 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

Validation Rule for A096

- Extended Service Code of C cannot be reported if the car was built on or after July 1, 1974
- 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
- Extended Service Code of C cannot be reported if the car was built before January 1, 1964
- 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 or 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 is required for Extended Service Code (A096) R for Rebuilt, or V.
- Rebuilt Date is required for Extended Service Code (A096) 1, 2, 3 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 one year prior to End of Service 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.

Data Specification Manual

<div>Conflict Status</div> <div>B050</div>	
<div>Identifies the escalation level of an equipment in active conflict</div> <div>System Generated Field. Affects Rating. This element is not eligible for Input or. Value does not carry forward for Add Back.</div> <div>Permissible Values for B050</div> <div>1 Subject to Zero-Rating</div> <div>2 Subject to Restricted in Interchange</div> <div>3 Subject to Deletion</div> <div>NOTES:</div> <div><div>Subject to Zero-Rating, goes into effect 30 days after Conflict Status occurs</div><div>Subject to Restricted in Interchange, goes into effect 90 days after Conflict Status occurs</div><div>Subject to Deletion, 365 days after Conflict Status occurs</div></div>	
<div>Date of Original Conflict</div> <div>B063</div>	
<div>The date the equipment was originally placed in the current conflict</div> <div>System Generated Field. This element is not eligible for Input.</div>	
<div>Next Conflict Status</div> <div>B135</div>	
<div>Identifies the next escalation level of an equipment in active conflict</div> <div>System Generated Field. This element is not eligible for Input, Output or Query. Value does not carry forward for Add Back.</div> <div>Permissible Values for B135</div> <div>1 Subject to Zero-Rating</div> <div>2 Subject to Restricted in Interchange</div> <div>3 Subject to Deletion</div>	
<div>Notice Indicator</div> <div>B137</div>	
<div>Identifies equipment in error in Umler Notice Management</div> <div>System Generated Field. This element is not eligible for Input, Output or Query.</div>	
<div>Conflict Status Next Date</div> <div>B062</div>	
<div>The date the conflict status will be escalated</div> <div>System Generated Field. This element is not eligible for Input or. Value does not carry forward for Add Back.</div>	
<div>Rate Indicator</div> <div>A070</div>	
<div>Indicates the rate type applicable to the unit</div> <div>System Generated Field. Used for Transportation Codes. Affects Rating. This element is not eligible for Input. Does not Carry Forward.</div> <div>Permissible Values for A070</div> <div>0 Zero-Rated Due to Conflict Errors</div> <div>2 Private Mileage Rate</div> <div>4 Private Car Owner Designated Rate</div> <div>6 Zero-Rated - Scrap (S,SX), AAR Overage (XA), FRA Overage (YA), Umler Conflict - CHR 1/Tarrif 6007 (XZ). Zero-Rated Private Owner Election to Zero Rate [See Private Zero Rate (B150)].</div> <div>M Railroad Market Rate</div> <div>Q Zero-Rated Railroad Market Rate Due to Conflict Errors</div> <div>NOTES:</div> <div><div>If unit is zero-rated, correction of conflicts will reinstate the appropriate rate indicator code.</div></div>	
<div>Private Zero Rate</div> <div>B150</div>	
<div>Indicates a private car is subject to contractual agreement, nullifying mileage rates</div> <div>Affects Rating.</div> <div>Permissible Values for B150</div> <div>Y Yes</div> <div>NOTES:</div> <div><div>Reporting “Y” generates Rate Indicator (A070) value 6 and a zero rate.</div></div>	
<div>TTX Hourly Rate</div> <div>B212</div>	
<div>Time Charge-The TTX hourly rate for the equipment</div> <div>Data is Confidential. This element is not eligible for or Query.</div> <div>Range of Values for B212</div> <div>MinimumMaximum</div> <div>09</div> <div>Validation Rule for B212</div> <div>-TTX Hourly rate can only be set on TTX owned Equipment.</div>	
<div>TTX Mileage Rate</div> <div>B213</div>	
<div>Mileage Charge-The TTX mileage rate for the equipment</div> <div>Data is Confidential. This element is not eligible for or Query.</div> <div>Range of Values for B213</div> <div>MinimumMaximum</div> <div>01</div> <div>Validation Rule for B213</div> <div>-TTX Mileage rate can only be set on TTX owned Equipment.</div>	
<div>First Movement Date</div> <div>USAT</div>	
<div>The first movement date under the stenciled mark of the equipment</div> <div>This element is not eligible for Input or Query. Does not Carry Forward.</div>	
<div>Equipment Add Company</div> <div>B083</div>	
<div>The reporting mark of the company that added the equipment</div> <div>System Generated Field. This element is not eligible for Input.</div>	
<div>Registration Reason</div> <div>B174</div>	
<div>The code indicating the reason this equipment is added</div> <div>Does not Carry Forward.</div> <div>Permissible Values for B174</div> <div>A Add-BackN New</div> <div>P Pending RestencilR Restencil</div>	
<div>Restencil Program Ind</div> <div>B177</div>	
<div>Identifies the equipment is under a restencil program</div> <div>Permissible Values for B177</div> <div>Y Yes</div>	
<div>Delete Reason Code</div> <div>B064</div>	
<div>A code that designates the reason the equipment has been deleted</div> <div>Value does not carry forward for Add Back.</div> <div>Permissible Values for B064</div> <div>A Restenciled</div> <div>D Destroyed or wrecked</div> <div>L Lease terminated, removed from fleet</div> <div>P Retired unserviceable beyond economic repair</div> <div>R Rebuilt</div> <div>S Sold Serviceable</div> <div>W Over age retired for dismantling</div> <div>Y Error, reporting did not exist</div> <div>Z Other</div>	
<div>Weight</div>	
<div>Gross Rail Load/Weight</div> <div>Mandatory</div> <div>A266</div>	
<div>The maximum weight on rail of the equipment and the load</div> <div>Affects Rating.</div> <div>Range of Values for A266</div> <div>MinimumMaximum</div> <div>430001100000</div>	

Data Specification Manual

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 plus the Tare Weight

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:


$$\begin{aligned}
 &8 \text{ ea. E-6" x 11" journal axles X } 55,000 \text{ lbs. per axle} = 440,000 \text{ lbs.} \\
 &+ 4 \text{ ea. F-6 1/2" x 12" journal axles X } 65,750 \text{ lbs. per axle} = 263,000 \text{ lbs.} \\
 &\text{Gross Rail Load} = 703,000 \text{ lbs.}
 \end{aligned}$$

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:

$$\begin{aligned}
 &4 \text{ ea. E-6" x 11" journal axles X } 55,000 \text{ lbs. per axle} = 220,000 \text{ lbs.} \\
 &+ 8 \text{ ea. G-7" x 12" journal axles X } 78,750 \text{ lbs. per axle} = 630,000 \text{ lbs.} \\
 &\text{Gross Rail Load} = 850,000 \text{ lbs.}
 \end{aligned}$$

Tare Weight <i>Mandatory</i>	A259
The equipment weight on rail when empty	

Affects Rating.

Range of Values for A259


Minimum	Maximum
20000	500000

Validation Rule for A259

- IFlat Cars of ETC Q_1_ can only have a minimum Tare Weight of 23,000 lbs.
- IFlat Cars of ETC Q_1_ can only have a maximum Tare Weight of 70,000 lbs.
- IFlat Cars of ETC P___ and S_1_ must have a minimum Tare Weight of 33,100 lbs.
- IFlat Cars of ETC S_2_ must have a minimum Tare Weight of 33,100 lbs.
- IFlat Cars of Equipment Type codes P--- and S-1-, can only have a Max Tare Weight of 500000 lbs.
- IFlat Cars of Equipment Type codes S-2-, can only have a max Tare Weight of 500000 lbs.
- IFlat Cars of Equipment Type codes Q-2- to Q-0- & S-3- to S-8-, can only have a Min Tare Weight of 20000 lbs.
- IFlat Cars of Equipment Type codes Q-2- to Q-0- & S-3- to S-8-, can only have a Min Tare Weight of 20000 lbs.
- IFlat Cars of ETC Q_2_ to Q_0_ and S_3_ to S_8_ can only have a maximum Tare Weight of 360,000 lbs.
- IFlat Cars of ETC Q_2_ to Q_0_ and S_3_ to S_8_ can only have a maximum Tare Weight of 360,000 lbs.

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
- Please refer to Appendix P for more information on the Identical Tare Weight Batch Process

Load Limit <i>Mandatory</i>	LDLT
The maximum permissible weight of the commodity that can be loaded into the equipment	

Affects Rating.

Range of Values for LDLT


Minimum	Maximum
35000	1503000

Validation Rule for LDLT

- IFlat Cars of Equipment Type codes Q-2- to Q-9- and S-3- to S-8- can only have a max Load Limit of 200000 lbs.
- IFlat Cars of Equipment Type codes Q-2- to Q-9- and S-3- to S-8- can only have a max Load Limit of 200000 lbs.

NOTES:

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

Weighing Status <i>Mandatory</i>	A289
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)

NOTES:

- Please refer to Appendix P for more information on the Identical Tare Weight Batch Process

Data Specification Manual

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	
<ul style="list-style-type: none"> -If Weighing Date is reported the Tare Weight must be reported -When Weighing Date is reported then Weighing Status must be A (Actual) -If Weighing Status 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	A247
Indicates the reduction of the load limit of the equipment under rule 70	
Affects Rating.	
Permissible Values for A247	
R	Body Capacity less than Truck Capacity
S	Reduced Load Limit
Validation Rule for A247	
<ul style="list-style-type: none"> -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 -Chlorine Service Tanks must be Starred with S if their Load Limit is in excess of 180,000 lbs. -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
AAR qualification for increased Rail Load	
Permissible Values for B344	
1	RULE 88 IGRL CODE 1 (S-286) (286,000 GRL)
2	RULE 88 IGRL CODE 2 (> 268,000 and <= 286,000 GRL)
3	RULE 88 IGRL CODE 3 (> 263,000 and <= 268,000 GRL)
Validation Rule for B344	
<ul style="list-style-type: none"> -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. -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 having Journal Size of G, K, or M require Qualification for increased GRL to be reported as 1 -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	A046
Indicates the extreme height and width clearance of the equipment	
Affects Rating.	
Permissible Values for A046	
A	Clearance Equals Plate B and Extreme Width is Greater Than 10'08 inches and Does Not Exceed 10'10 inches
B	Plate Code B
C	Plate Code C
E	Plate Code E
F	Plate Code F
G	Plate Code G
H	Plate Code H
I	Plate Code I
L	Plate Code L
Validation Rule for A046	
<ul style="list-style-type: none"> -Plate Code A is only applicable to Freight cars -Plate Code A is applicable to Gondolas only with a Built/Rebuilt (Birth) Date on or before December 31, 1975 	
NOTES:	
<ul style="list-style-type: none"> • Report A: If clearance equals Plate B and extreme width is greater than 1008' and does not exceed 1010 • Report B: If clearance does not exceed Plate B • 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 G: If clearance exceeds Plates B, C, E and F. • Report H: If clearance at top of car does not exceed Plates B and qualifies for Plate H (B-H) • Report I: If clearance at top of car does not exceed Plates C and qualifies for Plate H (C-H) • Report J: If clearance at top of car does not exceed Plates E and qualifies for Plate H (E-H) • Report K: If clearance at top of car does not exceed Plates F and qualifies for Plate H (F-H) • Report L: If clearance at top of car does not exceed UMLER Clearance Code G and qualifies for Plate H (G-H) • Code A is not applicable for cars built/rebuilt after 1975. • C-E-F-H must agree with similar stenciling on side of car G must agree with stenciling on side of car that exceeds Plate F. • There are no UMLER dimensions to verify Plate H • For ARTICULATED/MULTI-UNIT SET report the most restrictive clearance plate of UNIT in the set. (For ARTICULATION see Section VII). 	
Outside Length	OSLG
The outside length of the equipment	
Affects Rating. Displayed in feet and inches on the Web. Stored in inches.	
Range of Values for OSLG	
Minimum	Maximum
24 ft 0 inches	2330 ft 0 inches
Validation Rule for OSLG	
<ul style="list-style-type: none"> -Non-Articulated I-Flats cannot have an Outside Length greater than 124 feet -Outside Length on freight cars must exceed the Inside Length by 2 feet or more -Outside Length on freight cars (except refrigerators) must not exceed Inside Length by more than 16 feet -Outside Length on refrigerator cars (Mechanical Designation RB, RBL, RP, RPL, or RC) must not exceed Inside Length by more than 26 feet 	
NOTES:	
<ul style="list-style-type: none"> • For connected unit cars report the maximum coupled length of the set. • Round fraction to the higher inch, e.g., 05 1/4" = 06" 	

Data Specification Manual

Outside Extreme Width <i>Mandatory</i>	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 7 inches

Validation Rule for A186

- Outside Extreme Width must not exceed 10 feet 8 inches for Plate Types B, C, E, F, H, I, J, or K
- Outside Extreme Width for Plate Type A must not be less than 10 feet 8 inches.
- Outside Extreme Width for Plate Type 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 <i>Mandatory</i>	A185
The outside extreme height of the equipment	●●

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

Range of Values for A185

Minimum	Maximum
2 ft 0 inches	22 ft 6 inches

Validation Rule for A185

- Outside Height for Plate Types A, B, or H must be less than or equal to 15 feet 1 inch
- Outside Height for Plate Types C or I must be less than or equal to 15 feet 6 inches
- Outside Height for Plate Types E must be less than or equal to 15 feet 9 inches
- Outside Height for Plate Types F must be less than or equal to 17 feet 0 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 <i>Mandatory</i>	A187
The outside height extreme width of the equipment	●

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 for Plate Types A, B must not exceed 10 feet 8 inches if Outside Height of Extreme Width is 13 feet 10 inches
- Outside Extreme Width for Plate Types A, B must not exceed 10 feet 7 inches if Outside Height of Extreme Width is 13 feet 11 inches
- Outside Extreme Width for Plate Types A, B must not exceed 10 feet 6 inches if Outside Height of Extreme Width is 14 feet 0 inches
- Outside Extreme Width for Plate Types A, B must not exceed 10 feet 4 inches if Outside Height of Extreme Width is 14 feet 1 inches
- Outside Extreme Width for Plate Types A, B must not exceed 10 feet 3 inches if Outside Height of Extreme Width is 14 feet 2 inches
- Outside Extreme Width for Plate Types A, B must not exceed 10 feet 2 inches if Outside Height of Extreme Width is 14 feet 3 inches
- Outside Extreme Width for Plate Types A, B must not exceed 10 feet 0 inches if Outside Height of Extreme Width is 14 feet 4 inches
- Outside Extreme Width for Plate Types A, B must not exceed 9 feet 9 inches if Outside Height of Extreme Width is 14 feet 5 inches
- Outside Extreme Width for Plate Types A, B must not exceed 9 feet 7 inches if Outside Height of Extreme Width is 14 feet 6 inches
- Outside Extreme Width for Plate Types A, B must not exceed 9 feet 4 inches if Outside Height of Extreme Width is 14 feet 7 inches
- Outside Extreme Width for Plate Types A, B must not exceed 8 feet 10 inches if Outside Height of Extreme Width is 14 feet 8 inches
- Outside Extreme Width for Plate Types A, B must not exceed 8 feet 8 inches if Outside Height of Extreme Width is 14 feet 9 inches

- Outside Extreme Width for Plate Types A, B must not exceed 8 feet 5 inches if Outside Height of Extreme Width is 14 feet 10 inches
- Outside Extreme Width for Plate Types A, B must not exceed 7 feet 11 inches if Outside Height of Extreme Width is 14 feet 11 inches
- Outside Extreme Width for Plate Types A, B must not exceed 7 feet 8 inches if Outside Height of Extreme Width is 15 feet 0 inches
- Outside Extreme Width for Plate Types A, B must not exceed 7 feet 4 inches if Outside Height of Extreme Width is 15 feet 1 inches
- Outside Extreme Width for Plate Types C or I must not exceed 10 feet 8 inches if Outside Height of Extreme Width is 14 feet 3 inches
- Outside Extreme Width for Plate Types C or I must not exceed 10 feet 7 inches if Outside Height of Extreme Width is 14 feet 4 inches
- Outside Extreme Width for Plate Types C or I must not exceed 10 feet 6 inches if Outside Height of Extreme Width is 14 feet 5 inches
- Outside Extreme Width for Plate Types C or I must not exceed 10 feet 4 inches if Outside Height of Extreme Width is 14 feet 6 inches
- Outside Extreme Width for Plate Types C or I must not exceed 10 feet 3 inches if Outside Height of Extreme Width is 14 feet 7 inches
- Outside Extreme Width for Plate Types C or I must not exceed 10 feet 2 inches if Outside Height of Extreme Width is 14 feet 8 inches
- Outside Extreme Width for Plate Types C or I must not exceed 10 feet 0 inches if Outside Height of Extreme Width is 14 feet 9 inches
- Outside Extreme Width for Plate Types C or I must not exceed 9 feet 9 inches if Outside Height of Extreme Width is 14 feet 10 inches
- Outside Extreme Width for Plate Types C or I must not exceed 9 feet 5 inches if Outside Height of Extreme Width is 14 feet 11 inches
- Outside Extreme Width for Plate Types C or I must not exceed 9 feet 2 inches if Outside Height of Extreme Width is 15 feet 0 inches
- Outside Extreme Width for Plate Types C or I must not exceed 8 feet 10 inches if Outside Height of Extreme Width is 15 feet 1 inches
- Outside Extreme Width for Plate Types C or I must not exceed 8 feet 6 inches if Outside Height of Extreme Width is 15 feet 2 inches
- Outside Extreme Width for Plate Types C or I must not exceed 8 feet 3 inches if Outside Height of Extreme Width is 15 feet 3 inches
- Outside Extreme Width for Plate Types C or I must not exceed 7 feet 11 inches if Outside Height of Extreme Width is 15 feet 4 inches
- Outside Extreme Width for Plate Types C or I must not exceed 7 feet 8 inches if Outside Height of Extreme Width is 15 feet 5 inches
- Outside Extreme Width for Plate Types C or I must not exceed 7 feet 4 inches if Outside Height of Extreme Width is 15 feet 6 inches
- Outside Extreme Width for Plate Types E must not exceed 10 feet 8 inches if Outside Height of Extreme Width is 15 feet 2 inches
- Outside Extreme Width for Plate Types E must not exceed 10 feet 6 inches if Outside Height of Extreme Width is 15 feet 3 inches
- Outside Extreme Width for Plate Types E must not exceed 10 feet 3 inches if Outside Height of Extreme Width is 15 feet 4 inches
- Outside Extreme Width for Plate Types E must not exceed 9 feet 6 inches if Outside Height of Extreme Width is 15 feet 5 inches
- Outside Extreme Width for Plate Types E must not exceed 8 feet 8 inches if Outside Height of Extreme Width is 15 feet 6 inches
- Outside Extreme Width for Plate Types E must not exceed 7 feet 11 inches if Outside Height of Extreme Width is 15 feet 7 inches
- Outside Extreme Width for Plate Types E must not exceed 7 feet 1 inches if Outside Height of Extreme Width is 15 feet 8 inches
- Outside Extreme Width for Plate Types E must not exceed 6 feet 3 inches if Outside Height of Extreme Width is 15 feet 9 inches
- Outside Extreme Width for Plate Types F must not exceed 10 feet 8 inches if Outside Height of Extreme Width is 16 feet 3 inches
- Outside Extreme Width for Plate Types F must not exceed 10 feet 7 inches if Outside Height of Extreme Width is 16 feet 6 inches
- Outside Extreme Width for Plate Types F must not exceed 10 feet 6 inches if Outside Height of Extreme Width is 16 feet 7 inches
- Outside Extreme Width for Plate Types F must not exceed 10 feet 3 inches if Outside Height of Extreme Width is 16 feet 8 inches
- Outside Extreme Width for Plate Type F must not exceed 10 feet 0 inches if Outside Height of Extreme Width is 16 feet 9 inches
- Outside Extreme Width for Plate Types F must not exceed 9 feet 8 inches if Outside Height of Extreme Width is 16 feet 10 inches

Data Specification Manual

- Outside Extreme Width for Plates Types F must not exceed 9 feet 5 inches if Outside Height of Extreme Width is 16 feet 11 inches
- Outside Extreme Width for Plates Types F must not exceed 9 feet 2 inches if Outside Height of Extreme Width is 17 feet 0 inches
- Outside Extreme Width for Plate Type J must not exceed 10 feet 8 inches if Outside Height of Extreme Width is 16 feet 4 inches
- Outside Extreme Width for Plate Type K must not exceed 10 feet 8 inches if Outside Height of Extreme Width is 18 feet 5 inches
- Outside Height of Extreme Width for Plate Types A, B, or H must be less than or equal to 15 feet 1 inch
- Outside Height of Extreme Width for Plate Types C or I must be less than or equal to 15 feet 6 inches
- Outside Height of Extreme Width for Plate Type E must be less than or equal to 15 feet 9 inches
- Outside Height of Extreme Width for Plate Type F must be less than or equal to 17 feet 0 inches
- Outside Height of Extreme Width for Plate Type G must be less than or equal to 18 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	A135
The length of the equipment inside walls - or - inside platform length ▲	

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
- Is not applicable to Inside Length/Inside Platform Length for Trailer/Container - Bulk Hopper, Tank or Flat (Mechanical Designation of UH, or UTK)

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 width of the equipment inside walls - or - inside platform width	

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

Range of Values for A138

Minimum	Maximum
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
- Inside Width/Inside Platform Width is not applicable to Trailer/Container - Tank or Flat (Mechanical Designation of UTK)

NOTES:

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

Inside Height	A133
The height of the equipment from the floor to the inside roof - or - from the rail to the platform inside height	

Range of Values for A133

Minimum	Maximum
12	169

NOTES:

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

DimensionUnit Segment Components

Side Wall Height	B195
Measurement from top face of loading pad to top of inside wall on well cars. Component of Unit Segment (ICPSC)	

Range of Values for B195

Minimum	Maximum
0.10000000000000001	99.900000000000006

NOTES:

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

Truck Center Length	A276
The center length between two trucks (The pivot point of the equipment) ■	

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

NOTES:

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

Platform Hght Above Rail <i>Mandatory</i>	A192
Describes the platform height above the rail in inches ■■■	

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

Range of Values for A192

Minimum	Maximum
0 ft 10 inches	6 ft 0 inches

Validation Rule for A192

- IFlat Cars of ETC Q and S can only have a maximum Platform Height Above Rail/Deck Height Above Ground of 4 feet 0 inches
- IFlat Cars of ETC Q_1_ can only have a minimum Platform Height Above Rail/Deck Height Above Ground of 2 feet 0 inches
- IFlat Cars of ETC Q_1_ can only have a maximum Platform Height Above Rail/Deck Height Above Ground of 2 feet 8 inches
- IFlat Cars of Equipment Type codes Q1, Q2, Q3, Q4, Q5, Q6, Q7, Q9 and S, can only have a minimum Platform Height Above Rail/Deck Height Above Ground of 10 feet
- IFlat Cars with Equipment Type codes P1_, P2_, P5_, or P6_ can only have a minimum Platform Height Above Rail/Deck Height Above Ground of 2 feet
- IFlat Cars with Equipment Type codes P1_, P2_, P5_, or P6_ can only have a maximum Platform Height Above Rail/Deck Height Above 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

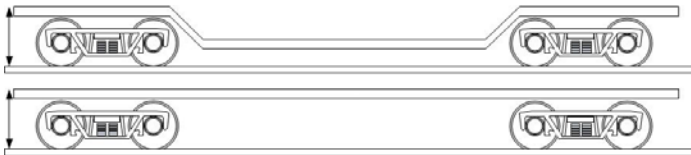
NOTES:

- 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___.

Data Specification Manual

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_).

**Bulkhead Top Width** B038

Describes the width of the bulkhead

Value does not carry forward for Equipment Group Change.

Range of Values for B038

Minimum	Maximum
25	139

Validation Rule for B038

- If Bulkhead Type is set then Bulkhead Top Width must be set
- If Bulkhead Height Above Platform is set then Bulkhead Top Width must be set

Bulkhd Height Abov Pltfrm B035

Describes the height of the bulkhead

Value does not carry forward for Equipment Group Change.

Range of Values for B035

Minimum	Maximum
36	195

Validation Rule for B035

- If Bulkhead Type is set then 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

Most Restrictive Width in Well.

Range of Values for B226

Minimum	Maximum
96	114

Well Interior Length B229

Most Restrictive Length in Well.

Range of Values for B229

Minimum	Maximum
480	720

Well Length Not Defined B301

Stack Well Length Not Classified ▲

Used in ETC Generation.

Permissible Values for B301

Y Yes

Wdth Between Ext. Rub Rail B209

Measurement between rub rails; Component of Unit Segment (ICPSC)

Range of Values for B209

Minimum	Maximum
0.100000000000000001	99.9000000000000006

Specification

Truck Count B256

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	25

Axle Count *Mandatory* A024

The total axles on the equipment ●●

Affects Rating.

Range of Values for A024

Minimum	Maximum
2	999

Validation Rule for A024

- Axle Count must be greater than or equal to 4 for all equipment except CHSS, TRLR, CONT, EOTD, STWH, or LOCO
- Axle Count for an articulated car must be greater than or equal to ((Connected Unit Count x 2) + 2)
- Axle Count for a draw bar connected car must be greater than or equal to (Connected Unit Count x 4)
- Total axle count must match sum of truck axle counts.

Wheel Bearing Type *Mandatory* B191

Indicates the wheel bearing type for the equipment ●●

Affects Rating.

Permissible Values for B191

P Plain R Roller

Validation Rule for B191

- Cars with Plain Bearings cannot have Constant Contact Side Bearings
- Cars with Plain Bearings must have a Transportation Code and Transportation Condition code of either YA, S_ , or XJ
- Tank and Flat Cars cannot have Plain Bearings if Built Date 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

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 truck on the equipment has a type of bearing on its truck side that stabilizes it on curves and in high-speed service

Permissible Values for A146

LC Long Travel Constant Contact
SC Short Travel Constant Contact

Validation Rule for A146

- All cars with Rule 88 IGRL of 1 must have Long Travel CC Side Bearings.

Data Specification Manual

Empty/Load Device Eqpd	B075
Indicates a device is available to identify the equipment is empty or loaded	

Permissible Values for B075

Y Yes

High Speed Design	B109
Indicates the trucks installed on this equipment is designed for high-speed train operations	

Permissible Values for B109

Y Yes

Validation Rule for B109

- Cars with Plain Bearings cannot have a High Speed Design
- Cars with Constant Contact Side Bearings cannot have a high speed design
- Only Cars with Roller Bearings and High Friction Composition Brake Shoe Type can have High Speed Design

Center of Gravity Empty	A045
When empty, indicates the height from Top of Rail to the Center of Gravity	

Range of Values for A045

Minimum	Maximum
22	98

Validation Rule for A045

- All cars that exceed Plate Code C built on or after January 1, 2012 must report Empty Car Center of Gravity

Remote Monitoring Device	B176
Indicates the equipment is equipped with a location monitoring device	

Permissible Values for B176

Y Yes

Specification Unit Segment Components

Intermodal Loading Method	B286
Intermodal Flat Loading Method LOLO (ICPSC)	

Used in ETC Generation.

Permissible Values for B286

CL Circus and Lift On-Lift Off
 LO Lift On-Lift Off
 N No
 Y Yes

TOFC/COFC Load Wdth Cde	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

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

Single Lngth Load Config	B288
Umler Intermodal ETC Loading Configuration	

Used in ETC Generation.

Permissible Values for B288

DB0 DBL BOTH Cars not otherwise classified--contact car owner
 DB1 DBL BOTH 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.
 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.
 DB3 DBL BOTH Trailers or Containers as follows -- 2-40 ft. trailers or 2-45 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.
 DC2 DBL CNTR 2-40ft or 4-20ft containers and various combinations
 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
 PT2 SGL TRLR Trailer up to 45ft long
 PT3 SGL TRLR Trailer up to 48ft long
 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
 QB1 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 1-28', 1-40', 1-45', 1-48', 1-53' Trailer on each segment or 1-40', 1-45', 1-48', 1-53' Container on each segment
 QC0 Q CNTR Cars not otherwise classified--contact car owner
 QC1 Q CNTR Two 20ft or one 40ft, 45ft or 48ft by 96in by 96in or 102in container(s) on A, B, and D platforms and one 40ft, 45ft or 48ft by 96in or 102in container on C and E platforms.
 QC2 Q CNTR Two 20ft or one 40ft, 45ft or 48ft by 96in or 102in 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
 QT4 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

Data Specification Manual

QT7	Q TRLR 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).
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).
SA0	IBC Cars not otherwise classified--contact car owner
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 2-20', 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
SA4	IBC 2-20ft or 28ft containers or 1-40ft, 45ft, 48ft or 53ft container in well and 2-28ft containers, 1-40ft, 45ft, 48ft or 53ft container stacked on top of well.
SA5	IBC 2-20ft, 1-40ft, 45ft, 48ft or 53ft container in well and 1-40ft, 45ft, 48ft or 53ft container stacked on top of well.
SA6	IBC Container only, Bottom: 2-20' or 1-40'; the 20' containers are limited to 52,900 lbs. each; Top: 1 - 40', 45', 48' or 53' container
SA7	IBC Container only, Bottom: 2-20' or 1-40'; the 20' containers are limited to 52,900 lbs. each; 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' or 45' container loaded in it.
SA8	IBC Container and Trailer capability, Bottom: 2-20' or 1-40' container or 1-28' trailer; the 20' containers are limited to 52,900 lbs. each; 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.
SA9	IBC Container and trailer 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'
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	5Well 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 containers stacked only on top of intermediate wells.
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.
SB9	5well IBC Container only, Bottom: 2-20' or 1-40' container; Top: 1 - 40', 45', or 48' container; a 53' container could be loaded in the A, B, and D units if the C and E unit has a 40' 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.

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# or SC#
- 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

Stack Truck 125 Ton Cap	B300
Truck Capacity For Stack Cars Only	▲

Used in ETC Generation.

Permissible Values for B300

100 100 Ton 125 125 Ton

Securement Type ETC Gen	B302
Securement Type For ETC Gen	▲

Used in ETC Generation.

Permissible Values for B302

BLK Bulkhead IBC

AEI High Temperature Tag	B006
Indicates the equipment requires a AEI high temperature tag	

Permissible Values for B006

Y High Temperature Tag Required

Connected Unit Count	A020
Indicates the number of connectors to an articulated or multi-unit equipment	▲

Used in ETC Generation. Affects Rating.

Range of Values for A020

Minimum	Maximum
1	45

Validation Rule for A020

- Connected Unit Count must equal the Calculated Unit Count
- Connected Unit Count must be reported for equipment with equipment descriptors of FCLA or FCWA
- Unit Segment Location must not be reported if the Connected Unit Count is not reported

Data Specification Manual

- Connected Unit Count cannot be reported for equipment with equipment descriptors of FCL, FCW, or FCC
- Unit Segment Location must be reported if Connected Unit Count is reported
- Equipment Type Codes P---, Q-1-, and S-1- cannot have a Connected Unit Count

Intermediate Conn Style**B115**

Indicates the method two or more equipment are connected together

Permissible Values for B115

- A Articulated Connector
- D Drawbar Connector

Validation Rule for B115

- Intermediate Connector Style is required for Multi-Segment Cars
- Intermediate Connector Style must not be reported for single Segment Cars

Operating Brakes**A182**

The number of brakes on an articulated equipment (Excludes hand brakes)

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, Heavy-Capacity Flat Cars, and Locomotives
- Operating Brakes are required for Articulated equipment
- Operating Brakes are required for Heavy Capacity Flat Cars (Mechanical Designation of FD, FM, FMS, FW, or LS) with 6 Unit Axles or More

ECP Brake Type**B327**

Indicates the type of electronic control pneumatic brake used on the equipment. ECP brakes assists in braking equipment simultaneously

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 (B327) if built or rebuilt after June 28, 2012

ECP Brake Builder**B328**

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

Permissible Values for B328

- 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 (B328)
- If ECP Brake Type (B327) is Not Equipped then ECP Brake Builder (B328) is not reportable

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
- BSP Bethlehem Steel Corporation
- CONC Concarrill
- DIFC Difco
- ERSB Ebenezer Railcar
- FCA Freight Car America
- FMC FMC Corporation
- GMB Greenbrier
- GSC Greenville Steel Car

- GUN4 Gunderson - Trenton Works
- GUND Gunderson Inc
- GUNM Gunderson - Mexico
- HST Hawker Siddeley
- HYUN Hyundai
- JAC Johnstown America Corporation
- KASG Kasgro Railcar
- MRNE Marine Industries
- NACA National Alabama Corporation
- NSC National Steel Car
- PS Pullman-Standard
- THRL Thrall
- TREN Trenton Works
- TRIN Trinity
- UNKN Unknown
- V OWNER RAILROAD
- WABN Wabash National

Validation Rule for A035

- Equipment Builder must be populated if the Build Date is July 1, 2010 or newer
- Equipment built or rebuilt on or after July 1, 2010 cannot have a Builder Code of Unknown.
- 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 - B030.

Built Country**B031**

The country where the equipment was constructed

Data is Confidential.

Permissible Values for B031

- CA Canada MX Mexico
- 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

- P Reflectorization Plan
- W Reflectorization Waiver

Validation Rule for B096

- Reflectorization is mandatory for all equipment built on or after November 28, 2005.

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

Data Specification Manual

- E S-428 Angle Cock Location on Cars Equipped with AAR Type F Coupler and Cushioned Underframe
- F S-4003 Train Line Arrangement for Cars with F-Shank Couplers
- G S-4003x (Former Standard)
- H S-4003-05 (Former Alternate Standard)
- 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:
 - $0.5 * (\text{Outside Length, in inches, minus Truck Center Length, in inches, minus 31 inches})$

For all other equipment, reporting Air Hose Arrangement is optional.

Feature

Floor Material**A104**

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

NOTES:

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

Bridge Plate Type**B029**

Component (ICPSC) ▲

Used in ETC Generation.

Permissible Values for B029

- B Both Stub Bridge Plate & Portable Bridge Plate
- P Portable

Portable Bridge Plate Cap.**B284**

Portable Bridge Plate Capable ▲

Used in ETC Generation.

Permissible Values for B284

Y Yes

Bulkhead Type**B034**

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

Validation Rule for B034

- 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

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
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 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

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

- Original Cost must be equal to the Ledger Value if there are no Additions & Betterments.
- Ledger Value must equal the Original Cost plus the Additions & Betterments, if A&B has been reported. Otherwise Ledger Value should equal Original Cost.

Total A&B**A003**

The sum total amount of all additions & betterments added or subtracted 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.

Data Specification Manual

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 or 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 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

Validation Rule for A128

- 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 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.

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, you must enter a value in all 4 fields.

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.
- Additions & Betterments Date Done cannot be earlier than Built Date.
- 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

- 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.

CarManagement

Pool Number

P001

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

TCPC

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

User Reported Routing Instruction

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 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

The AAR or FRA interchange restriction code

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

NOTES:

- For further explanation reference Appendix E.

Mechanical Restriction

TCME

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

Mech Restriction Reason	TCMR
Mechanical Restriction Reason	

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
- G Restricted Due to Draft Gears
- J Restricted Due to Journal Bearing and Journal Lubrication
- N Restricted Due to Trucks
- P Restricted Due to Truck Side Frames
- T Restricted Due to Trucks Bolsters
- U Restricted by Owner or AAR
- 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:

- 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.

Sys Gen Routing Inst	TCGR
System Generated Routing Instruction	

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

NOTES:

- For further explanation reference Appendix E.5.

Train Service

Restricted Speed Empty	B180
Describes the maximum restricted speed the equipment can travel when empty	

Range of Values for B180

Minimum	Maximum
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 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
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 can only be positioned at the rear of the train	

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 Exceptn	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

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 Ebb

Clearance Exception	B275
Describes equipment that contain nonstandard dimension	

Permissible Values for B275

- A Excessive Outside Height
- B Excessive Outside Width
- C Lower Guides for Loading High Cube Containers
- D Unique Clearance Issue
- E Hopper with Excessive Outside Width when pickup shoes are extended

Truck Components

Axles Spacing Distance <i>Mandatory</i>	B020
Describes the distance between axles 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	B252
The number of axles per truck	

Range of Values for B252

Minimum	Maximum
1	4

Data Specification Manual

Journal Size <i>Mandatory</i>	A147
Describes the roller bearing size	

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	H	7 X 14	K	6-1/ 2X 9
M	7 X 9				

Validation Rule for A147

- Journal Size B (4 1/4 x 8) requires a Gross Weight of 103,000 lbs. for 4-axle cars unless the car is Star Coded
- Journal Size B (4 1/4 x 8) requires a Gross Weight of 154,000 lbs. for 6-axle cars unless the car is Star Coded
- Journal Size C (5 x 9) requires a Gross Weight of 142,000 lbs. for 4-axle cars unless the car is Star Coded
- Journal Size C (5 x 9) requires a Gross Weight of 213,000 lbs. for 6-axle cars unless the car is Star Coded
- Journal Size D (5 1/2 x 10) requires a Gross Weight of 177,000 lbs. for 4-axle cars unless the car is Star Coded
- Journal Size D (5 1/2 x 10) requires a Gross Weight of 265,000 lbs. for 6-axle cars unless the car is Star Coded
- Journal Size E (6 x 11) requires a Gross Weight of 220,000 lbs. for 4-axle cars that do not have 28 inch wheels unless the car is Star Coded
- Journal Size E (6 x 11) requires a Gross Weight of 179,000 lbs. for 4-axes 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-axes
- Journal Size F requires a Gross Weight of greater than or equal to 263,000 lbs. for 4-axes cars unless the car is Star Coded.
- Journal Size F requires a Gross Weight of less than or equal to 286,000 lbs. 4-axle cars unless the car is Star Coded
- 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.
- Journal Size G (7 x 12) requires a Gross Weight of 286,000 lbs. or 315,000 lbs. for 4-axle cars unless the car is Star Coded
- 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 M (7 x 9) requires a Gross Weight of 286,000 lbs. or 315,000 lbs. for 4-axle cars unless car is Star Coded
- Journal Size Code M (7 x 9) requires a Gross Weight of 472,000 lbs. for 6-axes
- 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
- Journal Size Code K requires a Gross Weight of greater than or equal to 263,000 lbs. for 4-axle cars unless the car is Star Coded
- Journal Size Code K requires a Gross Weight of less than or equal to 286,000 lbs. for 4-axle cars unless the car is Star Coded
- Gross Weight must be 394,000 lbs. for 6-axle cars with Journal Size K

Wheel Diameter <i>Mandatory</i>	A294
Describes the diameter of the wheel	

Permissible Values for A294

28	28 Inches	30	30 Inches	33	33 Inches
36	36 Inches	38	38 Inches		

Validation Rule for A294

- Unstarred Cars with Gross Weight of 286,000 lbs. and Increased Gross Rail Load of 2 must have a Wheel Diameter of 36 inches
- Unstarred Cars with Gross Weight of 286,000 lbs. and Increased Gross Rail

Load of 2 must have a Wheel Diameter of either 36 or 38 inches

- Cars with an Increased Gross Rail Load of 1 and Journal of G or M must have a Wheel Diameter of 38 inches
- Wheel Diameters of (33 and 36 inches) or (33 and 38 inches) can only be reported for articulated cars

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	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 equipment coupler type	

Permissible Values for A057

BE60	Prohibited in Interchange (Rule 90) - BE60
BE60AHT	Type E (Rule 16) - BE60AHT
BE60BHT	Type E Obsolete (Rule 16) - BE60BHT
BE61AHT	Prohibited in Interchange (Rule 90) - BE61AHT
BE61BHT	Prohibited in Interchange (Rule 90) - BE61BHT
BE63	Type E Obsolete (Rule 16) - BE63
BE63AHT	Type E Obsolete (Rule 16) - BE63AHT
BE63HT	Type E (Rule 16) - BE63HT
BE67HT	Type E (Rule 16) - BE67HT
BE6HT	Type E/F Obsolete (Rule 17) - BE6HT
CE60HT	Prohibited in Interchange (Rule 90) - CE60HT
CE61AHT	Prohibited in Interchange (Rule 90) - CE61AHT
CF70AHT	Prohibited in Interchange (Rule 90) - CF70AHT
CF70HT	Prohibited in Interchange (Rule 90) - CF70HT
CF71AHT	Prohibited in Interchange (Rule 90) - CF71AHT
CF71HT	Prohibited in Interchange (Rule 90) - CF71HT
CF72AHT	Prohibited in Interchange (Rule 90) - CF72AHT
CF72HT	Prohibited in Interchange (Rule 90) - CF72HT
CF79AHT	Prohibited in Interchange (Rule 90) - CF79AHT
CF79HT	Prohibited in Interchange (Rule 90) - CF79HT
DOBS	Prohibited in Interchange (Rule 90) - DOBS
E42BEX	Type E/F (Rule 17) - E42BEX
E50ARE	Type E/F (Rule 17) - E50ARE
E50BEX	Type E/F (Rule 17) - E50BEX
E60	Prohibited in Interchange (Rule 90) - E60
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
E60HT	Prohibited in Interchange (Rule 90) - E60HT

Data Specification Manual

E61	Type E Obsolete (Rule 16) - E61
E61AHT	Prohibited in Interchange (Rule 90) - E61AHT
E61BC	Prohibited in Interchange (Rule 90) - E61BC
E61HT	Prohibited in Interchange (Rule 90) - E61HT
E63	Prohibited in Interchange (Rule 90) - E63
E63AHT	Prohibited in Interchange (Rule 90) - E63AHT
E63HT	Prohibited in Interchange (Rule 90) - E63HT
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
E69AHT	Type E/F (Rule 17) - E69AHT
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
EB7AHT	Type E (Rule 16) - EB7AHT
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
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
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
F71BHT	Type F Obsolete (Rule 18) - F71BHT
F71CHT	Type F (Rule 18) - F71CHT
F72CHT	Type F Obsolete (Rule 18) - F72CHT
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
F73HT	Type F Obsolete (Rule 18) - F73HT
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
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
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
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 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) or L (Rotary Drawbar).
- 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 <i>Mandatory</i>	B058
Describes the basic coupler design of the equipment	

Affects Rating.

Permissible Values for B058

B	Bottom Shelf	D	Double Shelf
L	Drawbar Rotary	M	Drawbar
P	Plain	R	Rotary

Validation Rule for B058

- If Draft Gear type is H (Hydraulic) then Coupler Styles cannot be reported as M (Solid Drawbar) or L (Rotary Drawbar)
- If Draft Gear type is not COC or EOC, Inches of Travel cannot be reported
- If Draft Gear type of COC or EOC is reported then Inches of Travel must also be reported.

Inches of Travel	B061
The number of inches the draft gear will compress to absorb impact	

Affects Rating.

Range of Values for B061

Minimum	Maximum
2	36

Draft Gear Type <i>Mandatory</i>	B073
Describes the basic draft gear design of the equipment	

Affects Rating.

Permissible Values for B073

C	Cushioning Center of Car
E	Cushioning End of Car
H	Hydraulic
S	Standard

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.

Unit Segment Components

Intermodal Equipment Type	B500
Intermodal Equipment Type (ICPSC-II)	

Permissible Values for B500

CO	Container
EN	Environmental Container
FR	Flat Rack
HM	HAZMAT Container
TO	Trailer
TT	Tank Trailer

Location	B501
Intermodal Location (ICPSC-II)	

Permissible Values for B501

L Lower Position U Upper Position

Lower Pos. Clearance	B511
Lower Position Clearance (ICPSC-II)	

Load Height Combinations	B502
Load Height Combinations (ICPSC-II)	

Permissible Values for B502

H0	No Upper Container
H1	Top 110"', Bottom 110"'
H2	Top 102"', Bottom 110"'
H3	Top 96"', Bottom 110"'
H4	Top 102"', Bottom 102"'
H5	Top 96"', Bottom 102"'
H6	Top 96"', Bottom 96"'

Load Len. Combin CONT	B503
Load Length Combinations (ICPSC-II)	

Permissible Values for B503

L01	No Lower Container
L02	2-20, 2-28, 1-40, 1-45, 1-48, OR 1-53 (Lower)
L03	1-20, 1-28, 1-40, 1-45, 1-48, OR 1-53 (Lower)
L04	2-20, 2-24, 1-40, 1-45, OR 1-48 (Lower)
L05	1-28, 1-40, 1-45, 1-48, OR 1-53 (Lower)
L06	2-20, 1-40, 1-45, 1-48, OR 1-53 (Lower)
L07	2-20, 1-28, 1-40, 1-45, OR 1-48 (Lower)
L08	1-40, 1-45, 1-48, OR 1-53 (Lower)
L09	2-20, 1-40, 1-45, OR 1-48 (Lower)
L10	1-40, 1-45, OR 1-48 (Lower)
T01	No Trailer
T02	2-28, 1-40, 1-45, 1-48, 1-53 OR 1-57
T03	1-28, 1-40, 1-45, 1-48, 1-53 OR 1-57
T04	2-20, 2-28, 1-40, 1-45, 1-48, OR 1-53
T05	2-28, 1-40, 1-45, 1-48, OR 1-53
T06	1-28, 1-40, 1-45, 1-48, OR 1-53
T07	1-28, 1-40, 1-45, OR 1-48
T08	1-40, 1-45, OR 1-48
U01	No Upper Container
U02	2-28, 1-40, 1-45, 1-48, OR 1-53
U03	1-28, 1-40, 1-45, 1-48, OR 1-53
U04	1-20, 1-40, 1-45, 1-48, OR 1-53
U05	1-40, 1-45, 1-48, OR 1-53
U06	1-40, 1-45, OR 1-48
U07	1-35, 1-40, OR 1-48
U08	1-35, 1-40, OR 1-45
U09	1-40 OR 1-48
U10	1-40 OR 1-45
U11	1-40

Unit Equipment Group	A307
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
VFLT	Vehicular Flat		

Validation Rule for A307

- Unit Equipment Group must not be reported if the Connected Unit Count is not reported
- Unit Equipment Group must be reported if Connected Unit Count is reported

Data Specification Manual

Unit Tare Weight A299	
The unit segment weight on rail when empty	
Range of Values for A299	
Minimum	Maximum
10000	50000
Validation Rule for A299	
<ul style="list-style-type: none"> -Unit Tare Weight must not be reported if the Connected Unit Count is not reported -Unit Tare Weight requires Connected Unit Count -Unit Tare Weight for Boxcars and Refrigerators must be greater than or equal 16,000 lbs. -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 	
Unit Load Limit A300	
Satisfies ICPSC 23/24 and normal load limit requirements - The unit segment weight on rail when loaded	
Range of Values for A300	
Minimum	Maximum
20000	50000
Validation Rule for A300	
<ul style="list-style-type: none"> -Unit Load Limit must not be reported if the Connected Unit Count is not reported -Unit Load Limit must be reported if Connected Unit Count is reported -Unit Segment Load Limits must add up to the Total Load Limit 	
HAZMAT Allowed B505	
Allowable Location for HAZMAT (ICPSC-II)	
Permissible Values for B505	
N	HAZMAT Not Allowed
Y	HAZMAT Allowable
Lower Load Width B506	
Allowable Lower Load Widths (ICPSC-II)	
Permissible Values for B506	
80	8 Ft (96 in) Container Only
86	8 Ft 6 in (102 in) Container Only
BB	Both 8 ft and 8 ft 6 in Containers
Unit Inside Length A301	
Umler C1, Component ▲	
Used in ETC Generation. 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	
<ul style="list-style-type: none"> -Unit Inside Length can only be reported on Articulated cars -Unit Inside Length can only be reported if cars are Articulated -Unit Inside Length for Vflats must be greater than or equal to 69 feet -Unit Inside Length for Flats other than Vflats must be greater than or equal to 20 feet. 	

-Unit Inside Length for Flats, IFlats and Vflats must be less than or equal to 99 feet 4 inches.

Cont Load Restrictions B509	
Container Load Limit Restrictions (ICPSC-II)	
Flat Rack Capable B510	
Flat Rack Capable (ICPSC-II)	
Permissible Values for B510	
1	1 Flat Rack can be Stacked on this Platform
2	2 Flat Racks can be Stacked on this Platform
3	3 Flat Racks can be Stacked on this Platform
4	4 Flat Racks can be Stacked on this Platform
5	5 Flat Racks can be Stacked on this Platform
6	6 Flat Racks can be Stacked on this Platform
7	7 Flat Racks can be Stacked on this Platform
8	8 Flat Racks can be Stacked on this Platform
9	9 Flat Racks can be Stacked on this Platform
N	No Flat Racks can be Stacked on this Platform
Loading Notes B512	
Loading Notes (ICPSC-II)	
Loading Plane Height COFC B125	
Measurement from top of rail to loading plane height (cones in well cars). Component of Unit Segment (ICPSC)	
Loading Plane height TOFC B126	
Measurement from top of rail to loading plane height (deck on other intermodal cars); Component of Unit Segment (ICPSC)	
Lower Clearance Outline B128	
Three measurements that describe the lower position of the platform that are free of restrictions: 1) from cone point to bottom of restriction, 2) length of restriction, 3) width of restriction; Component of Unit Segment (ICPSC)	
Permissible Values for B128	
N	Well does not meet Standard Clearance
X	MSRP standard not developed
Y	Well meets or exceeds Standard Clearance
Upper Pos. Clearance B519	
Upper Position Clearance (ICPSC-II)	
Hitches per unit B140	
Number of Trailer Hitches per car?; Component of Unit Segment (ICPSC)	
Permissible Values for B140	
0	No Hitches on this Platform
1	1 Hitch on this Platform
2	2 Hitches on this Platform
3	3 Hitches on this Platform
4	4 Hitches on this Platform
5	5 Hitches on this Platform
6	6 Hitches on this Platform
7	7 Hitches on this Platform
8	8 Hitches on this Platform
9	9 Hitches on this Platform
CONT Loading Cap A054	
Container Loading Capacity C1	
Permissible Values for A054	
1	One 40 ft Container
2	One 40 ft Container or Two 20 ft Containers
3	Two 40 ft Containers Stacked

Data Specification Manual

- 4 Two 40 ft Containers Stacked or Two 20 ft Containers and One 40 ft Container Stacked
- 5 One 35 FT Container
- 6 One 45 ft Container
- 7 One 40 ft and One 45 ft Container Stacked
- 8 One 40 ft and One 48 ft Container Stacked
- 9 Two 48 ft Containers Stacked
- A Two 45 ft Containers Stacked
- B One 45 ft and One 48 ft Container Stacked
- C Two 35 ft Containers Stacked
- D Two 20 ft Containers-Stacked and One 40, 45 or 48 ft Container Stacked
- E Two 20 ft Containers Stacked and One 40 or 48 ft Container Stacked
- F Two 20 ft or One 40 ft and One 40, 45 or 48 Container Stacked
- G One 40 ft Container and One 40, 45 or 48 Container Stacked
- H One 40 ft Container or 45 ft
- I One 40 ft or 45 or 48 ft Container and One 40, 45 or 48 ft Container Stacked
- J One 48 ft Container and One 40, 45, 48 or 53 Container Stacked
- K Two 20 ft Containers or One 40 or 45 ft and One 40, 45 or 48 ft Container Stacked
- 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 Stacked
- N Two 24 ft Containers and ONE 40, 45, 48 or 53 Container Stacked
- O Two 20 ft Containers or One 40 ft or One 45 ft or One 48 ft and One 40, 45, 48 or 53 ft Container Stacked
- P Two 20 ft Containers or One 40, 45 or 48 Containers Stacked
- Q Two 20 ft or 28 ft Containers or One 40, 45, 48 or 53 ft and TWO 20 ft or 28 ft Containers or One 40, 45, 48 or 53 ft Container Stacked

Validation Rule for A054

- Unit Container Loading Capacity is only applicable to FCA Equipment
- Unit Container Loading Capacity is only applicable to Articulated cars

Trailer Loading Capacity**A272**

Trailer Loading Capacity C1

Permissible Values for A272

- 1 One 40 Ft Trailer
- 2 One 40 to 45 Ft Trailer
- 3 One 40 to 48 ft Trailer
- 4 One 40 to 50 ft Trailer
- 5 One 26 to 40 ft Trailer
- 6 26 to 45 ft Trailer
- 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 Load Limit (COFC)**B218**

Artic load limit already defined in Umler. Is there a difference for COFC versus TOFC? (ICPSC)

Unit Load Limit (TOFC)**B219**

Artic load limit already defined in Umler. (ICPSC)

Builders Load Limit**B314**

Unit Builders Load Limit (ICPSC)

Side Wall Hght from Cone**B322**

Side Wall Height From Cone (ICPSC)

Range of Values for B322

Minimum	Maximum
0.100000000000000001	99.9000000000000006

Wdth Between Int. Rub Rail**B323**

TOFC Width Between Interior Rub Rails (ICPSC)

Range of Values for B323

Minimum	Maximum
0.100000000000000001	99.9000000000000006

All Purpose/Enviro CONT**B045**

IFLT only. Type of intermodal and/or environmental loads that can be loaded on platform (ICPSC)

Number of Handbrakes**B138**

Number of Handbrakes (ICPSC)

Permissible Values for B138

- 1 Car has One Hand Brake
- 2 Car has Two Hand Brakes
- 3 Car has Three Hand Brakes
- 4 Car has Four Hand Brakes
- 5 Car has Five Hand Brakes
- 6 Car has Six Hand Brakes
- 7 Car has Seven Hand Brakes
- 8 Car has Eight Hand Brakes
- 9 Car has Nine Hand Brakes

Circus Loading Method**B517**

Intermodal Flat Loading Method Circus (ICPSC-II)

Permissible Values for B517

N No Y Yes

Side Loading Method**B518**

Intermodal Flat Loading Method Side (ICPSC-II)

Permissible Values for B518

N No Y Yes

Car Load Limit**B520**

Car Load Limit (ICPSC-II)

Lock/Cone Profile**B127**

Profile of the lock/cone - low or high; Component of Unit Segment (ICPSC)

Permissible Values for B127

- H High Profile Lock or Cone
- L Low Profile Lock or Cone

Elec. Recp. Equipped**B513**

Electrical Receptacle Equipped (ICPSC-II)

Permissible Values for B513

N No Y Yes

Air Recp. Equipped**B514**

Air Receptacle Equipped (ICPSC-II)

Permissible Values for B514

N No Y Yes

Data Specification Manual

Fuel Recp. Equipped	B515
Fuel Receptacle Equipped (ICPSC-II)	
Permissible Values for B515	
N No Y Yes	

Perm/Temp Receptacle	B516
Permanent or Temporary Receptacle (ICPSC-II)	
Permissible Values for B516	
P Permanent T Temporary	

Inter-COFC Securement	B113
IPCSC 02 - Container securement information, refer to Securement Devices; Component of Unit Segment (ICPSC)	
Permissible Values for B113	
00 Other	
IA IBC Automatic	
IM IBC Manual	
IS IBC Semi-Automatic	
PA Pedestal Lock Adjusted	
PF Pedestal Lock Fixed	
PR Pedestal Lock Retractable	
TL Twist Lock	

Intermodal	
Interm. Trk Bldr Load Lim	B317
Intermediate Truck Car Builder Load Limit (ICPSC)	

Interm. Trk Ownr Load Lim	B318
Intermediate Truck Car Owner Load Limit (ICPSC)	

Bridging TRLR Length	B521
Bridging Allowable Load Length	

Intermodal King Pin Type	B117
IPCSC 03 - Direction of king pin setting opening - A or B End (ICPSC)	
Permissible Values for B117	
A Hitch opens towards A end	
B Hitch opens towards B end	

Intermodal King Pin Set	B118
Is this dependent on the Trailer or Container? Measurement from center of king pin to nose of either trailer or chassis, excluding appurtenance in inches. Component of Unit Segment (ICPSC)	

Trailer Hitch Cap	B210
IPCSC 04 - Maximum capacity that the trailer hitch can support; Component of Unit Segment (ICPSC)	

Brake System Components	
Emergency Brake Valve CID	B354
Component ID from Component Registry	
Data is Confidential. This element is not eligible for Input or. Value does not carry forward for Single Clone / Multi Clone.	

Service Brake Valve CID	B357
Component ID from Component Registry	
Data is Confidential. This element is not eligible for Input or. 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 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 or Query. Does not Carry Forward.	
Validation Rule for EFDT	
-Effective Date cannot be set to more than 13 months in the future.	
NOTES:	
<ul style="list-style-type: none"> Effective Date will default to the 1st of the following month that equipment is registered 	

Inspection	
ABT 12-24 Month Due Date	DU13
The 12 month due date for the air brake test (ABT) after the original build date	
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
The 5/8 year due date for the air brake test (ABT) after the 13 month due date	
System Generated Field. This element is not eligible for Input. Value does not carry forward for Add Back.	

Inspection Date Done	DTDN
The date the inspection was completed	
Value does not carry forward for Single Clone / Multi Clone / Add Back.	

Inspection Due Date	INDD
The due date of the next inspection	
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	
Value does not carry forward for Single Clone / Multi Clone / Add Back.	

Inspection Reporter	REPT
The SCAC that reported the inspection	
Value does not carry forward for Single Clone / Multi Clone / Add Back.	

Location/SPLC	SPLC
The SPLC of the inspecting location	
Value does not carry forward for Single Clone / Multi Clone / Add Back.	

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 M Manual	

Data Specification Manual

Vehicular Flat

General	151
Built Date (BLDT)	151
Conflict Status (B050)	152
Conflict Status Next Date (B062)	153
Date of Original Conflict (B063)	153
Delete Reason Code (B064)	153
End of Service Date (B078)	152
Equipment Add Company (B083)	153
Equipment Add Date (B082)	152
Equipment Group (0002)	151
Equipment ID (0001)	151
Equipment Identification (EINN)	152
Equipment Type Code (UMET)	151
Extended Service (A096)	152
First Movement Date (USAT)	153
Info Conflict Status (B355)	152
Last Update Date (B122)	152
Lessee (LESE)	151
Maintenance Party (MNPT)	151
Mark Owner Category (B201)	151
Mechanical Designation (UMMD)	151
Next Conflict Status (B135)	153
Notice Indicator (B137)	153
Owner (UMOW)	151
Prior Equipment ID (PRID)	152
Private Zero Rate (B150)	153
Rate Indicator (A070)	153
Rebuilt / ILS Date (RBDT)	151
Rebuilt Flag (RBFL)	151
Registration Reason (B174)	153
Restencil Program Ind (B177)	153
Status Change Date (USCT)	152
Status Change Reason (USCR)	152
Status Code (USCD)	151
TTX Hourly Rate (B212)	153
TTX Mileage Rate (B213)	153
Weight	153
Gross Rail Load/Weight (A266)	153
Load Limit (LDLT)	154
Qual for Inc GRL (B344)	155
Star Code (A247)	154
Tare Weight (A259)	154
Weighing Date (A288)	154
Weighing Status (A289)	154
Dimension	155
Inside Height (A133)	157
Inside Length (A135)	156
Inside Width (A138)	156
Outside Extreme Height (A185)	155
Outside Extreme Width (A186)	155
Outside Height Extr Width (A187)	155
Outside Length (OSLG)	155
Plate Code (A046)	155
Platform Hght Above Rail (A192)	157
Truck Center Length (A276)	157
Door	157
Anti-Pilferage Locking (B016)	157
Specification	157
AEI High Temperature Tag (B006)	158
Air Hose Arrangement (B524)	159
Axle Count (A024)	157
Bearing Shielded from HBD (B021)	157
Brake Shoe Type (B026)	157
Builder Lot Code (B030)	158
Built Country (B031)	159
CC Side Bearing Type (A146)	157
Center of Gravity Empty (A045)	158
Connected Unit Count (A020)	158
ECP Brake Builder (B328)	158
ECP Brake Type (B327)	158
Empty/Load Device Eqpd (B075)	157
Equipment Builder (A035)	158
FRA Reflectorization (B096)	159
High Speed Design (B109)	158
Intermediate Conn Style (B115)	158
Operating Brakes (A182)	158
Rebuilt Country (B170)	159
Remote Monitoring Device (B176)	158
Truck Count (B256)	157
Wheel Bearing Type (B191)	157

Feature	159
Chain Equipped (B402)	159
Floor Material (A104)	159
Supplemental Restraint (B401)	159
Tie-Down Strap Type (B400)	159
Cost	159
A&B Amount (A317)	160
A&B Date Done (A319)	160
A&B Pos/Neg Ind (A316)	160
A&B Type (A318)	160
Ind for Pos/Neg Total A&B (A128)	160
Ledger Value (A150)	160
Original Cost (A184)	159
Total A&B (A003)	160
Superstructure	160
Autorack Category (ARCG)	161
Perforated Sidewalls (B146)	162
SS Addition & Betterment (A004)	161
SS Deck A/B Setting (A210)	162
SS Deck B/C Setting (A211)	162
SS Door Edge Protection (A074)	162
SS Enclosure Code (B153)	163
SS End Door Design (B154)	163
SS End Door M941-90 Qual (B155)	163
SS Identification (B156)	160
SS Indicator A&B (A296)	161
SS Integrated with Car (B342)	161
SS Original Cost (A252)	161
SS Rate Indicator (A019)	162
SS Rebuilt Date (SRDT)	161
SS Top Deck Setting (A215)	162
Superstructure Builder (A212)	161
Superstructure Built Date (SBDT)	160
Superstructure Chock Type (B151)	163
Superstructure Deck Level (B406)	161
Superstructure Lessee (B158)	161
Superstructure Owner (B159)	161
Top Deck Height No Roof (A263)	162
Car Management	163
Mech Restriction Reason (TCMR)	163
Mechanical Restriction (TCME)	163
Pool Control (TCPC)	163
Pool Number (P001)	163
Sys Gen Routing Inst (TCGR)	164
Transportation Cond Code (TCCD)	163
Umler Transportation Code (TCOD)	163
User Routing Instructions (TCUR)	163
Train Service	164
Check trailing tonnage (B044)	164
Curve Negotiate Exceptn (B178)	164
End of Train Only (B277)	164
Restricted Speed Empty (B180)	164
Restricted Speed Loaded (B181)	164
Shove adj. car to rest (B188)	164
Shove car to rest (B189)	164
Train Position Sensitive (B211)	164
Truck Components	164
Axles Spacing Distance (B020)	164
Bolster Component ID (B351)	165
Journal Size (A147)	164
Sideframe Component ID (B352)	165
Stability Device Equipped (B199)	165
Truck Axle Count (B252)	164
Wheel Diameter (A294)	165
Wheelset Component ID (B350)	165
Draft System Components	165
Coupler Code (A057)	165
Coupler Component ID (B353)	167
Coupler Style (B058)	166
Draft Gear Type (B073)	167
Inches of Travel (B061)	167
Unit Segment Components	167
Unit Equipment Group (A307)	167
Unit Inside Length (A301)	167
Unit Load Limit (A300)	167
Unit Tare Weight (A299)	167
Brake System Components	167
Emergency Brake Valve CID (B354)	167
Service Brake Valve CID (B357)	167
Miscellaneous	167
Commercial Lessee CIF (B048)	167
Commercial Owner CIF (B049)	167

Data Specification Manual

Umler Effective Date (EFDT)	167
Inspection	168
ABT 12-24 Month Due Date (DU13)	168
ABT 5/8-Year Due Date (DU58)	168
Air Brake Test Device (B523)	168
Exterior Door (EXDR)	168
Exterior Roof Sheets (EXRS)	168
Exterior Shear Panel (EXSP)	168
Exterior Side Screens (EXSS)	168
Inspection Date Done (DTDN)	168
Inspection Due Date (INDD)	168
Inspection Performer (PERF)	168
Inspection Reporter (REPT)	168
Inspector ID (INID)	168
Interior Door (INDR)	168
Interior Shear Panel (INSP)	168
Interior Side Posts (INSI)	168
Location/SPLC (SPLC)	168
SS Inspection Due Date (DUAL)	168
Top Deck Surface (TPDS)	168
Underside of Deck (UNOD)	168

Data Specification Manual

General

Status Code *Mandatory*

USCD

Identifies the current operational state

Does not Carry Forward.

Permissible Values for USCD

A ACTIVE I INACTIVE

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
- Prior to deleting a car, the status should be set to Inactive

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. (ie. 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 for Transportation Codes.

Permissible Values for UMMD

FA Flat-Vehicular

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, Output or Query.

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. 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 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

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

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

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

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

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 cars 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

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 is not valid or cannot be a child reporting mark.

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

The major 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 own 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.

Data Specification Manual

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

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 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 not Carry 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**USCT**

Identifies the effective date of the current operational state

System Generated Field. This element is not eligible for Input or Query. 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 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 Waiver
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

Validation Rule for A096

- Extended Service Code of C cannot be reported if the car was built on or after July 1, 1974
- 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
- Extended Service Code of C cannot be reported if the car was built before January 1, 1964
- 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 or 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 is required for Extended Service Code (A096) R for Rebuilt, or V.
- Rebuilt Date is required for Extended Service Code (A096) 1, 2, 3 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 one year prior to End of Service 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 an equipment in active conflict

System Generated Field. Affects Rating. This element is not eligible for Input or. 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, 365 days after Conflict Status occurs

Data Specification Manual

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, Output or Query.	
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	
Notice Indicator	B137
Identifies equipment in error in Umler Notice Management	
System Generated Field. This element is not eligible for Input, Output or Query.	
Conflict Status Next Date	B062
The date the conflict status will be escalated	
System Generated Field. This element is not eligible for Input or. 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/Tariff 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	B150
Indicates a private car is subject to contractual agreement, nullifying mileage 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 or 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.	
TTX Mileage Rate	B213
Mileage Charge-The TTX mileage rate for the equipment	
Data is Confidential. This element is not eligible for or 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 equipment	
This element is not eligible for Input or Query. 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	

Weight

Gross Rail Load/Weight <i>Mandatory</i>	A266
The maximum weight on rail of the equipment and the load	
Affects Rating.	
Range of Values 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 plus the Tare Weight	

Data Specification Manual

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:

$$\begin{aligned}
 &8 \text{ ea. E-6" x 11" journal axles X } 55,000 \text{ lbs. per axle} = 440,000 \text{ lbs.} \\
 &+ 4 \text{ ea. F-6 1/2" x 12" journal axles X } 65,750 \text{ lbs. per axle} = 263,000 \text{ lbs.} \\
 &\text{Gross Rail Load} = 703,000 \text{ lbs.}
 \end{aligned}$$

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:

$$\begin{aligned}
 &4 \text{ ea. E-6" x 11" journal axles X } 55,000 \text{ lbs. per axle} = 220,000 \text{ lbs.} \\
 &+ 8 \text{ ea. G-7" x 12" journal axles X } 78,750 \text{ lbs. per axle} = 630,000 \text{ lbs.} \\
 &\text{Gross Rail Load} = 850,000 \text{ lbs.}
 \end{aligned}$$

Tare Weight <i>Mandatory</i>	A259
The equipment weight on rail when empty	● ●

Affects Rating.

Range of Values for A259

Minimum	Maximum
70000	163000

Validation Rule for A259

- Tare Weight for all non-articulated VFLT must be less than 136000 lbs.

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
- Please refer to Appendix P for more information on the Identical Tare Weight Batch Process

Load Limit <i>Mandatory</i>	LDLT
The maximum permissible weight of the commodity that can be loaded into the equipment	● ●

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.

Weighing Status <i>Mandatory</i>	A289
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)

NOTES:

- Please refer to Appendix P for more information on the Identical Tare Weight Batch Process

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 must be reported
- When Weighing Date is reported then Weighing Status must be A (Actual)
- If Weighing Status 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	A247
Indicates the reduction of the load limit of the equipment under 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
- Chlorine Service Tanks must be Starred with S if their Load Limit is in excess of 180,000 lbs.

Data Specification Manual

- 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
AAR qualification for increased Rail Load	

Permissible Values for B344

- RULE 88 IGRL CODE 1 (S-286) (286,000 GRL)
- RULE 88 IGRL CODE 2 (> 268,000 and <= 286,000 GRL)
- RULE 88 IGRL CODE 3 (> 263,000 and <= 268,000 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.
- 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 having Journal Size of G, K, or M require Qualification for increased GRL to be reported as 1
- 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	A046
Indicates the extreme height and width clearance of the equipment	

Affects Rating.

Permissible Values for A046

J Plate Code J K Plate Code K L Plate Code L

Validation Rule for A046

- Plate Code A is only applicable to Freight cars
- Plate Code A is applicable to Gondolas only with a Built/Rebuilt (Birth) Date on or before December 31, 1975

NOTES:

- For a description of Plate Codes, please see Appendix J at the back of this manual.
- For connected unit cars report the most restrictive plate code.
- Report B: If clearance does not exceed Plate B
- 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 G: If clearance exceeds Plates B, C, E and F.
- C-E-F- must agree with similar stenciling on side of car G must agree with stenciling on side of car that exceeds Plate F.
- For ARTICULATED/MULTI-UNIT SET report the most restrictive clearance plate of UNIT in the set.

Outside Length Mandatory	OSLG
The outside length of the equipment	

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

Range of Values for OSLG

Minimum	Maximum
24 ft 0 inches	2330 ft 0 inches

Validation Rule for OSLG

- Outside Length for a V-Flat must be less than 124 feet
- Outside Length on freight cars must exceed the Inside Length by 2 feet or more
- Outside Length on freight cars (except refrigerators) must not exceed Inside Length by more than 16 feet
- Outside Length on refrigerator cars (Mechanical Designation RB, RBL, RP, RPL, or RC) must not exceed Inside Length 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	12 ft 7 inches

Validation Rule for A186

- Outside Extreme Width must not exceed 10 feet 8 inches for Plate Types B, C, E, F, H, I, J, or K
- Outside Extreme Width for Plate Type A must not be less than 10 feet 8 inches.
- Outside Extreme Width for Plate Type 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 Mandatory	A185
The outside extreme height of the equipment	

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

Range of Values for A185

Minimum	Maximum
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"

Outside Height Extr Width Mandatory	A187
The outside height extreme width of the equipment	

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 for Plate Types A, B must not exceed 10 feet 8 inches if Outside Height of Extreme Width is 13 feet 10 inches
- Outside Extreme Width for Plate Types A, B must not exceed 10 feet 7 inches if Outside Height of Extreme Width is 13 feet 11 inches
- Outside Extreme Width for Plate Types A, B must not exceed 10 feet 6 inches if Outside Height of Extreme Width is 14 feet 0 inches
- Outside Extreme Width for Plate Types A, B must not exceed 10 feet 4 inches if Outside Height of Extreme Width is 14 feet 1 inches
- Outside Extreme Width for Plate Types A, B must not exceed 10 feet 3 inches if Outside Height of Extreme Width is 14 feet 2 inches
- Outside Extreme Width for Plate Types A, B must not exceed 10 feet 2 inches if Outside Height of Extreme Width is 14 feet 3 inches
- Outside Extreme Width for Plate Types A, B must not exceed 10 feet 0 inches if Outside Height of Extreme Width is 14 feet 4 inches
- Outside Extreme Width for Plate Types A, B must not exceed 9 feet 9 inches if Outside Height of Extreme Width is 14 feet 5 inches

Data Specification Manual

- Outside Extreme Width for Plate Types A, B must not exceed 9 feet 7 inches if Outside Height of Extreme Width is 14 feet 6 inches
- Outside Extreme Width for Plate Types A, B must not exceed 9 feet 4 inches if Outside Height of Extreme Width is 14 feet 7 inches
- Outside Extreme Width for Plate Types A, B must not exceed 8 feet 10 inches if Outside Height of Extreme Width is 14 feet 8 inches
- Outside Extreme Width for Plate Types A, B must not exceed 8 feet 8 inches if Outside Height of Extreme Width is 14 feet 9 inches
- Outside Extreme Width for Plate Types A, B must not exceed 8 feet 5 inches if Outside Height of Extreme Width is 14 feet 10 inches
- Outside Extreme Width for Plate Types A, B must not exceed 7 feet 11 inches if Outside Height of Extreme Width is 14 feet 11 inches
- Outside Extreme Width for Plate Types A, B must not exceed 7 feet 8 inches if Outside Height of Extreme Width is 15 feet 0 inches
- Outside Extreme Width for Plate Types A, B must not exceed 7 feet 4 inches if Outside Height of Extreme Width is 15 feet 1 inches
- Outside Extreme Width for Plate Types C or I must not exceed 10 feet 8 inches if Outside Height of Extreme Width is 14 feet 3 inches
- Outside Extreme Width for Plate Types C or I must not exceed 10 feet 7 inches if Outside Height of Extreme Width is 14 feet 4 inches
- Outside Extreme Width for Plate Types C or I must not exceed 10 feet 6 inches if Outside Height of Extreme Width is 14 feet 5 inches
- Outside Extreme Width for Plate Types C or I must not exceed 10 feet 4 inches if Outside Height of Extreme Width is 14 feet 6 inches
- Outside Extreme Width for Plate Types C or I must not exceed 10 feet 3 inches if Outside Height of Extreme Width is 14 feet 7 inches
- Outside Extreme Width for Plate Types C or I must not exceed 10 feet 2 inches if Outside Height of Extreme Width is 14 feet 8 inches
- Outside Extreme Width for Plate Types C or I must not exceed 10 feet 0 inches if Outside Height of Extreme Width is 14 feet 9 inches
- Outside Extreme Width for Plate Types C or I must not exceed 9 feet 9 inches if Outside Height of Extreme Width is 14 feet 10 inches
- Outside Extreme Width for Plate Types C or I must not exceed 9 feet 5 inches if Outside Height of Extreme Width is 14 feet 11 inches
- Outside Extreme Width for Plate Types C or I must not exceed 9 feet 2 inches if Outside Height of Extreme Width is 15 feet 0 inches
- Outside Extreme Width for Plate Types C or I must not exceed 8 feet 10 inches if Outside Height of Extreme Width is 15 feet 1 inches
- Outside Extreme Width for Plate Types C or I must not exceed 8 feet 6 inches if Outside Height of Extreme Width is 15 feet 2 inches
- Outside Extreme Width for Plate Types C or I must not exceed 8 feet 3 inches if Outside Height of Extreme Width is 15 feet 3 inches
- Outside Extreme Width for Plate Types C or I must not exceed 7 feet 11 inches if Outside Height of Extreme Width is 15 feet 4 inches
- Outside Extreme Width for Plate Types C or I must not exceed 7 feet 8 inches if Outside Height of Extreme Width is 15 feet 5 inches
- Outside Extreme Width for Plate Types C or I must not exceed 7 feet 4 inches if Outside Height of Extreme Width is 15 feet 6 inches
- Outside Extreme Width for Plates Types E must not exceed 10 feet 8 inches if Outside Height of Extreme Width is 15 feet 2 inches
- Outside Extreme Width for Plates Types E must not exceed 10 feet 6 inches if Outside Height of Extreme Width is 15 feet 3 inches
- Outside Extreme Width for Plates Types E must not exceed 10 feet 3 inches if Outside Height of Extreme Width is 15 feet 4 inches
- Outside Extreme Width for Plates Types E must not exceed 9 feet 6 inches if Outside Height of Extreme Width is 15 feet 5 inches
- Outside Extreme Width for Plates Types E must not exceed 8 feet 8 inches if Outside Height of Extreme Width is 15 feet 6 inches
- Outside Extreme Width for Plates Types E must not exceed 7 feet 11 inches if Outside Height of Extreme Width is 15 feet 7 inches
- Outside Extreme Width for Plates Types E must not exceed 7 feet 1 inches if Outside Height of Extreme Width is 15 feet 8 inches
- Outside Extreme Width for Plates Types E must not exceed 6 feet 3 inches if Outside Height of Extreme Width is 15 feet 9 inches
- Outside Extreme Width for Plates Types F must not exceed 10 feet 8 inches if Outside Height of Extreme Width is 16 feet 3 inches
- Outside Extreme Width for Plates Types F must not exceed 10 feet 7 inches if Outside Height of Extreme Width is 16 feet 6 inches

- Outside Extreme Width for Plates Types F must not exceed 10 feet 6 inches if Outside Height of Extreme Width is 16 feet 7 inches
- Outside Extreme Width for Plates Types F must not exceed 10 feet 3 inches if Outside Height of Extreme Width is 16 feet 8 inches
- Outside Extreme Width for Plate Type F must not exceed 10 feet 0 inches if Outside Height of Extreme Width is 16 feet 9 inches
- Outside Extreme Width for Plates Types F must not exceed 9 feet 8 inches if Outside Height of Extreme Width is 16 feet 10 inches
- Outside Extreme Width for Plates Types F must not exceed 9 feet 5 inches if Outside Height of Extreme Width is 16 feet 11 inches
- Outside Extreme Width for Plates Types F must not exceed 9 feet 2 inches if Outside Height of Extreme Width is 17 feet 0 inches
- Outside Extreme Width for Plate Type J must not exceed 10 feet 8 inches if Outside Height of Extreme Width is 16 feet 4 inches
- Outside Extreme Width for Plate Type K must not exceed 10 feet 8 inches if Outside Height of Extreme Width is 18 feet 5 inches
- Outside Height of Extreme Width for Plate Types A, B, or H must be less than or equal to 15 feet 1 inch
- Outside Height of Extreme Width for Plate Types C or I must be less than or equal to 15 feet 6 inches
- Outside Height of Extreme Width for Plate Type E must be less than or equal to 15 feet 9 inches
- Outside Height of Extreme Width for Plate Type F must be less than or equal to 17 feet 0 inches
- Outside Height of Extreme Width for Plate Type G must be less than or equal to 18 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	A135
The length of the equipment inside walls - or - inside platform length	

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

Range of Values for A135

Minimum	Maximum
69 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
- Is not applicable to Inside Length/Inside Platform Length for Trailer/Container - Bulk Hopper, Tank or Flat (Mechanical Designation of UH, or UTK)

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 width of the equipment inside walls - or - inside platform width	

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
- Inside Width/Inside Platform Width is not applicable to Trailer/Container - Tank or Flat (Mechanical Designation of UTK)

NOTES:

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

Data Specification Manual

Inside Height	A133
The height of the equipment from the floor to the inside roof - or - from the rail to the platform inside height	

Value does not carry forward for Equipment Group Change.

Range of Values for A133

Minimum	Maximum
12	169

NOTES:

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

Truck Center Length	A276
The center length between two trucks (The pivot point of the equipment)	

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

NOTES:

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

Platform Hght Above Rail <i>Mandatory</i>	A192
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	6 ft 0 inches

Validation Rule for A192-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 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_).

Door

Anti-Pilferage Locking	B016
Indicates that an anti-pilferage locking device is available	

Value does not carry forward for Equipment Group Change.

Permissible Values for B016

Y Yes

Specification

Truck Count	B256
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	4

Axle Count <i>Mandatory</i>	A024
The total axles on the equipment	

Affects Rating.

Range of Values for A024

Minimum	Maximum
2	999

Validation Rule for A024

- Axle Count must be greater than or equal to 4 for all equipment except CHSS, TRLR, CONT, EOTD, STWH, or LOCO
- Axle Count for an articulated car must be greater than or equal to ((Connected Unit Count x 2) + 2)
- Axle Count for a draw bar connected car must be greater than or equal to (Connected Unit Count x 4)
- Total axle count must match sum of truck axle counts.

Wheel Bearing Type <i>Mandatory</i>	B191
Indicates the wheel bearing type for the equipment	

Affects Rating.

Permissible Values for B191

P Plain R Roller

Validation Rule for B191

- Cars with Plain Bearings cannot have Constant Contact Side Bearings
- Cars with Plain Bearings must have a Transportation Code and Transportation Condition code of either YA, S_, or XJ
- Tank and Flat Cars cannot have Plain Bearings if Built Date 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

Y Yes

Brake Shoe Type <i>Mandatory</i>	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 truck on the equipment has a type of bearing on its truck side that stabilizes it on curves and in high-speed service	

Permissible Values for A146

LC Long Travel Constant Contact
SC Short Travel Constant Contact

Validation Rule for A146

- All cars with Rule 88 IGRL of 1 must have Long Travel CC Side Bearings.

Empty/Load Device Eqpd	B075
Indicates a device is available to identify the equipment is empty or loaded	

Permissible Values for B075

Y Yes

Data Specification Manual

<div>High Speed DesignB109</div> <div>Indicates the trucks installed on this equipment is designed for high-speed train operations</div> <div>Permissible Values for B109 Y Yes</div> <div>Validation Rule for B109 -Cars with Plain Bearings cannot have a High Speed Design -Cars with Constant Contact Side Bearings cannot have a high speed design -Only Cars with Roller Bearings and High Friction Composition Brake Shoe Type can have High Speed Design</div>	<div>ECP Brake TypeB327</div> <div>Indicates the type of electronic control pneumatic brake used on the equipment. ECP brakes assists in braking equipment simultaneously</div> <div>Permissible Values for B327 N Not Equipped O Overlay - Both ECP & Air Brake S Stand alone - ECP Only</div> <div>Validation Rule for B327 -Equipment must have a value entered for ECP Brake Type (B327) if built or rebuilt after June 28, 2012</div>										
<div>Center of Gravity EmptyA045</div> <div>When empty, indicates the height from Top of Rail to the Center of Gravity</div> <div>Range of Values for A045 <table><tr><th>Minimum</th><th>Maximum</th></tr><tr><td>22</td><td>98</td></tr></table></div> <div>Validation Rule for A045 -All cars that exceed Plate Code C built on or after January 1, 2012 must report Empty Car Center of Gravity</div>	Minimum	Maximum	22	98	<div>ECP Brake BuilderB328</div> <div>The manufacturer of the electronic control pneumatic brake used on the equipment</div> <div>Permissible Values for B328 NYAB New York Air Brake WABT WABTEC</div> <div>Validation Rule for B328 -If ECP Brake Type (B327) is Stand Alone or Overlay then a value must be entered for ECP Brake Builder (B328) -If ECP Brake Type (B327) is Not Equipped then ECP Brake Builder (B328) is not reportable</div>						
Minimum	Maximum										
22	98										
<div>Remote Monitoring DeviceB176</div> <div>Indicates the equipment is equipped with a location monitoring device</div> <div>Permissible Values for B176 Y Yes</div>	<div>Equipment BuilderA035</div> <div>Identifies the original manufacturer of the equipment</div> <div>Permissible Values for A035 ACF American Car & Foundry ACFX ACF Industries ARI ARI Industries BETH Bethlehem Car Works CONC Concarill DIFC Difco FMC FMC Corporation GMB Greenbrier GUN4 Gunderson - Trenton Works GUND Gunderson Inc HYUN Hyundai JAC Johnstown America Corporation KASG Kasgro Railcar MULT Multiple NACA National Alabama Corporation NSC National Steel Car PS Pullman-Standard PSP Pullman-Standard, Division of Trinity Industries THRL Thrall TRIN Trinity UNKN Unknown</div> <div>Validation Rule for A035 -Equipment Builder must be populated if the Build Date is July 1, 2010 or newer -Equipment built or rebuilt on or after July 1, 2010 cannot have a Builder Code of Unknown. -Equipment Builder can have a value of MULT only if the equipment has multiple units.</div>										
<div>AEI High Temperature TagB006</div> <div>Indicates the equipment requires a AEI high temperature tag</div> <div>Permissible Values for B006 Y High Temperature Tag Required</div>											
<div>Connected Unit CountA020</div> <div>Indicates the number of connectors to an articulated or multi-unit equipment</div> <div>Used in ETC Generation. Affects Rating.</div> <div>Range of Values for A020 <table><tr><th>Minimum</th><th>Maximum</th></tr><tr><td>2</td><td>45</td></tr></table></div> <div>Validation Rule for A020 -Connected Unit Count must equal the Calculated Unit Count -Unit Segment Location must not be reported if the Connected Unit Count is not reported -Unit Segment Location must be reported if Connected Unit Count is reported</div>	Minimum	Maximum	2	45							
Minimum	Maximum										
2	45										
<div>Intermediate Conn StyleB115</div> <div>Indicates the method two or more equipment are connected together</div> <div>Permissible Values for B115 A Articulated Connector D Drawbar Connector</div> <div>Validation Rule for B115 -Intermediate Connector Style is required for Multi-Segment Cars -Intermediate Connector Style must not be reported for single Segment Cars</div>											
<div>Operating BrakesA182</div> <div>The number of brakes on an articulated equipment (Excludes hand brakes)</div> <div>Permissible Values for A182 <table><tr><td>1</td><td>2</td><td>3</td><td>4</td><td>5</td></tr><tr><td>6</td><td>7</td><td>8</td><td>9</td><td></td></tr></table></div> <div>Validation Rule for A182 -Operating Brakes can only be reported for Articulated equipment, Heavy-Capacity Flat Cars, and Locomotives -Operating Brakes are required for Articulated equipment -Operating Brakes are required for Heavy Capacity Flat Cars (Mechanical Designation of FD, FM, FMS, FW, or LS) with 6 Unit Axles or More</div>	1	2	3	4	5	6	7	8	9		<div>Builder Lot CodeB030</div> <div>A unique identifier for a group of equipment built by one manufacturer under the same contract</div> <div>Data is Confidential. Value does not carry forward for Single Clone / Multi Clone.</div> <div>Validation Rule for B030 -Equipment built or rebuilt on or after June 28, 2012 must have a value for Builder Lot Code - B030.</div>
1	2	3	4	5							
6	7	8	9								

Built Country B031	
The country where the equipment was constructed	
Data is Confidential.	
Permissible Values for B031	
CA	Canada MX Mexico
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	
P	Reflectorization Plan
W	Reflectorization Waiver
Validation Rule for B096	
-Reflectorization is mandatory for all equipment built on or after November 28, 2005.	

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 Train Line Arrangement for Cars with F-Shank Couplers
G	S-4003x (Former Standard)
H	S-4003-05 (Former Alternate Standard)
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:	
<ul style="list-style-type: none"> • 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: <ul style="list-style-type: none"> ◦ 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.	

Feature	
Floor Material A104	
Describes the type of construction material used for the equipment floor	
Permissible Values for A104	
01	Aluminum
05	Composite Nailable (considered same as wood)
06	Composite Nailable, Reinforced (considered same as wood)
14	Other
19	Standard Steel
21	Steel Floor, (straight deck) without risers (F-8-)
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)
35	Wood Floor, Reinforced, with Steel Protective Plates (includes perforated steel)
36	Wood Floor, Reinforced
NOTES:	
<ul style="list-style-type: none"> • If Mechanical Designation (UMMD) is FBC and Floor material is 22 (Steel w/Risers), Steel Riser Equipped (B200) in not reportable. 	

Tie-Down Strap Type B400	
Tie-Down Strap Type	
Value does not carry forward for Equipment Group Change.	
Permissible Values for B400	
H	Harness S Single

Supplemental Restraint B401	
Supplemental Restraint	
Value does not carry forward for Equipment Group Change.	
Permissible Values for B401	
A	Holden B ZefTek AVR

Chain Equipped B402	
Chain Equipped	
Value does not carry forward for Equipment Group Change.	
Permissible Values for B402	
Y	Yes

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
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 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:	
<ul style="list-style-type: none"> • Original Cost is never altered. It is the cost of the equipment to the original owner. 	

Data Specification Manual

- 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

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	
-Original Cost must be equal to the Ledger Value if there are no Additions & Betterments.	
-Ledger Value must equal the Original Cost plus the Additions & Betterments, if A&B has been reported. Otherwise Ledger Value should equal Original Cost.	

Total A&B A003	
The sum total amount of all additions & betterments added or subtracted 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.	
Range of Values for A003	
Minimum	Maximum
0	99999999
NOTES:	
<ul style="list-style-type: none"> 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. <ul style="list-style-type: none"> 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 or 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 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
Validation Rule for A128	
-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 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.

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, you must enter a value in all 4 fields.	

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.	
-Additions & Betterments Date Done cannot be earlier than Built Date.	
-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
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.	

Superstructure

SS Identification B156	
Changed Name from Builder to Design; Changed Name from Rack to Superstructure; Changed Name from Rack to Superstructure-New	
Value does not carry forward for Equipment Group Change.	
Superstructure Built Date SBDT	
Superstructure Built Date	
Value does not carry forward for Equipment Group Change.	
Range of Values for SBDT	
Minimum	Maximum
1/1/1900	12/31/9999
Validation Rule for SBDT	
-VFlat Superstructure Build Date should not be set if Superstructure is integrated with car	
-VFlat Superstructure Build Date (SBDT) must be set if SS Integrated with Car (B342) is blank	
-Superstructure Built Date on Vflats must be within the last 100 years	

Data Specification Manual

SS Rebuilt Date	SRDT
Superstructure Rebuilt Date	
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	
<ul style="list-style-type: none"> -VFlat Superstructure Rebuild Date should not be set if Superstructure is integrated with car. -Superstructure Built Date on VFlat must be prior to Superstructure Rebuilt Date 	
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	
<ul style="list-style-type: none"> -Vehicular Flat cars without Integrated Superstructures must report a Superstructure Owner -Vehicular Flat cars without Integrated Superstructures must report a Superstructure Owner 	
Superstructure Lessee	B158
Rack Lessee; Changed Name from Rack to Superstructure-New	
Value does not carry forward for Equipment Group Change.	
Validation Rule for B158	
<ul style="list-style-type: none"> -VFlat Superstructure Lessee should not be set if Superstructure is integrated with car 	
SS Integrated with Car	B342
Superstructure Integrated with Car	
Value does not carry forward for Equipment Group Change.	
Permissible Values for B342	
Y	Yes
Validation Rule for B342	
<ul style="list-style-type: none"> -Superstructure integrated with car must reported as Y if Transportation Code and Transportation Condition Code are reported as XJ 	
SS Original Cost	A252
RR Superstructure Cost (\$)	
Data is Confidential. Value does not carry forward for Equipment Group Change.	
Range of Values for A252	
Minimum	Maximum
4000	135000
Validation Rule for A252	
<ul style="list-style-type: none"> -If Superstructure Integrated with Car (B342) is not reported, Superstructure Original Cost (A252) must have a value. -Superstructure Original Cost on VFlat requires a Superstructure Owner other than privately owned -VFlat Superstructure Original Cost should not be set if Superstructure is integrated with car. 	
SS Indicator A&B	A296
Rack Indicator For Positive/Negative A&B	
Data is Confidential. Value does not carry forward for Equipment Group Change.	
Permissible Values for A296	
N	Negative
P	Positive
Validation Rule for A296	
<ul style="list-style-type: none"> -Superstructure Indicator for Positive/Negative A and B on VFlat must be reported if Superstructure Additions & Betterments is reported -Superstructure Indicator for Positive/Negative A and B on VFlat must not be reported if Superstructure Additions & Betterments is not reported 	

- VFlat Superstructure Indicator for Positive/Negative A and B must not be reported if Superstructure Integrated with car is reported as Y
- VFlat Superstructure Indicator A and B should not be set if Superstructure is integrated with car.

SS Addition & Betterment	A004
Rack Addition & Betterment	
Data is Confidential. Value does not carry forward for Equipment Group Change.	
Range of Values for A004	
Minimum	Maximum
0	25000
Validation Rule for A004	
<ul style="list-style-type: none"> -VFlat Superstructure Additions & Betterments must not be reported if the Superstructure Integrated with car is reported as Y -VFlat Superstructure Additions & Betterments should not be set if Superstructure is integrated with car. 	
Superstructure Deck Level <i>Mandatory</i>	B406
Superstructure Deck Levels	
Used in ETC Generation. Value does not carry forward for Equipment Group Change.	
Permissible Values for B406	
BCC	Bi-Level, Convertible, Collapsible
BCR	Bi-Level, Convertible, Removable
BI	Bi-Level, Standard
TCC	Tri-Level, Convertible, Collapsible
TCR	Tri-Level, Convertible, Removable
TRI	Tri-Level, Standard
UNI	Uni-Level
Validation Rule for B406	
<ul style="list-style-type: none"> -When Superstructure Deck Levels (B406) is UNI, Superstructure Top Deck Setting Enclosed (A215) must be reported. -When Superstructure Deck Levels (B406) is BI, BCC, or BCR, 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	
System Generated Field. This element is not eligible for Input. Value does not carry forward for Equipment Group Change.	
NOTES:	
<ul style="list-style-type: none"> • 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 the Built Date (BLDT) or 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. 	
Superstructure Builder	A212
Rack Manufacturer	
Value does not carry forward for Equipment Group Change.	
Permissible Values for A212	
A	AMERICAN CAR & FOUNDRY
B	JOHNSTOWN AMERICA
C	THRALL TRINITY FREIGHT CAR, INC.

Data Specification Manual

F	GREENVILLE STEEL CAR
G	GREENBRIER
H	PACIFIC CAR & FOUNDRY
J	PARAGON
K	PORTEC
L	PULLMAN STANDARD
M	THRALL
N	TRINITY INDUSTRIES
P	WHITEHEAD & KALES
R	RAILROAD MFG.
S	NATIONAL STEEL CAR LIMITED

SS Rate Indicator A019

Appurtenance Charge Indicator

Value does not carry forward for Equipment Group Change.

Permissible Values for A019

0	Zero Rated
E	Estimated Hourly Charge
H	Actual Hourly Charge

Validation Rule for A019

- Superstructure Rate Indicator must not be set if car has an Integrated Superstructure
- Superstructure Rate Indicator (A019) is mandatory if Superstructure Integrated with car (B342) is blank

SS Deck A/B Setting A210

Rack Deck Setting (A/B Deck)

Value does not carry forward for Equipment Group Change.

Range of Values for A210

Minimum	Maximum
54	118

Validation Rule for A210

- Superstructure Deck A/B Setting on VFlat for ETC V6, V7, V8 and V9 must be greater than 75 feet 0 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 74 feet 0 inches
- Superstructure Deck A/B Setting on VFlat for ETC V2 must be less than 80 feet 0 inches
- Superstructure Deck A/B Setting on VFlat for ETC V2 must be less than 92 feet 0 inches
- Superstructure Deck A/B Setting on VFlat for ETC V7 must be less than 9 feet 11 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.

SS Deck B/C Setting A211

Rack Deck Setting (B/C Deck)

Value does not carry forward for Equipment Group Change. Displayed in feet and inches on the Web. Stored in inches.

Range of Values for A211

Minimum	Maximum
4 ft 6 inches	9 ft 7 inches

Validation Rule for A211

- Superstructure Deck B/C Setting on VFlats having ETC V0, V6, V8 or V9 is not permitted
- Superstructure Deck B/C Setting on VFlat for ETC V1, V3 and V4 must be less than 74 feet 0 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. Displayed in feet and inches on the Web. Stored in inches.

Range of Values for A215

Minimum	Maximum
4 ft 6 inches	15 ft 0 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.
- 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.
- 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.

Top Deck Height No Roof A263

Top Deck Height No Roof

Affects Rating. Value does not carry forward for Equipment Group Change. Displayed in feet and inches on the Web. Stored in inches.

Range of Values for A263

Minimum	Maximum
9 ft 0 inches	14 ft 6 inches

Validation Rule for A263

- VFlat with Top Deck Height No Roof can only be reported on Vflats with ETC codes of V3__ or V8__
- VFlat with Top Deck Height No Roof for ETC V3__ must be greater than or equal 12 feet 6 inches
- VFlat Top Deck Height No Roof for ETC V3-- cannot be greater than 14 feet 06 inches
- VFlat with Top Deck Height No Roof for ETC V8__ must be less than or equal 11 feet 3 inches
- VFlat Top Deck Height No Roof for ETC V8-- cannot be less than 9 feet 00 inches
- Top Deck Height No Roof (A263) cannot be reported when Superstructure Deck Levels (B406) is UNI.

Perforated Sidewalls B146

Fitting Codes PD

Value does not carry forward for Equipment Group Change.

Permissible Values for B146

Y Yes

SS Door Edge Protection A074

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

Data Specification Manual

D8 Thrall molded
D9 Protection of unknown type

SS Enclosure Code *Mandatory* **B153**

New ETC V (Vehicular Flat); Changed Name from Rack to Superstructure-New ETC V (Vehicular Flat)  

Used in ETC Generation. Value does not carry forward for Equipment Group Change.



Permissible Values for B153

F Full Height P Partial Height

Validation Rule for B153

- Superstructure Enclosure Code on Vflats must be reported if Superstructure End Door Design is reported
- Superstructure Enclosure Code on Vflats must not be reported if Superstructure End Door Design is not reported
- P (Partial) Superstructure Enclosure Code on Vflats is only applicable to Superstructure End Door Designs reported as either OTHR (Other) or NTEQ (Not Equipped)

SS End Door Design *Mandatory* **B154**

New ETC V (Vehicular Flat) ; Changed Name from Builder to Design; Changed Name from Rack to Superstructure
New ETC-New ETC V  

Used in ETC Generation. Value does not carry forward for Equipment Group Change.

Permissible Values for B154

NTEQ	Not Equipped	OTHR	Other
PICK		RADL	Radial
RAP	RAVE, Portec	RATR	RAVE, Trinity
SEAL	Seal Safe	TARC	TRI-ARC
TFLD	TRI-FOLD	UNKN	Unknown

SS End Door M941-90 Qual **B155**

Fitting Code - ED

Value does not carry forward for Equipment Group Change.

Permissible Values for B155

Y Yes

Superstructure Chock Type **B151**

Superstructure Chock Type (Rack Tie-Down Type)

Value does not carry forward for Equipment Group Change.

Permissible Values for B151

A Zeftek (SCT) Co-Polymer Chocks (3rd Rail)
B Trinity (Thrall) Polymer Wedge Chocks (3rd Rail)
C Trinity (Thrall) Steel Wedge Chocks (3rd Rail)
D Chocks, All others
E Holden Grate-Lock Chocks (Grating)
F Zeftek Low-Profile Co-Polymer Chocks (3rd Rail)
G Zeftek Low-Profile Steel Chocks (3rd Rail)
H Trinity Low-Profile Polymer Chocks (3rd Rail)
I Zeftek Low-Profile Stay-Put Chocks (Grating)
J Holland Low-Profile VRS Chocks (Grating)
K Holden Low-Profile Grip-Lock Chocks (Grating)
L Holland Low-Profile Tri-Low Steel Chocks (3rd Rail)

CarManagement

Pool Number **P001**

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 **TCPC**

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**

User Reported Routing Instruction

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 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**

The AAR or FRA interchange restriction code

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

NOTES:

- For further explanation reference Appendix E.

Mechanical Restriction **TCME**

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

Mech Restriction Reason **TCMR**

Mechanical Restriction Reason

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
G Restricted Due to Draft Gears
J Restricted Due to Journal Bearing and Journal Lubrication
N Restricted Due to Trucks
P Restricted Due to Truck Side Frames
T Restricted Due to Trucks Bolsters
U Restricted by Owner or AAR
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:

- 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.

Sys Gen Routing Inst	TCGR
System Generated Routing Instruction	

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

NOTES:

- For further explanation reference Appendix E.5.

Train Service

Restricted Speed Empty	B180
Describes the maximum restricted speed the equipment can travel when empty	

Range of Values for B180

Minimum	Maximum
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 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
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 can only be positioned at the rear of the train	

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 Exceptn	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

Truck Components

Axles Spacing Distance Mandatory	B020
Describes the distance between axles 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	B252
The number of axles per truck	

Range of Values for B252

Minimum	Maximum
2	4

Journal Size Mandatory	A147
Describes the roller bearing size	

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 | H 7 X 14 | K 6-1/ 2X 9 |
| M 7 X 9 | | |

Validation Rule for A147

- Journal Size B (4 1/4 x 8) requires a Gross Weight of 103,000 lbs. for 4-axle cars unless the car is Star Coded
- Journal Size B (4 1/4 x 8) requires a Gross Weight of 154,000 lbs. for 6-axle cars unless the car is Star Coded
- Journal Size C (5 x 9) requires a Gross Weight of 142,000 lbs. for 4-axle cars unless the car is Star Coded
- Journal Size C (5 x 9) requires a Gross Weight of 213,000 lbs. for 6-axle cars unless the car is Star Coded
- Journal Size D (5 1/2 x 10) requires a Gross Weight of 177,000 lbs. for 4-axle cars unless the car is Star Coded
- Journal Size D (5 1/2 x 10) requires a Gross Weight of 265,000 lbs. for 6-axle cars unless the car is Star Coded
- Journal Size E (6 x 11) requires a Gross Weight of 220,000 lbs. for 4-axle cars that do not have 28 inch wheels unless the car is Star Coded
- Journal Size E (6 x 11) requires a Gross Weight of 179,000 lbs. for 4-axes 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-axes
- Journal Size F requires a Gross Weight of greater than or equal to 263,000 lbs. for 4-axes cars unless the car is Star Coded.
- Journal Size F requires a Gross Weight of less than or equal to 286,000 lbs. 4-axle cars unless the car is Star Coded
- 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.

Data Specification Manual

- Journal Size G (7 x 12) requires a Gross Weight of 286,000 lbs. or 315,000 lbs. for 4-axle cars unless the car is Star Coded
- 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 M (7 x 9) requires a Gross Weight of 286,000 lbs. or 315,000 lbs. for 4-axle cars unless car is Star Coded
- Journal Size Code M (7 x 9) requires a Gross Weight of 472,000 lbs. for 6-axes
- 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
- Journal Size Code K requires a Gross Weight of greater than or equal to 263,000 lbs. for 4-axle cars unless the car is Star Coded
- Journal Size Code K requires a Gross Weight of less than or equal to 286,000 lbs. for 4-axle cars unless the car is Star Coded
- Gross Weight must be 394,000 lbs. for 6-axle cars with Journal Size K

Wheel Diameter Mandatory A294

Describes the diameter of the wheel

Permissible Values for A294

28 28 Inches 30 30 Inches 33 33 Inches
36 36 Inches 38 38 Inches

Validation Rule for A294

- Unstarred Cars with Gross Weight of 286,000 lbs. and Increased Gross Rail Load of 2 must have a Wheel Diameter of 36 inches
- Unstarred Cars with Gross Weight of 286,000 lbs. and Increased Gross Rail Load of 2 must have a Wheel Diameter of either 36 or 38 inches
- Cars with an Increased Gross Rail Load of 1 and Journal of G or M must have a Wheel Diameter of 38 inches
- Wheel Diameters of (33 and 36 inches) or (33 and 38 inches) can only be reported for articulated cars

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 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 equipment coupler type

Permissible Values for A057

BE60 Prohibited in Interchange (Rule 90) - BE60
BE60AHT Type E (Rule 16) - BE60AHT
BE60BHT Type E Obsolete (Rule 16) - BE60BHT
BE61AHT Prohibited in Interchange (Rule 90) - BE61AHT
BE61BHT Prohibited in Interchange (Rule 90) - BE61BHT
BE63 Type E Obsolete (Rule 16) - BE63
BE63AHT Type E Obsolete (Rule 16) - BE63AHT
BE63HT Type E (Rule 16) - BE63HT
BE67HT Type E (Rule 16) - BE67HT
BE6HT Type E/F Obsolete (Rule 17) - BE6HT
CE60HT Prohibited in Interchange (Rule 90) - CE60HT
CE61AHT Prohibited in Interchange (Rule 90) - CE61AHT
CF70AHT Prohibited in Interchange (Rule 90) - CF70AHT
CF70HT Prohibited in Interchange (Rule 90) - CF70HT
CF71AHT Prohibited in Interchange (Rule 90) - CF71AHT
CF71HT Prohibited in Interchange (Rule 90) - CF71HT
CF72AHT Prohibited in Interchange (Rule 90) - CF72AHT
CF72HT Prohibited in Interchange (Rule 90) - CF72HT
CF79AHT Prohibited in Interchange (Rule 90) - CF79AHT
CF79HT Prohibited in Interchange (Rule 90) - CF79HT
DOBS Prohibited in Interchange (Rule 90) - DOBS
E42BEX Type E/F (Rule 17) - E42BEX
E50ARE Type E/F (Rule 17) - E50ARE
E50BEX Type E/F (Rule 17) - E50BEX
E60 Prohibited in Interchange (Rule 90) - E60
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
E60HT Prohibited in Interchange (Rule 90) - E60HT
E61 Type E Obsolete (Rule 16) - E61
E61AHT Prohibited in Interchange (Rule 90) - E61AHT
E61BC Prohibited in Interchange (Rule 90) - E61BC
E61HT Prohibited in Interchange (Rule 90) - E61HT
E63 Prohibited in Interchange (Rule 90) - E63
E63AHT Prohibited in Interchange (Rule 90) - E63AHT
E63HT Prohibited in Interchange (Rule 90) - E63HT
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 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
EB7AHT Type E (Rule 16) - EB7AHT
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
EF512CE Type E/F (Rule 17) - EF512CE

Data Specification Manual

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	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
F71BHT	Type F Obsolete (Rule 18) - F71BHT
F71CHT	Type F (Rule 18) - F71CHT
F72CHT	Type F Obsolete (Rule 18) - F72CHT
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
F73HT	Type F Obsolete (Rule 18) - F73HT
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
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
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
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 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) or L (Rotary Drawbar).
- 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 <i>Mandatory</i>	B058
Describes the basic coupler design of the equipment	

Affects Rating.

Permissible Values for B058

B	Bottom Shelf	D	Double Shelf
L	Drawbar Rotary	M	Drawbar
P	Plain	R	Rotary

Validation Rule for B058

- If Draft Gear type is H (Hydraulic) then Coupler Styles cannot be reported as M (Solid Drawbar) or L (Rotary Drawbar)
- If Draft Gear type is not COC or EOC, Inches of Travel cannot be reported
- If Draft Gear type of COC or EOC is reported then Inches of Travel must also be reported.

Data Specification Manual

Inches of Travel	B061
The number of inches the draft gear will compress to absorb impact	■

Affects Rating.

Range of Values for B061

Minimum	Maximum
2	36

Draft Gear Type <i>Mandatory</i>	B073
Describes the basic draft gear design of the equipment	● ■

Affects Rating.

Permissible Values for B073

C	Cushioning Center of Car
E	Cushioning End of Car
H	Hydraulic
S	Standard

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.

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	Gondola	HOPP	Hopper
IFLT	Intermodal Flat	TANK	Tank Car
VFLT	Vehicular Flat		

Validation Rule for A307

- Unit Equipment Group must not be reported if the Connected Unit Count is not reported
- Unit Equipment Group must be reported if Connected Unit Count is reported

Unit Tare Weight	A299
The unit segment weight on rail when empty	

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 is not reported
- Unit Tare Weight requires Connected Unit Count
- Unit Tare Weight for Boxcars and Refrigerators must be greater than or equal 16,000 lbs.
- 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 IFLT must be greater than 10,000 lbs.
- Unit Tare Weight for IFLT 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

Unit Load Limit	A300
Satisfies ICPSC 23/24 and normal load limit requirements - The unit segment weight on rail when loaded	

Range of Values for A300

Minimum	Maximum
20000	500000

Validation Rule for A300

- Unit Load Limit must not be reported if the Connected Unit Count is not reported
- Unit Load Limit must be reported if Connected Unit Count is reported
- Unit Segment Load Limits must add up to the Total Load Limit

Unit Inside Length	A301
Umler C1, Component	

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 on Articulated cars
- Unit Inside Length can only be reported if cars are Articulated
- Unit Inside Length for Vflats must be greater than or equal to 69 feet
- Unit Inside Length for Flats other than Vflats must be greater than or equal to 20 feet.
- Unit Inside Length for Flats, IFlats and Vflats must be less than or equal to 99 feet 4 inches.

Brake System Components

Emergency Brake Valve CID	B354
Component ID from Component Registry	

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

Service Brake Valve CID	B357
Component ID from Component Registry	

Data is Confidential. This element is not eligible for Input or. 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 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	EFD
The date the rating activity (pre-registration, modification, etc.) is expected to occur	

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

Validation Rule for EFD

- 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

Inspection

ABT 12-24 Month Due Date **DU13**

The 12 month due date for the air brake test (ABT) after the original build date

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

ABT 5/8-Year Due Date **DUS8**

The 5/8 year due date for the air brake test (ABT) after the 13 month due date

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

SS Inspection Due Date **DUAL**

Autorack Inspection Due Date

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

Inspection Date Done **DTDN**

The date the inspection was completed

Value does not carry forward for Single Clone / Multi Clone / Add Back.

Exterior Door **EXDR**

Exterior Door

Data is Confidential. This element is not eligible for Input, Output or Query. Does not Carry Forward.

Exterior Roof Sheets **EXRS**

Exterior Roof Sheets

Data is Confidential. This element is not eligible for Input, Output or Query. Does not Carry Forward.

Exterior Shear Panel **EXSP**

Exterior Shear Panel

Data is Confidential. This element is not eligible for Input, Output or Query. Does not Carry Forward.

Exterior Side Screens **EXSS**

Exterior Side Screens

Data is Confidential. This element is not eligible for Input, Output or Query. Does not Carry Forward.

Inspection Due Date **INDD**

The due date of the next inspection

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

Interior Door **INDR**

Interior Door

Data is Confidential. This element is not eligible for Input. Does not Carry Forward.

Interior Shear Panel **INSP**

Interior Shear Panel

Data is Confidential. This element is not eligible for Input, Output or Query. Does not Carry Forward.

Inspector ID **INID**

Inspector ID

Protection level not assigned*This element is not eligible for Input. Does not Carry Forward.

Interior Side Posts **INSI**

Interior Side Posts

Data is Confidential. This element is not eligible for Input. Does not Carry Forward.

Inspection Performer **PERF**

The SCAC that completed the inspection

Value does not carry forward for Single Clone / Multi Clone / Add Back.

Inspection Reporter **REPT**

The SCAC that reported the inspection

Value does not carry forward for Single Clone / Multi Clone / Add Back.

Location/SPLC **SPLC**

The SPLC of the inspecting location

Value does not carry forward for Single Clone / Multi Clone / Add Back.

Top Deck Surface **TPDS**

Top Deck Surface

Data is Confidential. This element is not eligible for Input, Output or Query. Does not Carry Forward.

Underside of Deck **UNOD**

Underside Of Deck

Data is Confidential. This element is not eligible for Input, Output or Query. Does not Carry Forward.

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 M Manual

Locomotives

General	171	PC Emerg NI Delay (B235).....	175
Built Date (BLDT).....	171	PC Penalty App Delay (B236).....	176
Conflict Status (B050).....	172	PC Undesired App Delay (B237).....	177
Conflict Status Next Date (B062).....	172	Powered Axles Count (A200).....	175
Date of Original Conflict (B063).....	172	PTC System Control (A006).....	179
Delete Reason Code (B064).....	173	Qualified for US Service (B249).....	181
Equipment Add Company (B083).....	173	Remote Control Equipped (RCLE).....	175
Equipment Add Date (B082).....	172	Safety Control (A228).....	179
Equipment Descriptor (B341).....	171	Speed Control (A246).....	180
Equipment Group (0002).....	171	Starter Type (A249).....	180
Equipment ID (0001).....	171	Traction Motor Cutouts (A270).....	180
Equipment Identification (EINN).....	172	Traction Motor Type (A271).....	180
Equipment Type Code (UMET).....	171	Truck Count (B256).....	174
First Movement Date (USAT).....	173	Wheel Bearing Type (B191).....	174
Last Update Date (B122).....	172	SpecificationTruck Components	181
Lessee (LESE).....	171	Locomotive Truck Type (A278).....	181
Maintenance Party (MNPT).....	172	Feature	181
Mark Owner Category (B201).....	172	Air Condition Equipped (A017).....	181
Mechanical Designation (UMMD).....	171	Air Flow Meter (B528).....	183
Next Conflict Status (B135).....	172	Annual Test Required (B529).....	183
Notice Indicator (B137).....	172	Auto Cool Water Drain Eqp (A021).....	182
Owner (UMOW).....	171	Aux Side Wall Heat (B349).....	182
Prior Equipment ID (PRID).....	172	Cab Seat Count (A233).....	181
Rate Indicator (A070).....	172	Camera Cab Image (B108).....	182
Rebuilt / ILS Date (RBDT).....	171	Camera Front Image (B100).....	182
Rebuilt Flag (RBFL).....	171	Camera Rear Image (B110).....	182
Registration Reason (B174).....	173	Energy Management Systems (A303).....	183
Restencil Program Ind (B177).....	173	Event Recorder Type (A093).....	181
Status Change Date (USCT).....	172	Rail Lubricator Sys Type (B165).....	182
Status Change Reason (USCR).....	172	Toilet Type (A262).....	181
Status Code (USCD).....	171	Water Cooler (A287).....	181
Weight	173	Blue Card	183
Weight on Drivers (A115).....	173	ABT L2 Periodic Interval (L007).....	183
Dimension	173	ABT L3 Periodic Interval (L008).....	183
Front Snow Plow Height (B101).....	173	Event Recorder No Days (L006).....	183
Outside Extreme Height (A185).....	173	Loco Noise Comments (L010).....	183
Outside Extreme Width (A186).....	173	Loco Remarks Comments (L011).....	183
Outside Length (OSLG).....	173	Loco Repair Comments (L009).....	183
Plate Code (A046).....	173	Max Piston (L001).....	183
Rear-End Snow Plow Height (B169).....	173	Out of Use Credit Days (L002).....	183
Truck Center Length (A276).....	173	Periodic Insp Interval (L020).....	183
Specification	174	Pilot Height GT Max (L012).....	183
Air Brake Model Number (ABMD).....	174	Propelled By (L013).....	183
Air Brake Multi Hookup (A014).....	174	Steam Gen No (L019).....	183
Air Dryer Equipped (AIRD).....	175	Type of Service (L018).....	183
Asset Tracking (B324).....	174	Waiver-Air Card (L014).....	183
Axle Count (A024).....	174	Waiver-Other (L005).....	183
Cab Signal Configuration (CBSI).....	178	Waiver-Part 229 (L004).....	183
Cab Signal Type (A041).....	178	Cost	183
Canadian Serve Qualified (B251).....	181	A&B Amount (A317).....	184
Control Stand Type (B057).....	179	A&B Date Done (A319).....	184
DB Modem Equipped (B348).....	174	A&B Pos/Neg Ind (A316).....	184
Distributed Power Eqp (B070).....	181	A&B Type (A318).....	184
Ditch Light Equipped (B071).....	180	Ind for Pos/Neg Total A&B (A128).....	184
Dynamic Brake Interlock (A077).....	174	Ledger Value (A150).....	184
Dynamic Brake Type (A078).....	174	Original Cost (A184).....	183
ECP Brake Builder (B328).....	174	Total A&B (A003).....	184
EPA Emissions Tier Level (B081).....	179	CarManagement	185
Equipment Builder (A035).....	174	Mech Restriction Reason (TCMR).....	185
ETIS (A083).....	180	Mechanical Restriction (TCME).....	185
Fuel Preheater Equipped (A110).....	179	Pool Number (P001).....	185
Fuel Saver Builder (A111).....	179	Transportation Cond Code (TCCD).....	185
Fuel Tank Capacity (A113).....	178	Umler Transportation Code (TCOD).....	185
Gear Ratio (A114).....	179	User Routing Instructions (TCUR).....	185
Hood Configuration (A122).....	180	Truck Components	185
Horsepower (A123).....	175	Truck Axle Count (B252).....	185
Ind Pressure Swit (X113).....	180	Wheel Diameter (A294).....	185
Jumper Cable Connection (A148).....	180	Draft System Components	185
Locomotive Model Number (A068).....	175	Alignment Control Eqp (B008).....	185
Locomotive Truck Config (B003).....	175	Miscellaneous	185
Max Braking Force (A163).....	174	Commercial Lessee CIF (B048).....	185
Max Braking Force (AC) (B407).....	174	Commercial Owner CIF (B049).....	185
Maximum Speed (A165).....	180	Umler Effective Date (EFDT).....	185
Mexican Service Qualified (B250).....	181	Inspection	185
Min Curvature 50 ft Cpld (A170).....	180	FRA Drop Dead Date (DDNE).....	185
Min Curvature Uncoupl (A171).....	180	Inspection Certified by (CERT).....	186
Minimum Coupled Curvature (A169).....	180	Inspection Conducted by (COND).....	186
Minimum Speed (A172).....	180	Inspection Date Done (DTDN).....	185
Mother for Slug (B262).....	181	Inspection Due Date (INDD).....	185
PC Emerg Initiated Delay (B234).....	178	Inspection Item Codes (L003).....	186
		Inspection Performer (PERF).....	186
		Inspection Reporter (REPT).....	186

Location/SPLC (SPLC).....	186
Periodic Insp Interval (B356)	185
Scheduled Due Date (SCDD)	186

Data Specification Manual

General

Status Code *Mandatory*

USCD

Identifies the current operational state

Does not Carry Forward.

Permissible Values for USCD

A ACTIVE I INACTIVE

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
- Prior to deleting a car, the status should be set to Inactive

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. (ie. 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 for Transportation Codes.

Permissible Values for UMMD

D Locomotive

Equipment Descriptor *Mandatory*

B341

Additional information about the type of equipment used in conjunction with the Mechanical Designation D Locomotive to generate the Equipment Type Code (ETC)

Value does not carry forward for Equipment Group Change.

Permissible Values for B341

DA Auxiliary Unit
 DE All Electric
 DFGT Freight Diesel-Electric
 DNCF Non-Cab Freight
 DNCP Non-Cab Passenger
 DPAS Passenger Diesel-Electric
 DSTM Steam (New)
 DSW Switching

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, Output or Query.

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. 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 Rule for BLDT

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

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

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

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

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

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 cars 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
- Lessee is not valid or 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.

Data Specification Manual

Maintenance Party	MNPT
The major 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 own 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 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

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 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 not Carry 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	USCT
Identifies the effective date of the current operational state	

System Generated Field. This element is not eligible for Input or Query. Does not Carry Forward.

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.

Conflict Status	B050
Identifies the escalation level of an equipment in active conflict	

System Generated Field. This element is not eligible for Input or. 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, 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, Output or Query. 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

Notice Indicator	B137
Identifies equipment in error in Umler Notice Management	

System Generated Field. This element is not eligible for Input, Output or Query.

Conflict Status Next Date	B062
The date the conflict status will be escalated	

System Generated Field. This element is not eligible for Input or. 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
- 6 Zero-Rated - Scrap (S_,SX), AAR Overage (XA), FRA Overage (YA), Umler Conflict - CHR 1/Tariff 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.

Data Specification Manual

First Movement Date	USAT
The first movement date under the stenciled mark of the equipment	
This element is not eligible for Input or Query. 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	

Weight

Weight on Drivers <i>Mandatory</i>	A115
Weight On Drivers	
Range of Values for A115	
Minimum	Maximum
160000	675000

Dimension

Plate Code	A046
Indicates the extreme height and width clearance of the equipment	
Permissible Values for A046	
A Clearance Equals Plate B and Extreme Width is Greater Than 10'08 inches and Does Not Exceed 10'10 inches	
B Plate Code B	
C Plate Code C	
E Plate Code E	
F Plate Code F	
G Plate Code G	
H Plate Code H	
I Plate Code I	
L Plate Code L	
NOTES:	
<ul style="list-style-type: none"> For a description of Plate Codes, please see Appendix J at the back of this manual. For connected unit cars report the most restrictive plate code. Report B: If clearance does not exceed Plate B 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 G: If clearance exceeds Plates B, C, E and F.

- C-E-F- must agree with similar stenciling on side of car G must agree with stenciling on side of car that exceeds Plate F.
- For ARTICULATED/MULTI-UNIT SET report the most restrictive clearance plate of UNIT in the set.

Outside Length <i>Mandatory</i>	OSLG
The outside length of the equipment	
Displayed in feet and inches on the Web. Stored in inches.	
Range of Values for OSLG	
Minimum	Maximum
37 ft 0 inches	98 ft 0 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 <i>Mandatory</i>	A186
The outside extreme width of the equipment	
Displayed in feet and inches on the Web. Stored in inches.	
Range of Values for A186	
Minimum	Maximum
9 ft 0 inches	11 ft 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
The outside extreme height of the equipment	
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

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	A276
The center length between two trucks (The pivot point of the equipment)	
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

NOTES:

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

Front Snow Plow Height	B101
Snow Plow (Height)	
Displayed in feet and inches on the Web. Stored in inches.	
Range of Values for B101	
Minimum	Maximum
0 ft 5 inches	8 ft 3 inches

Rear-End Snow Plow Height	B169
Snow Plow (Height)	
Displayed in feet and inches on the Web. Stored in inches.	
Range of Values for B169	
Minimum	Maximum
0 ft 5 inches	8 ft 3 inches

Data Specification Manual

Specification

Truck Count

B256

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	4

Axle Count

A024

The total axles on the equipment

Range of Values for A024

Minimum	Maximum
2	16

Validation Rule for A024

-Total axle count must match sum of truck axle counts.

Wheel Bearing Type

B191

Indicates the wheel bearing type for the equipment

Permissible Values for B191

P Plain R Roller

Asset Tracking

B324

Remote Monitoring Device Builder

Permissible Values for B324

EMD		GE	General Electric
INON	Inonix	INVS	Invensys
NEQ	Not Equipped	OTH	Other
UNK	Unknown	WABT	Wabtec
WTRX	Wi-Tronix		

ECP Brake Builder

B328

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

Permissible Values for B328


NONE	Not Equipped
NYAB	New York Air Brake
PASS	Train-line pass-through
WABT	WABTEC

Validation Rule for 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

Locomotive is capable of reporting the operational status of its dynamic brake system via the MU train line to other locomotives in the consist. 

Value does not carry forward for Equipment Group Change.

Permissible Values for B348

N No Y Yes

Air Brake Model Number

ABMD

Air Brake Model

Permissible Values for ABMD

14EL	24L	24RL
26C	26D	26FNL
26L	26LN	26LUM
26N	26NL	30CDW
3102	6BL	6BLM
6L	6SL	CCB1
CCB2	CCB26	EPIC2
FSTBK	OTHER	

Air Brake Multi Hookup

A014

Air Brake Multi Unit Hookup

Permissible Values for A014

N	Not Equipped
X	Non AAR Standard Equipped
Y	AAR Standard Equipped

Dynamic Brake Type

A078


Dynamic Brakes

Permissible Values for A078

A	Dynamic Brake , AC Locomotive
D	Dynamic Brake Equipped -Range Unknown
E	Extended Range Tapered
F	Extended Range Flat
L	Standard Range -Field Loop
N	Not Equipped
S	Standard Flat
T	Standard Tapered
X	Dynamic Brake Equipped-Disconnected
Z	Dynamic Brake AC Locomotive (Full Braking to Zero(0))

Dynamic Brake Interlock *Mandatory*

A077

Dynamic Brake Interlock (DBI) 

Permissible Values for A077

N Not Equipped Y Equipped

Validation Rule for A077

-Locomotive Dynamic Brake Interlock is required for Locomotives with a Built/Rebuilt (Birth) Date on or after July 1, 1997

Max Braking Force

A163

Maximum Dynamic Braking

Range of Values for A163

Minimum	Maximum
0	1100

Validation 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
- 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

Max Braking Force (AC)

B407

Maximum Dynamic Braking Force AC Traction Motor

Range of Values for B407

Minimum	Maximum
0	1100

Equipment Builder

A035

Identifies the original manufacturer of the equipment

Permissible Values for A035

5	WABTEC
8	NOT USED
B	BALDWIN-LIMA-HAMILTON
BL	Boise Locomotive
BLPA	Brookville Locomotive Works
C	BALDWIN-LOCOMOTIVE CO.
D	BOMBARDIER
E	CANADIAN GENERAL ELECTRIC

Data Specification Manual

F	CANADIAN LOCOMOTIVE CO.
G	DAVENPORT LOCOMOTIVE CO.
H	ELECTRO-MOTIVE DIVISION, GENERAL MOTORS CORP.
I	FAIRBANKS MORSE
J	GENERAL ELECTRIC
K	GENERAL ELECTRIC AGUASCALIENTES
LOCO	AMERICAN LOCOMOTIVE CO.
M	GENERAL MOTORS-DIESEL DIV. CANADA
N	GENERAL MOTORS-DIESEL DIV.
NRE	National Railway Equipment
O	J.G. BRILL CO.
OTH	Other
P	KRAUSS-MAFFEL, A.G.
PRMK	Progress Rail
Q	LIMA-HAMILTON
R	MORRISON-KNUDSEN
RP	RailPower
S	MONTREAL LOCOMOTIVE WORKS
T	PLYMOUTH LOCOMOTIVE WORKS
U	H.J.POTTER
UNKN	Unknown
V	OWNER RAILROAD
W	WHITECOMP LOCOMOTIVE WORKS
X	PEORIA LOCOMOTIVE WORKS
Y	REPUBLIC LOCOMOTIVES

Validation Rule for A035

- Equipment Builder must be populated if the Build Date is July 1, 2010 or newer
- Equipment built or rebuilt on or after July 1, 2010 cannot have a Builder Code of Unknown.
- Equipment Builder can have a value of MULT only if the equipment has multiple units.

Locomotive Model Number <i>Mandatory</i>	A068
Manufacturer Model Number	●

Horsepower <i>Mandatory</i>	A123
Horsepower	● ▲

Used in ETC Generation.

Range of Values for A123

Minimum	Maximum
0	6600

Validation Rule for A123

- Locomotives with Equipment Descriptor of DA have Horsepower equal 0

Remote Control Equipped <i>Mandatory</i>	RCLE
RCL Equipped Flag	●

Value does not carry forward for Equipment Group Change.

Permissible Values for RCLE

N No Y Yes

Powered Axles Count <i>Mandatory</i>	A200
Powered Axles Count	●

Range of Values for A200

Minimum	Maximum
2	16

Validation Rule for A200

- If Powered Axle Count is OV8 then Axle Count must be greater than or equal to 9

Locomotive Truck Config <i>Mandatory</i>	B003
New ETC D Component-New ETC D (Locomotive), Component	● ▲

Used in ETC Generation.

Permissible Values for B003

A1A	4 Powered Axles
B-B	4 Powered Axles
B-C	5 Powered Axles
C-C	6 Powered Axles
D-D	8 Powered Axles
OTH	Less than 9 Powered Axles but not defined in list of configurations
OV8	More than 8 Powered Axles

Validation Rule for B003

- Powered Axle Count must be less than or equal Axle Count

Air Dryer Equipped	AIRD
Air Dryer Equipped Flag	

Does not Carry Forward.

Permissible Values for AIRD

N No Y Yes

PC Emerg NI Delay <i>Mandatory</i>	B235
Pneumatic Control Knockdown Delays	●

Permissible Values for B235

00	00 - Instantaneous
01	1 Second
02	2 Seconds
03	3 Seconds
04	4 Seconds
05	5 Seconds
06	6 Seconds
07	7 Seconds
08	8 Seconds
09	9 Seconds
10	10 Seconds
11	11 Seconds
12	12 Seconds
13	13 Seconds
14	14 Seconds
15	15 Seconds
16	16 Seconds
17	17 Seconds
18	18 Seconds
19	19 Seconds
20	20 Seconds
21	21 Seconds
22	22 Seconds
23	23 Seconds
24	24 Seconds
25	25 Seconds
26	26 Seconds
27	27 Seconds
28	28 Seconds
29	29 Seconds
30	30 Seconds
31	31 Seconds
32	32 Seconds
33	33 Seconds
34	34 Seconds
35	35 Seconds
36	36 Seconds
37	37 Seconds
38	38 Seconds
39	39 Seconds
40	40 Seconds
41	41 Seconds
42	42 Seconds
43	43 Seconds
44	44 Seconds
45	45 Seconds
46	46 Seconds

Data Specification Manual

47	47 Seconds
48	48 Seconds
49	49 Seconds
50	50 Seconds
51	51 Seconds
52	52 Seconds
53	53 Seconds
54	54 Seconds
55	55 Seconds
56	56 Seconds
57	57 Seconds
58	58 Seconds
59	59 Seconds
60	60 Seconds
61	61 Seconds
62	62 Seconds
63	63 Seconds
64	64 Seconds
65	65 Seconds
66	66 Seconds
67	67 Seconds
68	68 Seconds
69	69 Seconds
70	70 Seconds
71	71 Seconds
72	72 Seconds
73	73 Seconds
74	74 Seconds
75	75 Seconds
76	76 Seconds
77	77 Seconds
78	78 Seconds
79	79 Seconds
80	80 Seconds
81	81 Seconds
82	82 Seconds
83	83 Seconds
84	84 Seconds
85	85 Seconds
86	86 Seconds
87	87 Seconds
88	88 Seconds
89	89 Seconds
90	90 Seconds
91	91 Seconds
92	92 Seconds
93	93 Seconds
94	94 Seconds
95	95 Seconds
96	96 Seconds
97	97 Seconds
98	98 Seconds
99	99 Seconds
NN	Does not apply
VT	P.C. knockdown time varies with train speed
XX	P.C. will not knockdown

PC Penalty App Delay *Mandatory*

B236

Pneumatic Control Knockdown Delays



Permissible Values for B236

00	00 - Instantaneous
01	1 Second
02	2 Seconds
03	3 Seconds
04	4 Seconds
05	5 Seconds
06	6 Seconds

07	7 Seconds
08	8 Seconds
09	9 Seconds
10	10 Seconds
11	11 Seconds
12	12 Seconds
13	13 Seconds
14	14 Seconds
15	15 Seconds
16	16 Seconds
17	17 Seconds
18	18 Seconds
19	19 Seconds
20	20 Seconds
21	21 Seconds
22	22 Seconds
23	23 Seconds
24	24 Seconds
25	25 Seconds
26	26 Seconds
27	27 Seconds
28	28 Seconds
29	29 Seconds
30	30 Seconds
31	31 Seconds
32	32 Seconds
33	33 Seconds
34	34 Seconds
35	35 Seconds
36	36 Seconds
37	37 Seconds
38	38 Seconds
39	39 Seconds
40	40 Seconds
41	41 Seconds
42	42 Seconds
43	43 Seconds
44	44 Seconds
45	45 Seconds
46	46 Seconds
47	47 Seconds
48	48 Seconds
49	49 Seconds
50	50 Seconds
51	51 Seconds
52	52 Seconds
53	53 Seconds
54	54 Seconds
55	55 Seconds
56	56 Seconds
57	57 Seconds
58	58 Seconds
59	59 Seconds
60	60 Seconds
61	61 Seconds
62	62 Seconds
63	63 Seconds
64	64 Seconds
65	65 Seconds
66	66 Seconds
67	67 Seconds
68	68 Seconds
69	69 Seconds
70	70 Seconds
71	71 Seconds
72	72 Seconds
73	73 Seconds
74	74 Seconds

Data Specification Manual

75	75 Seconds
76	76 Seconds
77	77 Seconds
78	78 Seconds
79	79 Seconds
80	80 Seconds
81	81 Seconds
82	82 Seconds
83	83 Seconds
84	84 Seconds
85	85 Seconds
86	86 Seconds
87	87 Seconds
88	88 Seconds
89	89 Seconds
90	90 Seconds
91	91 Seconds
92	92 Seconds
93	93 Seconds
94	94 Seconds
95	95 Seconds
96	96 Seconds
97	97 Seconds
98	98 Seconds
99	99 Seconds
NN	Does not apply
VT	P.C. knockdown time varies with train speed
XX	P.C. will not knockdown

PC Undesired App Delay *Mandatory* B237
Pneumatic Control Knockdown Delays
Permissible Values for B237

00	00 - Instantaneous
01	1 Second
02	2 Seconds
03	3 Seconds
04	4 Seconds
05	5 Seconds
06	6 Seconds
07	7 Seconds
08	8 Seconds
09	9 Seconds
10	10 Seconds
11	11 Seconds
12	12 Seconds
13	13 Seconds
14	14 Seconds
15	15 Seconds
16	16 Seconds
17	17 Seconds
18	18 Seconds
19	19 Seconds
20	20 Seconds
21	21 Seconds
22	22 Seconds
23	23 Seconds
24	24 Seconds
25	25 Seconds
26	26 Seconds
27	27 Seconds
28	28 Seconds
29	29 Seconds
30	30 Seconds
31	31 Seconds
32	32 Seconds
33	33 Seconds
34	34 Seconds

35	35 Seconds
36	36 Seconds
37	37 Seconds
38	38 Seconds
39	39 Seconds
40	40 Seconds
41	41 Seconds
42	42 Seconds
43	43 Seconds
44	44 Seconds
45	45 Seconds
46	46 Seconds
47	47 Seconds
48	48 Seconds
49	49 Seconds
50	50 Seconds
51	51 Seconds
52	52 Seconds
53	53 Seconds
54	54 Seconds
55	55 Seconds
56	56 Seconds
57	57 Seconds
58	58 Seconds
59	59 Seconds
60	60 Seconds
61	61 Seconds
62	62 Seconds
63	63 Seconds
64	64 Seconds
65	65 Seconds
66	66 Seconds
67	67 Seconds
68	68 Seconds
69	69 Seconds
70	70 Seconds
71	71 Seconds
72	72 Seconds
73	73 Seconds
74	74 Seconds
75	75 Seconds
76	76 Seconds
77	77 Seconds
78	78 Seconds
79	79 Seconds
80	80 Seconds
81	81 Seconds
82	82 Seconds
83	83 Seconds
84	84 Seconds
85	85 Seconds
86	86 Seconds
87	87 Seconds
88	88 Seconds
89	89 Seconds
90	90 Seconds
91	91 Seconds
92	92 Seconds
93	93 Seconds
94	94 Seconds
95	95 Seconds
96	96 Seconds
97	97 Seconds
98	98 Seconds
99	99 Seconds
NN	Does not apply
VT	P.C. knockdown time varies with train speed
XX	P.C. will not knockdown

Data Specification Manual

PC Emerg Initiated Delay <i>Mandatory</i>		B234
Pneumatic Control Knockdown Delays		
Permissible Values for B234		
00	00 - Instantaneous	
01	1 Second	
02	2 Seconds	
03	3 Seconds	
04	4 Seconds	
05	5 Seconds	
06	6 Seconds	
07	7 Seconds	
08	8 Seconds	
09	9 Seconds	
10	10 Seconds	
11	11 Seconds	
12	12 Seconds	
13	13 Seconds	
14	14 Seconds	
15	15 Seconds	
16	16 Seconds	
17	17 Seconds	
18	18 Seconds	
19	19 Seconds	
20	20 Seconds	
21	21 Seconds	
22	22 Seconds	
23	23 Seconds	
24	24 Seconds	
25	25 Seconds	
26	26 Seconds	
27	27 Seconds	
28	28 Seconds	
29	29 Seconds	
30	30 Seconds	
31	31 Seconds	
32	32 Seconds	
33	33 Seconds	
34	34 Seconds	
35	35 Seconds	
36	36 Seconds	
37	37 Seconds	
38	38 Seconds	
39	39 Seconds	
40	40 Seconds	
41	41 Seconds	
42	42 Seconds	
43	43 Seconds	
44	44 Seconds	
45	45 Seconds	
46	46 Seconds	
47	47 Seconds	
48	48 Seconds	
49	49 Seconds	
50	50 Seconds	
51	51 Seconds	
52	52 Seconds	
53	53 Seconds	
54	54 Seconds	
55	55 Seconds	
56	56 Seconds	
57	57 Seconds	
58	58 Seconds	
59	59 Seconds	
60	60 Seconds	
61	61 Seconds	
62	62 Seconds	

63	63 Seconds
64	64 Seconds
65	65 Seconds
66	66 Seconds
67	67 Seconds
68	68 Seconds
69	69 Seconds
70	70 Seconds
71	71 Seconds
72	72 Seconds
73	73 Seconds
74	74 Seconds
75	75 Seconds
76	76 Seconds
77	77 Seconds
78	78 Seconds
79	79 Seconds
80	80 Seconds
81	81 Seconds
82	82 Seconds
83	83 Seconds
84	84 Seconds
85	85 Seconds
86	86 Seconds
87	87 Seconds
88	88 Seconds
89	89 Seconds
90	90 Seconds
91	91 Seconds
92	92 Seconds
93	93 Seconds
94	94 Seconds
95	95 Seconds
96	96 Seconds
97	97 Seconds
98	98 Seconds
99	99 Seconds
NN	Does not apply
VT	P.C. knockdown time varies with train speed
XX	P.C. will not knockdown

Cab Signal Configuration <i>Mandatory</i>		CBSI
Cab Signal Configuration		
Permissible Values for CBSI		
D	Double Ended	N Not Equipped S Single Ended
Validation Rule for CBSI		
-Locomotive Cab Signal Configuration must agree with Cab Signal Type, and cannot be Not Equipped N if the Cab Signal I Magnetic Valve - no C.C.S (A) or Not Equipped (N)		

Fuel Tank Capacity		A113
Fuel Tank Capacity		
Range of Values for A113		
Minimum	Maximum	
0	0	
500	8200	
Validation Rule for A113		
-Locomotives with Equipment Descriptor of DA reporting anything other than a Fuel Tank Capacity of 0, must be reported within the minimum and maximum range specifications of 1000 to 8200.		

Cab Signal Type <i>Mandatory</i>		A041
Cab Signal Type		
Permissible Values for A041		
A	Magnetic Valve no CCS	
B	BN CCS	

C	CR CCS
D	Dual UP and CNW CCS
E	Type E
G	US and S Type EL
H	US and S Type EL and CNW
I	US and S Type EL with LSL
J	US and S Type EH
K	US and S Type EH with LSL
L	US and S Type EM
M	US and S Type EM and CNW
N	Not Equipped
R	RFP CCS
S	Type GRS
U	UP CCS
W	CNW CSS

PTC System Control <i>Mandatory</i>	A006
Advance Train Control System (A.T.C.S.)	●

Permissible Values for A006

A	ACES
D	Dual (ACES and IETMS)
E	ETMS
I	ITCS
N	Not Equipped
P	Partially Equipped
T	ATCS
V	IETMS

Fuel Preheater Equipped	A110
Fuel Preheater	

Permissible Values for A110

Y	Yes
---	-----

Fuel Saver Builder	A111
Fuel Saver Manufacturer	

Permissible Values for A111

A	EMD (new)
B	GE (new)
CM	GE Consist Manager (New)
FO	GE Fuel Optimizer(New)
G	HARMON SELECT A-POWER
H	HARMON SET-A-SPEED
LFO	Invensys (Safetran) Locomotive Fuel Optimizer (New)
N	NOT EQUIPPED
OTH	Other
R	Equipped by RR (new)

EPA Emissions Tier Level	B081
Indicates the EPA emissions Tier level for the diesel engine on a Locomotive.	

Permissible Values for B081

A	Tier 0
B	Tier 0+
C	Tier 1
D	Tier 1+
E	Tier 2
F	Tier 2+
G	Tier 3
H	Tier 4
N	None - Post 1973 Locomotives that are currently non Tier but will become Tier at first Engine change.
X	Exempt - Locomotive will never require a Tier engine. All pre-1973 Locomotives are exempt unless you put in a Tier engine, then it becomes Tier forever.

Validation Rule for B081

-Only Locomotives built prior to January 1, 1973 are allowed exemptions from EPA emissions standards

Control Stand Type	B057
Loco Auxiliary Devices - Code C And 2	

Permissible Values for B057

A	Console	B	Dual	C	Standard AAR
Z	Other				

Safety Control	A228
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	Other

Gear Ratio	A114
Gear Ratio	

Permissible 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
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
NONE

Validation Rule for A114

-If Gear Ratio is not set then Direct Drive must be set

Hood Configuration

A122

Hood Configuration

Permissible Values for A122

B Booster--No Cab
C Carbody (F7, F45, ETC.)
E Extended Low Hood
H High Hood
L Low Hood
O Other
S Switcher
T Tapered Carbody
W Full Width Cab

Maximum Speed

A165

Maximum Speed

Range of Values for A165

Minimum	Maximum
25	150

Validation Rule for A165

-Locomotives (Equipment Descriptor of DFGT, DSW, DNCF, or DA) can only report a Maximum Speed less than or equal to 86 mph
-Locomotives (Equipment Descriptor of DPAS, DNCP, or DE) must report a Maximum Speed greater than or equal to 41 mph

Minimum Speed

A172

Minimum Speed

Range of Values for A172

Minimum	Maximum
7	40

Speed Control

A246

Speed Control

Permissible Values for A246

H Hump
L Lead
P Hump and Trail
R Lead and Trail
S Lead , Hump and Trail
T Trail
Y Equipped (Not Specified)

Minimum Coupled Curvature

A169

Minimum Coupled Curvature

Range of Values for A169

Minimum	Maximum
0	99

Min Curvature 50 ft Cpld

A170

Minimum Coupled Curvature - 50 Foot Car

Range of Values for A170

Minimum	Maximum
0	99

Min Curvature Uncoupl

A171

Minimum Curvature Uncoupled

Range of Values for A171

Minimum	Maximum
0	99

Starter Type

A249

Starter Type

Permissible Values for A249

A Air E Electric S Starter

Traction Motor Type

A271

Traction Motor Type

Permissible Values for A271

AC Alternating Current
DC Direct Current

Validation Rule for A271

-Locomotive Traction Motor Type is required for Locomotives with a Built/Rebuilt (Birth) Date on or after July 1, 1997

Traction Motor Cutouts

A270

Traction Motor Cutouts

Permissible Values for A270

Y Yes

Ind Pressure Swit

X113

Independent Pressure Switch

Permissible Values for X113

N No Y Yes

Jumper Cable Connection

A148

Jumper Cable Connection

Permissible Values for A148

B 27-Pin AAR Standard
C 27-Pin Non-AAR
N Not MU Equipped
O Other, Nonstandard
P 27-Pin AAR with Permanent Cable Attached

Ditch Light Equipped *Mandatory*

B071

Warning Lights

Permissible Values for B071

D Double Ended N Not Equipped
S Single Ended

ETIS

A083

End Of Train Information System (ETIS)

Permissible Values for A083

A Glenayre Electronics (Digitair I) Permanently Mounted
B Glenayre Electronics (DIGITAIR I) Demountable
C SAB Harmone Industries (Electronic Caboose) Permanently Mounted
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

Data Specification Manual

H	Norfolk Southern Railroad VHF Only-Demountable
I	Union Switch & Signal (Trail Guard) Permanently Mounted
J	Union Switch & Signal (Trail Guard) Demountable)
K	Westinghouse Air Brake-Permanently Mounted
L	Westinghouse Air Brake-Demountable
M	Permanently Mounted-Type Unknown
N	Not Equipped (Default)
O	Demountable Type Unknown
P	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
T	Quantum Engineering VHF/UHF Dual Mode-Permanently Mounted
U	Quantum Engineering VHF/UHF Dual Mode-Demountable
V	Quantum Engineering UHF Only-Permanently Mounted
W	Quantum Engineering UHF Only-Demountable

Distributed Power Eqpd	B070
Loco Auxiliary Devices - Code B	

Permissible Values for B070

Y Yes

Mother for Slug	B262
Auxiliary Device M	

Permissible Values for B262

Y Yes

Qualified for US Service	B249
International Service	

Permissible Values for B249

Y Yes

Canadian Serve Qualified	B251
International Service	

Permissible Values for B251

Y Yes

Mexican Service Qualified	B250
International Service	

Permissible Values for B250

Y Yes

Specification Truck Components

Locomotive Truck Type	A278
Truck Type, Component	

Permissible Values for A278

AB	Alco Hi-Adhesion B
AC	Alco Hi-Adhesion C
AS	Alco Blunt (Switch Unit)
AT	Alco Trimount
BB	Blomberg - B (Swinghanger)
BL	Bolster-Less GE-Passenger
BM	Blomberg + M
DB	Dofasco-DFP-B
EP	EMD-Passenger (Swinghanger), 3 Axles
FB	EMD, Flexicoil, 2 Axles
FC	EMD, Flexicoil, 3 Axles
FD	EMD, Flexicoil, 4 Axles
GF	General Electric-Floating Bolster
GH	General Electric Hi-Adhesion
GP	EMD, GP, Standard 2-Axle Truck
GR	General Electric Radial, 3 Axles

GX	General Electric-Flexicoil
HB	HT-EMD, HTB, High Traction, 2 Axles
HC	H-EMD, HTC, High Traction, 3 Axles
HR	HT EMD, HTC, High Traction, Radial, 3 Axles
MB	MLW AAR-B
MF	MLW Flexicoil
MT	MLZ ZWT-Zero wgt. Transfer (Hi-Adhesion)
RA	AAR Type A(Switch Unit)
RB	AAR Type B
RC	EMD 'C-C' Radial
XB	Experimental B-B
ZZ	Other

Feature

Air Condition Equipped	A017
Air Conditioner	

Permissible Values for A017

Y Yes

Toilet Type	A262
Toilet Type	

Permissible Values for A262

B	Biology Flow Through
C	Chemical
D	Direct to Ground
I	Incinerator
N	Not Equipped
P	Plastic Bag
U	Equipped-Type Unknown
Z	Other

Cab Seat Count	A233
Seating Capacity	

Range of Values for A233

Minimum	Maximum
0	10

Validation Rule for A233

- Locomotive Cab Seat Count cannot be set, if the Locomotive has no Hood

Water Cooler	A287
Water Cooler	

Permissible Values for A287

A	Refrigerated Non-Ice
B	Ice Cooled
N	Not Equipped

Event Recorder Type	A093
Manufacturer Make and Model of Locomotive Event Recorder	

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

Permissible Values for A093

BE	BARCO ELECTRIC
BS	BARCO SIS 800
BS53	BACH-SIMPSON 53000
BS54	BACH-SIMPSON 54000
BSTS	BACH-SIMPSON TS324
CM	CHICAGO PNEUMATIC MECHANICAL
D3	WABTEC DATACORD 300
D5	WABTEC DATACORD 5000
EDIE	EDI EDI-PCM-2M
EDII	EDI IFC-PCM-04
EQPD	Equipped
F0	EMD FIRE
F1	EMD FIRE GEN 1
F2	EMD FIRE GEN 2

Data Specification Manual

F3	EMD FIRE GEN 3
FI	EMD FIRE INTEGRATED
IW	WABTEC WRE25539P
M2	QUANTUM ETR
M4	QUANTUM Q1046 UP SOLID STATE
MS	QUANTUM SOLID STATE/ALERTER
NE	NOT EQUIPPED
O	OTHER
PD	PULSE TTX-REC-06H AEROQUIP
PE	PULSE TTX-REC-03W
PF	PULSE TTX-REC-SF01
PG	PULSE TTX-REC-M4W
PH	PULSE TTX-REC-M6W
PI	PULSE TTX REC-I3
PJ	PULSE/EMD CAB CONSOLE COMPUTER
PK	PULSE IFC-PCM-04
PL	PULSE TTX-REC-M6
PM	PULSE TTX-IDR-01
PN	PULSE TTX-REC-MTR
PO	BACH-SIMPSON CHM
PP	PULSE TTX-REC-CAT-01 CAT RCL
PQ	PULSE TTX-REC-RCL-01 RCL
PR	PULSE TTX-REC-M6W GE INT ALT
PS	BACH-SIMPSON 54360-512 CHM
PSS	PULSE SOLID STATE 1054418R3
PT	PULSE TTX-REC-M6FRA
PU	PULSE TTX-IDR-02
PV	PULSE IFC-PCM-02
PW	WABTEC/PULSE IDR-03
PX	WABTEC/PULSE IDR-02
Q1	QTRON 5100
Q146	QUANTUM Q1046
Q3	QTRON Q-92251/33
Q4	QUANTUM TTX-REC-M6
Q44E	QUANTUM Q1044E
Q45B	QUANTUM Q1045B
Q45E	QUANTUM Q1045E
Q5	QTRON 5000
Q6	QUANTUM Q1067E
Q7	QUANTUM Q1067D
QA	QUANTUM C/AOR MANFLD 1058
QB	QUANTUM Q1026
QC	QUANTUM Q1027
QCHM	QUANTUM Q1045CHM
QD	QUANTUM Q1028
QE	QUANTUM Q1029
QECA	QUANTUM Q1045ECA
QH	QUANTUM Q1046E
QI	QUANTUM Q1055
QJ	QUANTUM Q1057
QK	QUANTUM Q1058
QL	QUANTUM Q1059
QM	QUANTUM Q1017
QO	QUANTUM Q1069
QP	QUANTUM Q1070
QS	QTRON SOLID STATE(MODEL UNK)
QT20	QTRON 2000
QT52	QTRON 5200
QTD	QTRON DC 6000 (Q-93271/1)
QTE	QTRON DC 6000 (Q-93271/6)
QU	QUANTUM Q1044 SOLID STATE
QV	QUANTUM Q1040B
QW	QUANTUM Q1040E
RK	ROCKWELL ICE
T1	WABTEC TTX-IDR-01
T3	WABTEC TTX-IDR-03
T4	WABTEC/PULSE IDR-01
TM87	TMACS 8709

UN	UNKNOWN
W1	WABTEC WRE26432P
W2	WABTEC ICF-CPCM-02
W4	WABTEC ICF-CPCM-04
W5	WABTEC TTX-REC-F5
W6	WABTEC TTX-REC-M6
W7	WABTEC TTX-REC-F7ST
W8	WABTEC TTX-REC-401
WA	WABTEC TTX-REC-F11E
WB	WABTEC TTX-REC-M6E
WS	WABTEC SOLID STATE - PCM 04
WT	WABTEC/PULSE F7S
WU	WABTEC/PULSE FE-133
WV	WABTEC/PULSE ICE
WW	WABTEC/PULSE TTX
WX	WABTEC/PULSE IDR
WY	WABTEC/PULSE PCM/IFC
WZ1	WABTEC/PULSE FIRE
WZ2	WABTEC/PULSE QES

Camera Front Image <i>Mandatory</i>	B100
Manufacturer of image storage (camera) in the front	●

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

Permissible Values for B100

ANTX	AngelTrax	GE	General Electric
NTEQ	Not Equipped	OTHR	Other
RAVW	Railview	RLHD	Railhead
WBTC	Wabtec	WLDX	Weldex

Camera Cab Image <i>Mandatory</i>	B108
Manufacturer of image storage (camera) in the cab	●

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

Permissible Values for B108

ANTX	AngelTrax	GE	General Electric
NTEQ	Not Equipped	OTHR	Other
RAVW	Railview	RLHD	Railhead
WBTC	Wabtec	WLDX	Weldex

Camera Rear Image <i>Mandatory</i>	B110
Manufacturer of image storage (camera) in the rear	●

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

Permissible Values for B110

ANTX	AngelTrax	GE	General Electric
NTEQ	Not Equipped	OTHR	Other
RAVW	Railview	RLHD	Railhead
WBTC	Wabtec	WLDX	Weldex

Rail Lubricator Sys Type	B165
Auxiliary Device L; Code Z=Equipped For Conversion, Codes A-G Assigned (Refer To Locomotive Committee Document And Permitted Values)	

Permissible Values for B165

Z Equipped

Auto Cool Water Drain Eqp	A021
Automatic Cooling Water Drain	

Permissible Values for A021

Y Yes

Aux Side Wall Heat	B349
Indicates whether a LOCO is equipped with Auxilliary Side Wall Heaters	

Value does not carry forward for Equipment Group Change.

Permissible Values for B349

Y Yes

Data Specification Manual

Energy Management Systems A303 Describes the type of Energy Management System on board Value does not carry forward for Equipment Group Change. Permissible Values for A303 LDR NYAB LEADER OTH Other TA GE Trip Advisor TO GE Trip Optimizer	Periodic Insp Interval <i>Mandatory</i> L020 Indicates the number of days between Locomotive inspections Value does not carry forward for Single Clone / Multi Clone. Permissible Values for L020 184 184 Days 92 92 Days				
Air Flow Meter <i>Mandatory</i> 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	Waiver-Part 229 L004 Locomotive Waiver Part 229 No and description information Value does not carry forward for Single Clone / Multi Clone / Add Back. Waiver-Other L005 Locomotive Waiver No and description information Value does not carry forward for Single Clone / Multi Clone / Add Back.				
Annual Test Required B529 Identifies if a Locomotive Annual Inspection is required Value does not carry forward for Single Clone / Multi Clone. Permissible Values for B529 Y Yes N No NOTES: • If Annual Test Required is listed as No, then NA will be displayed in the Annual Tests 229.27 section of the Locomotive Blue Card.	Event Recorder No Days L006 Number of days between Event Recorder Inspections Value does not carry forward for Single Clone / Multi Clone / Add Back. Range of Values for L006 <table border="1"> <tr> <th>Minimum</th><th>Maximum</th></tr> <tr> <td>0</td><td>99999</td></tr> </table>	Minimum	Maximum	0	99999
Minimum	Maximum				
0	99999				
<div>Blue Card</div> Propelled By <i>Mandatory</i> L013 Identifies how the locomotive is propelled Permissible Values for L013 DE Diesel-Electric DMU Diesel Multiple Unit E Electric MU Electric Multiple Unit MUC MU Control Cab NMUC Non-MU Control Cab O Other T Turbine TC Torque Converter					
Type of Service <i>Mandatory</i> L018 Identifies the type of service for the locomotive Permissible Values for L018 O Other P Passenger R Road Y Yard	ABT L2 Periodic Interval L007 Comments related to the number of days between Locomotive Air Brake L2 Inspections Value does not carry forward for Single Clone / Multi Clone / Add Back. ABT L3 Periodic Interval L008 Comments related to the number of days between Locomotive Air Brake L3 Inspections Value does not carry forward for Single Clone / Multi Clone / Add Back.				
Steam Gen No L019 Locomotive Steam Generator Number Value does not carry forward for Single Clone / Multi Clone / Add Back.	Loco Repair Comments L009 Locomotive special notes relating to repairs performed to restore compliance Value does not carry forward for Single Clone / Multi Clone / Add Back.				
Max Piston <i>Mandatory</i> L001 Maximum distance travel Range of Values for L001 <table border="1"> <tr> <th>Minimum</th><th>Maximum</th></tr> <tr> <td>1</td><td>10</td></tr> </table>	Minimum	Maximum	1	10	Loco Noise Comments L010 Locomotive notes for any noise tests or related information in accordance with 49 CFR 210.31 Value does not carry forward for Single Clone / Multi Clone / Add Back. Loco Remarks Comments L011 Locomotive additional explanatory or clarifying information Value does not carry forward for Single Clone / Multi Clone / Add Back.
Minimum	Maximum				
1	10				
Out of Use Credit Days L002 Number of days of out of use credit Value does not carry forward for Single Clone / Multi Clone / Add Back. Range of Values for L002 <table border="1"> <tr> <th>Minimum</th><th>Maximum</th></tr> <tr> <td>0</td><td>99999</td></tr> </table>	Minimum	Maximum	0	99999	Pilot Height GT Max L012 Locomotive Pilot Height that is above 6 inches Value does not carry forward for Single Clone / Multi Clone / Add Back. Permissible Values for L012 Y Yes Waiver-Air Card L014 Locomotive Air Card Waiver Part 229 No Value does not carry forward for Single Clone / Multi Clone / Add Back.
Minimum	Maximum				
0	99999				
<div>Cost</div> Original Cost A184 The original manufacturer selling price Data is Confidential. Value does not carry forward for Single Clone / Multi Clone.					

Data Specification Manual

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 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

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

- Original Cost must be equal to the Ledger Value if there are no Additions & Betterments.
- Ledger Value must equal the Original Cost plus the Additions & Betterments, if A&B has been reported. Otherwise Ledger Value should equal Original Cost.

Total A&B**A003**

The sum total amount of all additions & betterments added or subtracted 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.

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.
 - 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 or 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 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

Validation Rule for A128

- 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 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.

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, you must enter a value in all 4 fields.

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.
- Additions & Betterments Date Done cannot be earlier than Built Date.
- 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

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

- 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.

Data Specification Manual

CarManagement

Pool Number P001

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

User Reported Routing Instruction

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 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

The AAR or FRA interchange restriction code

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

NOTES:

- For further explanation reference Appendix E.

Mechanical Restriction TCME

Mechanical Restriction

Used for Transportation Codes.

Permissible Values for TCME

S Scrap
X AAR Interchange Restriction

NOTES:

- For further explanation reference Appendix D.1

Mech Restriction Reason TCMR

Mechanical Restriction Reason

Used for Transportation Codes.

Permissible Values for TCMR

J Restricted Due to Journal Bearing and Journal Lubrication
X Restricted Due to Scrap or Early Warning
Z Restricted Due to Umler Conflict (Not Valid for User Input)

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.

Truck Components

Truck Axle Count B252

The number of axles per truck

Range of Values for B252

Minimum	Maximum
2	4

Wheel Diameter A294

Describes the diameter of the wheel

Permissible Values for A294

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				

Draft System Components

Alignment Control Eqpd Mandatory B008

Alignment Control Coupler, Component

Permissible Values for B008

N No Y Yes

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 EFDI

The date the rating activity (pre-registration, modification, etc.) is expected to occur

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

Validation Rule for EFDI

-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 B356

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

184 92

FRA Drop Dead Date DDNE

FRA Drop Dead Date

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

Inspection Date Done DTDN

The date the inspection was completed

Value does not carry forward for Single Clone / Multi Clone / Add Back.

Inspection Due Date INDD

The due date of the next inspection

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	
Value does not carry forward for Single Clone / Multi Clone / Add Back.	

Inspection Reporter	REPT
The SCAC that reported the inspection	
Value does not carry forward for Single Clone / Multi Clone / Add Back.	

Scheduled Due Date	SCDD
Scheduled Due Date	
This element is not eligible for Input. Does not Carry Forward.	

Location/SPLC	SPLC
The SPLC of the inspecting location	
Value does not carry forward for Single Clone / Multi Clone / Add Back.	

Inspection Certified by	CERT
Person certifying inspection	
Value does not carry forward for Single Clone / Multi Clone / Add Back.	

Inspection Conducted by	COND
Person conducting inspection	
Value does not carry forward for Single Clone / Multi Clone / Add Back.	

Inspection Item Codes	L003
Code indicating type of items inspected as part of a locomotive periodic inspection	
Value does not carry forward for Single Clone / Multi Clone.	
Permissible Values for L003	
1 Brakes	2 Running Gear
4 Mech Equip	5 Elect Equip
7 Safety Appl	

Passenger Cars

General	188
Built Date (BLDT)	188
Conflict Status (B050)	189
Conflict Status Next Date (B062)	189
Date of Original Conflict (B063)	189
Delete Reason Code (B064)	190
Equipment Add Company (B083)	190
Equipment Add Date (B082)	189
Equipment Group (0002)	188
Equipment ID (0001)	188
Equipment Identification (EINN)	189
Equipment Type Code (UMET)	188
First Movement Date (USAT)	190
Info Conflict Status (B355)	189
Last Update Date (B122)	189
Lessee (LESE)	188
Maint of Way Service Type (B403)	188
Maintenance Party (MNPT)	188
Mark Owner Category (B201)	189
Mechanical Designation (UMMD)	188
Next Conflict Status (B135)	189
Notice Indicator (B137)	189
Owner (UMOW)	188
Prior Equipment ID (PRID)	189
Rate Indicator (A070)	189
Rebuilt / ILS Date (RBDT)	188
Rebuilt Flag (RBFL)	188
Registration Reason (B174)	190
Restencil Program Ind (B177)	190
Status Change Date (USCT)	189
Status Change Reason (USCR)	189
Status Code (USCD)	188
Weight	190
Tare Weight (A259)	190
Dimension	190
Outside Extreme Height (A185)	190
Outside Extreme Width (A186)	190
Outside Height Extr Width (A187)	191
Outside Length (OSLG)	190
Outside Lower Eaves Hght (A189)	192
Outside Lower Eaves Width (A190)	192
Outside Upper Eaves Hght (A193)	192
Outside Upper Eaves Width (A194)	191
Plate Code (A046)	190
Truck Center Length (A276)	192
Specification	192
Air Hose Arrangement (B524)	194
Axle Count (A024)	192
Body Material (A030)	193
Brake Shoe Type (B026)	193
Builder Lot Code (B030)	193
Built Country (B031)	193
CC Side Bearing Type (A146)	193
Connected Unit Count (A020)	193
Empty/Load Device Eqpd (B075)	193
Equipment Builder (A035)	193
FRA ReflectORIZATION (B096)	194
High Speed Design (B109)	193
Intermediate Conn Style (B115)	193
Operating Brakes (A182)	193
Rebuilt Country (B170)	194
Remote Monitoring Device (B176)	193
Truck Count (B256)	192
Wheel Bearing Type (B191)	193
Cost	194
A&B Amount (A317)	195
A&B Date Done (A319)	195
A&B Pos/Neg Ind (A316)	195
A&B Type (A318)	195
Ind for Pos/Neg Total A&B (A128)	194
Ledger Value (A150)	194
Original Cost (A184)	194
Total A&B (A003)	194
CarManagement	195
Mech Restriction Reason (TCMR)	195
Mechanical Restriction (TCME)	195
Pool Number (P001)	195
Transportation Cond Code (TCCD)	195
Umler Transportation Code (TCOD)	195
User Routing Instructions (TCUR)	195

Train Service	196
Check trailing tonnage (B044)	196
Coupler Restriction (B278)	196
End of Train Only (B277)	196
Restricted Speed Empty (B180)	196
Restricted Speed Loaded (B181)	196
Shove adj. car to rest (B188)	196
Shove car to rest (B189)	196
Train Position Sensitive (B211)	196
Truck Components	196
Axles Spacing Distance (B020)	196
Bolster Component ID (B351)	196
Journal Size (A147)	196
Sideframe Component ID (B352)	196
Stability Device Equipped (B199)	196
Truck Axle Count (B252)	196
Wheel Diameter (A294)	196
Wheelset Component ID (B350)	196
Draft System Components	197
Coupler Code (A057)	197
Coupler Component ID (B353)	198
Coupler Style (B058)	198
Draft Gear Type (B073)	198
Inches of Travel (B061)	198
Brake System Components	198
Emergency Brake Valve CID (B354)	198
Service Brake Valve CID (B357)	198
Miscellaneous	198
Commercial Lessee CIF (B048)	198
Commercial Owner CIF (B049)	198
Umler Effective Date (EFDT)	198
Inspection	199
ABT 12-24 Month Due Date (DU13)	199
ABT 5/8-Year Due Date (DU58)	199
Air Brake Test Device (B523)	199
Inspection Date Done (DTDN)	199
Inspection Due Date (INDD)	199
Inspection Performer (PERF)	199
Inspection Reporter (REPT)	199
Location/SPLC (SPLC)	199

General

Status Code *Mandatory*

USCD

Identifies the current operational state

Does not Carry Forward.

Permissible Values for USCD

A ACTIVE I INACTIVE

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
- Prior to deleting a car, the status should be set to Inactive

Mechanical Designation *Mandatory*

UMMD

Equipment description without physical dimensions

Used in ETC Generation. Used for Transportation Codes.

Permissible Values for UMMD

PA Passenger - Passenger Service

PAB Passenger - Passenger and Baggage Service

PB Passenger - Baggage Service only

PD Passenger - Dining car

PS Passenger - Company Service car

PSD Passenger - Company Service car with Dining

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. (ie. 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.

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, Output or Query.

NOTES:

- Please Refer to Appendix I for More information Regarding ETC Generation

Maint of Way Service Type

B403

New - Maintenance Of Way Service Type

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

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

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

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)

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

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

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 cars 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

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 is not valid or 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 major reporting mark of the company responsible for the maintenance and repairs of the equipment

Does not Carry Forward.

Data Specification Manual

Mark Owner Category	B201
The company that own 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 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

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 must belong to the same or comparable Equipment Group (0002) as the current car initial and number	
NOTES:	
<ul style="list-style-type: none"> 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 not Carry Forward.	
Permissible Values for USCR	
I	Initial Load
M	Movement
O	Status Changed Manually
R	Restencil
NOTES:	
<ul style="list-style-type: none"> 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
Identifies the effective date of the current operational state	
System Generated Field. This element is not eligible for Input or Query. Does not Carry Forward.	

Equipment Identification	EINN
Unique equipment identifier regardless of stenciled mark	
System Generated Field. This element is not eligible for Input.	
NOTES:	
<ul style="list-style-type: none"> 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 an equipment in active conflict	
System Generated Field. This element is not eligible for Input or. 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:	
<ul style="list-style-type: none"> 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, 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, Output or Query. 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

Notice Indicator	B137
Identifies equipment in error in Umler Notice Management	
System Generated Field. This element is not eligible for Input, Output or Query.	

Conflict Status Next Date	B062
The date the conflict status will be escalated	
System Generated Field. This element is not eligible for Input or. 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
6	Zero-Rated - Scrap (S_,SX), AAR Overage (XA), FRA Overage (YA), Umler Conflict - CHR 1/Tariff 6007 (XZ). Zero-Rated Private Owner Election to Zero Rate [See Private Zero Rate (B150)].
NOTES:	
<ul style="list-style-type: none"> If unit is zero-rated, correction of conflicts will reinstate the appropriate rate indicator code. 	

Data Specification Manual

First Movement Date	USAT
The first movement date under the stenciled mark of the equipment	
This element is not eligible for Input or Query. 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	
Weight	
Tare Weight	A259
The equipment weight on rail when empty	
Range of Values for A259	
Minimum	Maximum
16000	320000
NOTES:	
<ul style="list-style-type: none"> 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 	
Dimension	
Plate Code	A046
Indicates the extreme height and width clearance of the equipment	
Permissible Values for A046	
A Clearance Equals Plate B and Extreme Width is Greater Than 10'08 inches and Does Not Exceed 10'10 inches	
B Plate Code B	
C Plate Code C	
E Plate Code E	
F Plate Code F	
G Plate Code G	
H Plate Code H	
I Plate Code I	
L Plate Code L	

Validation Rule for A046

- Plate Code A is only applicable to Freight cars
- Plate Code A is applicable to Gondolas only with a Built/Rebuilt (Birth) Date on or before December 31, 1975

NOTES:

- For a description of Plate Codes, please see Appendix J at the back of this manual.
- For connected unit cars report the most restrictive plate code.
- Report B: If clearance does not exceed Plate B
- 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 G: If clearance exceeds Plates B, C, E and F.
- C-E-F- must agree with similar stenciling on side of car G must agree with stenciling on side of car that exceeds Plate F.
- For ARTICULATED/MULTI-UNIT SET report the most restrictive clearance plate of UNIT in the set.

Outside Length <i>Mandatory</i>	OSLG
The outside length of the equipment	

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

Range of Values for OSLG

Minimum	Maximum
20 ft 0 inches	133 ft 0 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 <i>Mandatory</i>	A186
The outside extreme width of the equipment	

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

Range of Values for A186

Minimum	Maximum
7 ft 0 inches	11 ft 10 inches

Validation Rule for A186

- Outside Extreme Width must not exceed 10 feet 8 inches for Plate Types B, C, E, F, H, I, J, or K
- Outside Extreme Width for Plate Type A must not be less than 10 feet 8 inches.
- Outside Extreme Width for Plate Type 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
The outside extreme height of the equipment	

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

Range of Values for A185

Minimum	Maximum
2 ft 0 inches	22 ft 0 inches

Validation Rule for A185

- Outside Height for Plate Types A, B, or H must be less than or equal to 15 feet 1 inch
- Outside Height for Plate Types C or I must be less than or equal to 15 feet 6 inches
- Outside Height for Plate Types E must be less than or equal to 15 feet 9 inches
- Outside Height for Plate Types F must be less than or equal to 17 feet 0 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"

Data Specification Manual

Outside Height Extr Width**A187****The outside height extreme width of the equipment**

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

Range of Values for A187

Minimum	Maximum
1 ft 0 inches	22 ft 0 inches

Validation Rule for A187

- Outside Extreme Width for Plate Types A, B must not exceed 10 feet 8 inches if Outside Height of Extreme Width is 13 feet 10 inches
- Outside Extreme Width for Plate Types A, B must not exceed 10 feet 7 inches if Outside Height of Extreme Width is 13 feet 11 inches
- Outside Extreme Width for Plate Types A, B must not exceed 10 feet 6 inches if Outside Height of Extreme Width is 14 feet 0 inches
- Outside Extreme Width for Plate Types A, B must not exceed 10 feet 4 inches if Outside Height of Extreme Width is 14 feet 1 inches
- Outside Extreme Width for Plate Types A, B must not exceed 10 feet 3 inches if Outside Height of Extreme Width is 14 feet 2 inches
- Outside Extreme Width for Plate Types A, B must not exceed 10 feet 2 inches if Outside Height of Extreme Width is 14 feet 3 inches
- Outside Extreme Width for Plate Types A, B must not exceed 10 feet 0 inches if Outside Height of Extreme Width is 14 feet 4 inches
- Outside Extreme Width for Plate Types A, B must not exceed 9 feet 9 inches if Outside Height of Extreme Width is 14 feet 5 inches
- Outside Extreme Width for Plate Types A, B must not exceed 9 feet 7 inches if Outside Height of Extreme Width is 14 feet 6 inches
- Outside Extreme Width for Plate Types A, B must not exceed 9 feet 4 inches if Outside Height of Extreme Width is 14 feet 7 inches
- Outside Extreme Width for Plate Types A, B must not exceed 8 feet 10 inches if Outside Height of Extreme Width is 14 feet 8 inches
- Outside Extreme Width for Plate Types A, B must not exceed 8 feet 8 inches if Outside Height of Extreme Width is 14 feet 9 inches
- Outside Extreme Width for Plate Types A, B must not exceed 8 feet 5 inches if Outside Height of Extreme Width is 14 feet 10 inches
- Outside Extreme Width for Plate Types A, B must not exceed 7 feet 11 inches if Outside Height of Extreme Width is 14 feet 11 inches
- Outside Extreme Width for Plate Types A, B must not exceed 7 feet 8 inches if Outside Height of Extreme Width is 15 feet 0 inches
- Outside Extreme Width for Plate Types A, B must not exceed 7 feet 4 inches if Outside Height of Extreme Width is 15 feet 1 inches
- Outside Extreme Width for Plate Types C or I must not exceed 10 feet 8 inches if Outside Height of Extreme Width is 14 feet 3 inches
- Outside Extreme Width for Plate Types C or I must not exceed 10 feet 7 inches if Outside Height of Extreme Width is 14 feet 4 inches
- Outside Extreme Width for Plate Types C or I must not exceed 10 feet 6 inches if Outside Height of Extreme Width is 14 feet 5 inches
- Outside Extreme Width for Plate Types C or I must not exceed 10 feet 4 inches if Outside Height of Extreme Width is 14 feet 6 inches
- Outside Extreme Width for Plate Types C or I must not exceed 10 feet 3 inches if Outside Height of Extreme Width is 14 feet 7 inches
- Outside Extreme Width for Plate Types C or I must not exceed 10 feet 2 inches if Outside Height of Extreme Width is 14 feet 8 inches
- Outside Extreme Width for Plate Types C or I must not exceed 10 feet 0 inches if Outside Height of Extreme Width is 14 feet 9 inches
- Outside Extreme Width for Plate Types C or I must not exceed 9 feet 9 inches if Outside Height of Extreme Width is 14 feet 10 inches
- Outside Extreme Width for Plate Types C or I must not exceed 9 feet 5 inches if Outside Height of Extreme Width is 14 feet 11 inches
- Outside Extreme Width for Plate Types C or I must not exceed 9 feet 2 inches if Outside Height of Extreme Width is 15 feet 0 inches
- Outside Extreme Width for Plate Types C or I must not exceed 8 feet 10 inches if Outside Height of Extreme Width is 15 feet 1 inches
- Outside Extreme Width for Plate Types C or I must not exceed 8 feet 6 inches if Outside Height of Extreme Width is 15 feet 2 inches
- Outside Extreme Width for Plate Types C or I must not exceed 8 feet 3 inches if Outside Height of Extreme Width is 15 feet 3 inches
- Outside Extreme Width for Plate Types C or I must not exceed 7 feet 11 inches if Outside Height of Extreme Width is 15 feet 4 inches

- Outside Extreme Width for Plate Types C or I must not exceed 7 feet 8 inches if Outside Height of Extreme Width is 15 feet 5 inches
- Outside Extreme Width for Plate Types C or I must not exceed 7 feet 4 inches if Outside Height of Extreme Width is 15 feet 6 inches
- Outside Extreme Width for Plate Types E must not exceed 10 feet 8 inches if Outside Height of Extreme Width is 15 feet 2 inches
- Outside Extreme Width for Plate Types E must not exceed 10 feet 6 inches if Outside Height of Extreme Width is 15 feet 3 inches
- Outside Extreme Width for Plate Types E must not exceed 10 feet 3 inches if Outside Height of Extreme Width is 15 feet 4 inches
- Outside Extreme Width for Plate Types E must not exceed 9 feet 6 inches if Outside Height of Extreme Width is 15 feet 5 inches
- Outside Extreme Width for Plate Types E must not exceed 8 feet 8 inches if Outside Height of Extreme Width is 15 feet 6 inches
- Outside Extreme Width for Plate Types E must not exceed 7 feet 11 inches if Outside Height of Extreme Width is 15 feet 7 inches
- Outside Extreme Width for Plate Types E must not exceed 7 feet 1 inches if Outside Height of Extreme Width is 15 feet 8 inches
- Outside Extreme Width for Plate Types E must not exceed 6 feet 3 inches if Outside Height of Extreme Width is 15 feet 9 inches
- Outside Extreme Width for Plate Types F must not exceed 10 feet 8 inches if Outside Height of Extreme Width is 16 feet 3 inches
- Outside Extreme Width for Plate Types F must not exceed 10 feet 7 inches if Outside Height of Extreme Width is 16 feet 6 inches
- Outside Extreme Width for Plate Types F must not exceed 10 feet 6 inches if Outside Height of Extreme Width is 16 feet 7 inches
- Outside Extreme Width for Plate Types F must not exceed 10 feet 3 inches if Outside Height of Extreme Width is 16 feet 8 inches
- Outside Extreme Width for Plate Type F must not exceed 10 feet 0 inches if Outside Height of Extreme Width is 16 feet 9 inches
- Outside Extreme Width for Plate Types F must not exceed 9 feet 8 inches if Outside Height of Extreme Width is 16 feet 10 inches
- Outside Extreme Width for Plate Types F must not exceed 9 feet 5 inches if Outside Height of Extreme Width is 16 feet 11 inches
- Outside Extreme Width for Plate Types F must not exceed 9 feet 2 inches if Outside Height of Extreme Width is 17 feet 0 inches
- Outside Extreme Width for Plate Type J must not exceed 10 feet 8 inches if Outside Height of Extreme Width is 16 feet 4 inches
- Outside Extreme Width for Plate Type K must not exceed 10 feet 8 inches if Outside Height of Extreme Width is 18 feet 5 inches
- Outside Height of Extreme Width for Plate Types A, B, or H must be less than or equal to 15 feet 1 inch
- Outside Height of Extreme Width for Plate Types C or I must be less than or equal to 15 feet 6 inches
- Outside Height of Extreme Width for Plate Type E must be less than or equal to 15 feet 9 inches
- Outside Height of Extreme Width for Plate Type F must be less than or equal to 17 feet 0 inches
- Outside Height of Extreme Width for Plate Type G must be less than or equal to 18 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 outside width of the overhanging lower edge of a roof**

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

Range of Values for A194

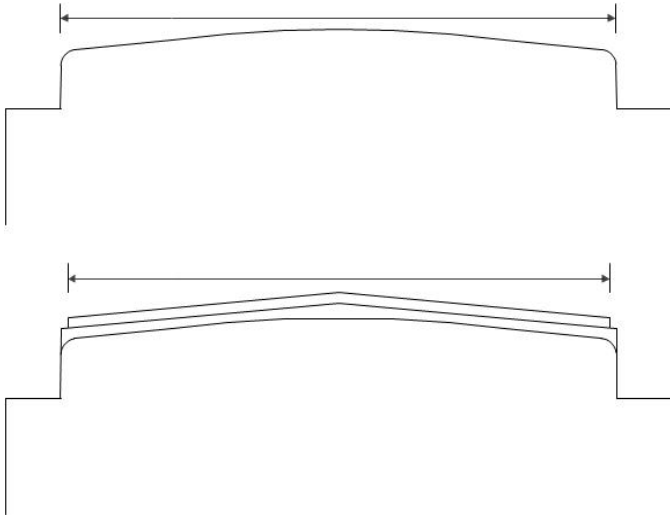
Minimum	Maximum
4 ft 0 inches	10 ft 10 inches

Validation Rule for A194

- Upper Eaves Width must be less than or equal to the Outside Extreme Width
- Upper Eaves Width must be less than or equal to the Lower Eaves Width
- Upper Eaves Width for Plate Type A must not exceed 10 feet 10 inches
- Upper Eaves Width for Plate Type B, C, E, F, H, or I must not exceed 10 feet 8 inches

NOTES:

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

**Outside Upper Eaves Hght** **A193**

The outside height the overhanging lower edge of a roof

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

Range of Values for A193

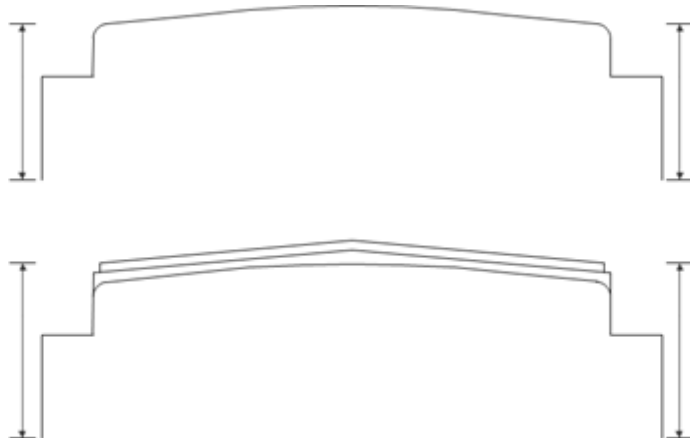
Minimum	Maximum
2 ft 0 inches	20 ft 0 inches

Validation Rule for A193

- Upper Eaves Height must not exceed the Outside Extreme Height
- Upper Eaves Height must be greater than or equal to the Lower Eaves Height
- Upper Eaves Height for Plate Types A, B, or H must not exceed 15 feet 1 inch
- Upper Eaves Height for Plate Types C or I must not exceed 15 feet 6 inches
- Upper Eaves Height for Plate Type E must not exceed 15 feet 9 inches
- Upper Eaves Height for Plate Type F must not exceed 17 feet 0 inches

NOTES:

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

**Outside Lower Eaves Width** **A190**

The outside width of the overhanging lower edge of a floor

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

- Lower Eaves Width must not exceed the Outside Extreme Width
- Lower Eaves Width for Plate Type A must not exceed 10 feet 10 inches
- Lower Eaves Width for Plate Types B, C, E, F, H, or I must not exceed 10 feet 8 inches

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 **A189**

The outside height the overhanging lower edge of a floor

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

- Lower Eaves Height must not exceed the Outside Extreme Height
- Lower Eaves Height for Plate Types A, B or H must not exceed 15 feet 1 inch
- Lower Eaves Height for Plate Types C or I must not exceed 15 feet 6 inches
- Lower Eaves Height for Plate Type E must not exceed 15 feet 9 inches
- Lower Eaves Height for Plate Type F must not exceed 17 feet 0 inches

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.

Truck Center Length **A276**

The center length between two trucks (The pivot point of the equipment)

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

NOTES:

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

Specification**Truck Count** **B256**

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	4

Axle Count **A024**

The total axles on the equipment

Range of Values for A024

Minimum	Maximum
2	40

Validation Rule for A024

- Axle Count must be greater than or equal to 4 for all equipment except CHSS, TRLR, CONT, EOTD, STWH, or LOCO
- Axle Count for an articulated car must be greater than or equal to ((Connected Unit Count x 2) + 2)
- Axle Count for a draw bar connected car must be greater than or equal to (Connected Unit Count x 4)
- Total axle count must match sum of truck axle counts.

Data Specification Manual

Wheel Bearing Type <i>Mandatory</i>	B191
Indicates the wheel bearing type for the equipment	●
Affects Rating.	
Permissible Values for B191	
P Plain R Roller	
Validation Rule for B191	
-Cars with Plain Bearings cannot have Constant Contact Side Bearings	
-Cars with Plain Bearings must have a Transportation Code and Transportation Condition code of either YA, S_, or XJ	
-Tank and Flat Cars cannot have Plain Bearings if Built Date is on or after January 1, 1993	
Brake Shoe Type <i>Mandatory</i>	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	
P DISC PADS	
T DISC AND TREADS	
CC Side Bearing Type	A146
Indicates the truck on the equipment has a type of bearing on its truck side that stabilizes it on curves and in high-speed service	
Permissible Values for A146	
LC Long Travel Constant Contact	
SC Short Travel Constant Contact	
Empty/Load Device Eqpd	B075
Indicates a device is available to identify the equipment is empty or loaded	
Permissible Values for B075	
Y Yes	
High Speed Design	B109
Indicates the trucks installed on this equipment is designed for high-speed train operations	
Permissible Values for B109	
Y Yes	
Validation Rule for B109	
-Cars with Plain Bearings cannot have a High Speed Design	
-Cars with Constant Contact Side Bearings cannot have a high speed design	
-Only Cars with Roller Bearings and High Friction Composition Brake Shoe Type can have High Speed Design	
Body Material	A030
The material that composes the body of the equipment	
Permissible Values for A030	
01 Aluminum	
04 Combination	
09 Fiberglass Reinforced Composite	
18 Stainless Steel	
19 Standard Steel	
30 Wood	
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 connectors to an articulated or multi-unit equipment			
Affects Rating.			
Range of Values for A020			
Minimum		Maximum	
2		45	
Intermediate Conn Style		B115	
Indicates the method two or more equipment are connected together			
Permissible Values for B115			
A Articulated Connector			
D Drawbar Connector			
Validation Rule for B115			
-Intermediate Connector Style is required for Multi-Segment Cars			
-Intermediate Connector Style must not be reported for single Segment Cars			
Operating Brakes		A182	
The number of brakes on an articulated equipment (Excludes hand brakes)			
Permissible Values for A182			
1		2	
6		7	
3		8	
4		9	
5			
Validation Rule for A182			
-Operating Brakes can only be reported for Articulated equipment, Heavy-Capacity Flat Cars, and Locomotives			
-Operating Brakes are required for Articulated equipment			
-Operating Brakes are required for Heavy Capacity Flat Cars (Mechanical Designation of FD, FM, FMS, FW, or LS) with 6 Unit Axles or More			
Equipment Builder		A035	
Identifies the original manufacturer of the equipment			
Permissible Values for A035			
ACF		American Car & Foundry	
BUDD		Ed G Budd Company	
CFF		Canadian Car & Foundry	
D		BOMBARDIER	
EMD		ElectroMotive Diesel	
NIPP		Nippon-Sharyo	
NSC		National Steel Car	
PCM		Pullman Car & Manufacturing	
PS		Pullman-Standard	
SLC		Saint Louis Car Company	
TLGA		Talgo America	
UNKN		Unknown	
Validation Rule for A035			
-Equipment built or rebuilt on or after July 1, 2010 cannot have a Builder Code of Unknown.			
-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 - B030.			
Built Country		B031	
The country where the equipment was constructed			
Data is Confidential.			
Permissible Values for B031			
CA		Canada	
US		United States	
MX		Mexico	

Data Specification Manual

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	
P	Reflectorization Plan
W	Reflectorization Waiver
Validation Rule for B096	
-Reflectorization is mandatory for all equipment built on or after November 28, 2005.	

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 Train Line Arrangement for Cars with F-Shank Couplers
G	S-4003x (Former Standard)
H	S-4003-05 (Former Alternate Standard)
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:	
<ul style="list-style-type: none"> • 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: <ul style="list-style-type: none"> ○ 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.	

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
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 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

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	
-Original Cost must be equal to the Ledger Value if there are no Additions & Betterments.	
-Ledger Value must equal the Original Cost plus the Additions & Betterments, if A&B has been reported. Otherwise Ledger Value should equal Original Cost.	

Total A&B	A003
The sum total amount of all additions & betterments added or subtracted 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.	
Range of Values for A003	
Minimum	Maximum
0	99999999
NOTES:	
<ul style="list-style-type: none"> • 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. <ul style="list-style-type: none"> ○ 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 or 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 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

Data Specification Manual

Validation Rule for A128

- 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 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.

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, you must enter a value in all 4 fields.

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.
- Additions & Betterments Date Done cannot be earlier than Built Date.
- 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

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

- 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.

CarManagement

Pool Number	P001
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
User Reported Routing Instruction	

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 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
The AAR or FRA interchange restriction code	

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

NOTES:

- For further explanation reference Appendix E.

Mechanical Restriction	TCME
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

Mech Restriction Reason	TCMR
Mechanical Restriction Reason	

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
G Restricted Due to Draft Gears
J Restricted Due to Journal Bearing and Journal Lubrication
N Restricted Due to Trucks
P Restricted Due to Truck Side Frames
T Restricted Due to Trucks Bolsters
U Restricted by Owner or AAR
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:

- 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.

Data Specification Manual

Train Service

Restricted Speed Empty**B180**

Describes the maximum restricted speed the equipment can travel when empty

Range of Values for B180

Minimum	Maximum
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 Yes

Validation Rule for B189

-If Shove Adjacent Car to Rest is reported, then Shove Car to Rest must be reported

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**

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 can only be positioned at the rear of the train

Permissible Values for B277

Y Yes

Check trailing tonnage**B044**

Indicates the equipment has restrictions on trailing tonnage

Permissible Values for B044

Y Yes

Coupler Restriction**B278**

Special Train Service Code WI

Permissible Values for B278

Y Yes

Truck Components

Axles Spacing Distance**B020**

Describes the distance between axles on the same truck

Permissible Values for B020

154	154 Inches
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**B252**

The number of axles per truck

Range of Values for B252

Minimum	Maximum
1	4

Journal Size**A147**

Describes the roller bearing size

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/ 2X 9
M	7 X 9				

Wheel Diameter**A294**

Describes the diameter of the wheel

Permissible Values for A294

28	28 Inches	30	30 Inches	33	33 Inches
36	36 Inches	38	38 Inches		

Validation Rule for A294

- UnStarred Cars with Gross Weight of 286,000 lbs. and Increased Gross Rail Load of 2 must have a Wheel Diameter of 36 inches
- UnStarred Cars with Gross Weight of 286,000 lbs. and Increased Gross Rail Load of 2 must have a Wheel Diameter of either 36 or 38 inches
- Cars with an Increased Gross Rail Load of 1 and Journal of G or M must have a Wheel Diameter of 38 inches
- Wheel Diameters of (33 and 36 inches) or (33 and 38 inches) can only be reported for articulated cars

Stability Device Equipped**B199**

Indicates a stability device is present on the truck

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**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 equipment coupler type

Permissible Values for A057

BE60	Prohibited in Interchange (Rule 90) - BE60
BE60AHT	Type E (Rule 16) - BE60AHT
BE60BHT	Type E Obsolete (Rule 16) - BE60BHT
BE61AHT	Prohibited in Interchange (Rule 90) - BE61AHT
BE61BHT	Prohibited in Interchange (Rule 90) - BE61BHT
BE63	Type E Obsolete (Rule 16) - BE63
BE63AHT	Type E Obsolete (Rule 16) - BE63AHT
BE63HT	Type E (Rule 16) - BE63HT
BE67HT	Type E (Rule 16) - BE67HT
BE6HT	Type E/F Obsolete (Rule 17) - BE6HT
CE60HT	Prohibited in Interchange (Rule 90) - CE60HT
CE61AHT	Prohibited in Interchange (Rule 90) - CE61AHT
CF70AHT	Prohibited in Interchange (Rule 90) - CF70AHT
CF70HT	Prohibited in Interchange (Rule 90) - CF70HT
CF71AHT	Prohibited in Interchange (Rule 90) - CF71AHT
CF71HT	Prohibited in Interchange (Rule 90) - CF71HT
CF72AHT	Prohibited in Interchange (Rule 90) - CF72AHT
CF72HT	Prohibited in Interchange (Rule 90) - CF72HT
CF79AHT	Prohibited in Interchange (Rule 90) - CF79AHT
CF79HT	Prohibited in Interchange (Rule 90) - CF79HT
DOBS	Prohibited in Interchange (Rule 90) - DOBS
E42BEX	Type E/F (Rule 17) - E42BEX
E50ARE	Type E/F (Rule 17) - E50ARE
E50BEX	Type E/F (Rule 17) - E50BEX
E60	Prohibited in Interchange (Rule 90) - E60
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
E60HT	Prohibited in Interchange (Rule 90) - E60HT
E61	Type E Obsolete (Rule 16) - E61
E61AHT	Prohibited in Interchange (Rule 90) - E61AHT
E61BC	Prohibited in Interchange (Rule 90) - E61BC
E61HT	Prohibited in Interchange (Rule 90) - E61HT
E63	Prohibited in Interchange (Rule 90) - E63
E63AHT	Prohibited in Interchange (Rule 90) - E63AHT
E63HT	Prohibited in Interchange (Rule 90) - E63HT
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	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
EB7AHT	Type E (Rule 16) - EB7AHT
EF511CE	Type E/F (Rule 17) - EF511CE

EF511DE	Type E/F (Rule 17) - EF511DE
EF511WE	Type E/F (Rule 17) - EF511WE
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	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
F71BHT	Type F Obsolete (Rule 18) - F71BHT
F71CHT	Type F (Rule 18) - F71CHT
F72CHT	Type F Obsolete (Rule 18) - F72CHT
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
F73HT	Type F Obsolete (Rule 18) - F73HT
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
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
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
PUNK	Passenger Unknown
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
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) or L (Rotary Drawbar).
- 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
Describes the basic coupler design of the equipment	

Permissible Values for B058

B	Bottom Shelf	D	Double Shelf
L	Drawbar Rotary	M	Drawbar
P	Plain	R	Rotary

Validation Rule for B058

- If Draft Gear type is H (Hydraulic) then Coupler Styles cannot be reported as M (Solid Drawbar) or L (Rotary Drawbar)
- If Draft Gear type is not COC or EOC, Inches of Travel cannot be reported
- If Draft Gear type of COC or EOC is reported then Inches of Travel must also be reported.

Inches of Travel	B061
The number of inches the draft gear will compress to absorb impact	

Affects Rating.

Range of Values for B061

Minimum	Maximum
2	36

Draft Gear Type	B073
Describes the basic draft gear design of the equipment	

Permissible Values for B073

C	Cushioning Center of Car
E	Cushioning End of Car
H	Hydraulic
S	Standard

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.

Brake System Components

Emergency Brake Valve CID	B354
Component ID from Component Registry	

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

Service Brake Valve CID	B357
Component ID from Component Registry	

Data is Confidential. This element is not eligible for Input or. 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 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 or 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

ABT 12-24 Month Due Date **DU13**

The 12 month due date for the air brake test (ABT) after the original build date

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

ABT 5/8-Year Due Date **DUS8**

The 5/8 year due date for the air brake test (ABT) after the 13 month due date

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

Inspection Date Done **DTDN**

The date the inspection was completed

Value does not carry forward for Single Clone / Multi Clone / Add Back.

Inspection Due Date **INDD**

The due date of the next inspection

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

Value does not carry forward for Single Clone / Multi Clone / Add Back.

Inspection Reporter **REPT**

The SCAC that reported the inspection

Value does not carry forward for Single Clone / Multi Clone / Add Back.

Location/SPLC **SPLC**

The SPLC of the inspecting location

Value does not carry forward for Single Clone / Multi Clone / Add Back.

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 M Manual

EOT Devices

General	201
Built Date (BLDT)	201
Conflict Status (B050)	202
Conflict Status Next Date (B062)	202
Date of Original Conflict (B063)	202
Delete Reason Code (B064)	203
Equipment Add Company (B083)	202
Equipment Add Date (B082)	202
Equipment Group (0002)	201
Equipment ID (0001)	201
Equipment Identification (EINN)	202
Equipment Type Code (UMET)	201
First Movement Date (USAT)	202
Last Update Date (B122)	202
Lessee (LESE)	201
Maintenance Party (MNPT)	201
Mark Owner Category (B201)	201
Mechanical Designation (UMMD)	201
Next Conflict Status (B135)	202
Notice Indicator (B137)	202
Owner (UMOW)	201
Prior Equipment ID (PRID)	202
Rate Indicator (A070)	202
Rebuilt / ILS Date (RBDT)	201
Rebuilt Flag (RBFL)	201
Registration Reason (B174)	202
Restencil Program Ind (B177)	202
Serial Number (A234)	203
Status Change Date (USCT)	202
Status Change Reason (USCR)	202
Status Code (USCD)	201
Specification	203
Air Hose Arrangement (B524)	204
Builder Lot Code (B030)	203
Built Country (B031)	203
Built-in Battery Charger (B033)	203
Cell Phone Equipped (B079)	203
Communications Protocol (A051)	203
ECP Brake Equipped (B347)	203
Equipment Builder (A035)	203
Front Unit Authorization (B099)	203
Internal Data Logging (B080)	203
Mounting Type (A176)	203
Multiple BPP Threshold Sw (B134)	203
Rear Brake Cylinder Rel (B167)	203
Rear Car Brake Emulation (B076)	203
Rear Slack Status Detec (B168)	203
Remote Monitoring Device (B176)	203
Cost	204
A&B Amount (A317)	204
A&B Date Done (A319)	205
A&B Pos/Neg Ind (A316)	204
A&B Type (A318)	205
Ind for Pos/Neg Total A&B (A128)	204
Ledger Value (A150)	204
Original Cost (A184)	204
Total A&B (A003)	204
CarManagement	205
Mech Restriction Reason (TCMR)	205
Mechanical Restriction (TCME)	205
Pool Number (P001)	205
Transportation Cond Code (TCCD)	205
Umler Transportation Code (TCOD)	205
User Routing Instructions (TCUR)	205
Miscellaneous	205
Commercial Lessee CIF (B048)	205
Commercial Owner CIF (B049)	205
Umler Effective Date (EFDT)	205
Inspection	205
Inspection Date Done (DTDN)	205
Inspection Due Date (INDD)	205
Inspection Performer (PERF)	205
Inspection Reporter (REPT)	205
Location/SPLC (SPLC)	205

Data Specification Manual

General

Status Code *Mandatory*

USCD

Identifies the current operational state

Does not Carry Forward.

Permissible Values for USCD

A ACTIVE I INACTIVE

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
- Prior to deleting a car, the status should be set to Inactive

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. (ie. 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

NA EOTD-Sensing, audio, emergency braking (CDU) unit
 NB EOTD-Receiver Display Unit (RDU) in Locomotive
 NC EOTD-Communication Logic Unit (CLU) in Locomotive
 NF EOTD-Senses Brake Pressure (SBT) unit
 NU EOTD-Sense and Braking (SBU) Unit

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, Output or Query.

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

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

Validation Rule for BLDT

-Prior and target equipment's Built Date (BLDT) must match

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

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

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

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

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 cars 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

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 is not valid or 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 major 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 own 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 Private
 N US Private Steamship

Data Specification Manual

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

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

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.

Conflict Status	B050
Identifies the escalation level of an equipment in active conflict	
System Generated Field. This element is not eligible for Input or. Value does not carry forward for Add Back.	

Permissible Values for B050

- Subject to Zero-Rating
- Subject to Restricted in Interchange
- 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, 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, Output or Query.	
Value does not carry forward for Add Back.	

Permissible Values for B135

- Subject to Zero-Rating
- Subject to Restricted in Interchange
- Subject to Deletion

Notice Indicator	B137
Identifies equipment in error in Umler Notice Management	
System Generated Field. This element is not eligible for Input, Output or Query.	

Conflict Status Next Date	B062
The date the conflict status will be escalated	
System Generated Field. This element is not eligible for Input or. 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

- Zero-Rated Due to Conflict Errors
- Zero-Rated - Scrap (S_SX), AAR Overage (XA), FRA Overage (YA), Umler Conflict - CHR 1/Tariff 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 or Query. 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	

Data Specification Manual

Serial Number	A234
Manufacturer's Serial Number	

Range of Values for A234

Minimum	Maximum
1000	999999

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

Specification

Remote Monitoring Device	B176
Indicates the equipment is equipped with a location monitoring device	

Permissible Values for B176

Y Yes

Built-in Battery Charger	B033
EOT Special Feature - Code 5	

Permissible Values for B033

Y Yes

Communications Protocol	A051
Protocol	

Permissible Values for A051

A AAR D DSL P PULSE

Cell Phone Equipped	B079
EOT Cell Phone responds to a call by providing location information (lat/long). Can only be used by the owner.-New	

Permissible Values for B079

Y Yes

Internal Data Logging	B080
EOT Internal Data Logging can plug in a laptop and download multiple fields (ie: locomotive event recorder). The fields include: GPS lat/long, battery voltage, speed, brake pipe pressure, light on/off, emergency valve stat-New	

Permissible Values for B080

Y Yes

Front Unit Authorization	B099
EOT Special Feature - Code 20	

Permissible Values for B099

Y Yes

Mounting Type	A176
Mounting Per Hand Unit Only	

Permissible Values for A176

F Flaghole S Side Coupler

Multiple BPP Threshold Sw	B134
EOT Special Feature - Code 2	

Permissible Values for B134

Y Yes

Rear Car Brake Emulation	B076
EOT Special Feature - Code 10	

Permissible Values for B076

Y Yes

Rear Brake Cylinder Rel	B167
EOT Special Feature - Code 8	

Permissible Values for B167

Y Yes

Rear Slack Status Detec	B168
EOT Special Feature - Code 7	

Permissible Values for B168

Y Yes

ECP Brake Equipped	B347
Indicates whether an EOTD is equipped for ECP type brakes	

Value does not carry forward for Equipment Group Change / .

Permissible Values for B347

Y Yes

Equipment Builder	A035
Identifies the original manufacturer of the equipment	

Permissible Values for A035

1	QUANTUM
2	GLENAYRE (DSL)
3	GLENAYRE
4	PULSE ELEC. INC.
5	WABTEC
6	HARMON
7	U.S. & S
8	NOT USED
9	NORFOLK SOUTHERN RWY
B	BALDWIN-LIMA-HAMILTON
INVS	Invensys Rail Corporation
UNKN	Unknown

Validation Rule for A035

- Equipment Builder must be populated if the Build Date is July 1, 2010 or newer
- Equipment built or rebuilt on or after July 1, 2010 cannot have a Builder Code of Unknown.
- 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 - B030.

Built Country	B031
The country where the equipment was constructed	

Data is Confidential.

Permissible Values for B031

CA	Canada	MX	Mexico
US	United States		

Data Specification Manual

Air Hose Arrangement B524 The type of trainline air hose arrangement	Ledger Value A150 The sum of original cost and additions & betterments								
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 Train Line Arrangement for Cars with F-Shank Couplers G S-4003x (Former Standard) H S-4003-05 (Former Alternate Standard) 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 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: <ul style="list-style-type: none"> • 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: <ul style="list-style-type: none"> ◦ $0.5 * (\text{Outside Length, in inches, minus Truck Center Length, in inches, minus 31 inches})$ For all other equipment, reporting Air Hose Arrangement is optional.	Data is Confidential. Value does not carry forward for Single Clone / Multi Clone. Range of Values for A150 <table border="1"> <thead> <tr> <th>Minimum</th><th>Maximum</th></tr> </thead> <tbody> <tr> <td>0</td><td>9999999</td></tr> </tbody> </table> 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 plus the Additions & Betterments, if A&B has been reported. Otherwise Ledger Value should equal Original Cost. Total A&B A003 The sum total amount of all additions & betterments added or subtracted 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. Range of Values for A003 <table border="1"> <thead> <tr> <th>Minimum</th><th>Maximum</th></tr> </thead> <tbody> <tr> <td>0</td><td>99999999</td></tr> </tbody> </table> NOTES: <ul style="list-style-type: none"> • 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. <ul style="list-style-type: none"> ◦ 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 or rebuilt. • For connected unit cars report the total Truck Location A for all units in the set 	Minimum	Maximum	0	9999999	Minimum	Maximum	0	99999999
Minimum	Maximum								
0	9999999								
Minimum	Maximum								
0	99999999								
Cost Original Cost A184 The original manufacturer selling price	Ind for Pos/Neg Total A&B A128 A code indicating the positive or negative adjustment to the original cost of the equipment								
Data is Confidential. Value does not carry forward for Single Clone / Multi Clone. Range of Values for A184 <table border="1"> <thead> <tr> <th>Minimum</th><th>Maximum</th></tr> </thead> <tbody> <tr> <td>0</td><td>9999999</td></tr> </tbody> </table> 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: <ul style="list-style-type: none"> • 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 	Minimum	Maximum	0	9999999	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 Validation Rule for A128 -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 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. 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.				
Minimum	Maximum								
0	9999999								

Data Specification Manual

Range of Values for A317

Minimum	Maximum
1	999999

Validation Rule for A317

- When entering an individual Addition & Betterment, you must enter a value in all 4 fields.

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.
- Additions & Betterments Date Done cannot be earlier than Built Date.
- 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

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

- 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.

CarManagement**Pool Number****P001**

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**

User Reported Routing Instruction

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 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**

The AAR or FRA interchange restriction code

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

NOTES:

- For further explanation reference Appendix E.

Mechanical Restriction**TCME**

Mechanical Restriction

Used for Transportation Codes.

Permissible Values for TCME

S Scrap
 X AAR Interchange Restriction

NOTES:

- For further explanation reference Appendix D.1

Mech Restriction Reason**TCMR**

Mechanical Restriction Reason

Used for Transportation Codes.

Permissible Values for TCMR

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

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 or 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**Inspection Date Done****DTDN**

The date the inspection was completed

Value does not carry forward for Single Clone / Multi Clone / Add Back.

Inspection Due Date**INDD**

The due date of the next inspection

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

Value does not carry forward for Single Clone / Multi Clone / Add Back.

Inspection Reporter**REPT**

The SCAC that reported the inspection

Value does not carry forward for Single Clone / Multi Clone / Add Back.

Location/SPLC**SPLC**

The SPLC of the inspecting location

Value does not carry forward for Single Clone / Multi Clone / Add Back.

Data Specification Manual

Steel Wheel Set

General	207
Built Date (BLDT)	207
Conflict Status (B050)	208
Conflict Status Next Date (B062)	208
Date of Original Conflict (B063)	208
Delete Reason Code (B064)	209
Equipment Add Company (B083)	208
Equipment Add Date (B082)	208
Equipment Group (0002)	207
Equipment ID (0001)	207
Equipment Identification (EINN)	208
Equipment Type Code (UMET)	207
First Movement Date (USAT)	208
Last Update Date (B122)	208
Lessee (LESE)	207
Maintenance Party (MNPT)	207
Mark Owner Category (B201)	207
Mechanical Designation (UMMD)	207
Next Conflict Status (B135)	208
Notice Indicator (B137)	208
Owner (UMOW)	207
Prior Equipment ID (PRID)	208
Rate Indicator (A070)	208
Rebuilt / ILS Date (RBDT)	207
Rebuilt Flag (RBFL)	207
Registration Reason (B174)	208
Restencil Program Ind (B177)	209
Status Change Date (USCT)	208
Status Change Reason (USCR)	208
Status Code (USCD)	207
Weight	209
Tare Weight (A259)	209
Weighing Status (A289)	209
Dimension	209
Height of Bogey (A120)	209
Specification	209
Axle Count (A024)	209
Brake Shoe Type (B026)	209
Builder Lot Code (B030)	211
Built Country (B031)	211
CC Side Bearing Type (A146)	209
Empty/Load Device Eqpd (B075)	209
Equipment Builder (A035)	210
High Speed Design (B109)	209
Intermediate Conn Style (B115)	210
Non-Rail Connector Eqpd (B295)	209
Rebuilt Country (B170)	211
Remote Monitoring Device (B176)	209
Truck Count (B256)	209
Wheel Bearing Type (B191)	209
Cost	211
A&B Amount (A317)	212
A&B Date Done (A319)	212
A&B Pos/Neg Ind (A316)	212
A&B Type (A318)	212
Ind for Pos/Neg Total A&B (A128)	212
Ledger Value (A150)	211
Original Cost (A184)	211
Total A&B (A003)	212
CarManagement	212
Mech Restriction Reason (TCMR)	213
Mechanical Restriction (TCME)	212
Pool Number (P001)	212
Sys Gen Routing Inst (TCGR)	213
Transportation Cond Code (TCCD)	212
Umler Transportation Code (TCOD)	212
User Routing Instructions (TCUR)	212
Truck Components	213
Axles Spacing Distance (B020)	213
Journal Size (A147)	213
Stability Device Equipped (B199)	213
Truck Axle Count (B252)	213
Wheel Diameter (A294)	213
Miscellaneous	214
Commercial Lessee CIF (B048)	214
Commercial Owner CIF (B049)	214
Umler Effective Date (EFDT)	214
Inspection	214
ABT 12-24 Month Due Date (DU13)	214

ABT 5/8-Year Due Date (DU58)	214
Air Brake Test Device (B523)	214
Inspection Date Done (DTDN)	214
Inspection Due Date (INDD)	214
Inspection Performer (PERF)	214
Inspection Reporter (REPT)	214
Location/SPLC (SPLC)	214

Data Specification Manual

General

Status Code *Mandatory*

USCD

Identifies the current operational state

Does not Carry Forward.

Permissible Values for USCD

A ACTIVE I INACTIVE

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
- Prior to deleting a car, the status should be set to Inactive

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. (ie. 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 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, Output or Query.

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

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

Validation Rule for BLDT

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

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

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)

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

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

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 cars 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
- Lessee is not valid or 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 major 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 own 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

Data Specification Manual

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

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 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 not Carry 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	USCT
--------------------	------

Identifies the effective date of the current operational state

System Generated Field. This element is not eligible for Input or Query. Does not Carry Forward.

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.

Conflict Status	B050
-----------------	------

Identifies the escalation level of an equipment in active conflict

System Generated Field. This element is not eligible for Input or. 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, 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, Output or Query.

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

Notice Indicator	B137
------------------	------

Identifies equipment in error in Umler Notice Management

System Generated Field. This element is not eligible for Input, Output or Query.

Conflict Status Next Date	B062
---------------------------	------

The date the conflict status will be escalated

System Generated Field. This element is not eligible for Input or. 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
- 6 Zero-Rated - Scrap (S_SX), AAR Overage (XA), FRA Overage (YA), Umler Conflict - CHR 1/Tariff 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 or Query. 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

Data Specification Manual

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

Weight

Tare Weight <i>Mandatory</i>	A259
The equipment weight on rail when empty	

Affects Rating.

Range of Values for A259

Minimum	Maximum
9000	15000

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
- Please refer to Appendix P for more information on the Identical Tare Weight Batch Process

Weighing Status <i>Mandatory</i>	A289
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

NOTES:

- Please refer to Appendix P for more information on the Identical Tare Weight Batch Process

Dimension

Height of Bogie <i>Mandatory</i>	A120
Height Of Bogie	

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

Range of Values for A120

Minimum	Maximum
2 ft 6 inches	5 ft 0 inches

Specification

Truck Count	B256
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
1	1

Axle Count	A024
The total axles on the equipment	

Range of Values for A024

Minimum	Maximum
2	999

Validation Rule for A024

- Axle Count must be greater than or equal to 4 for all equipment except CHSS, TRLR, CONT, EOTD, STWH, or LOCO
- Axle Count for an articulated car must be greater than or equal to ((Connected Unit Count x 2) + 2)
- Axle Count for a draw bar connected car must be greater than or equal to (Connected Unit Count x 4)

Wheel Bearing Type <i>Mandatory</i>	B191
Indicates the wheel bearing type for the equipment	

Permissible Values for B191

P Plain R Roller

Validation Rule for B191

- Cars with Plain Bearings cannot have Constant Contact Side Bearings
- Cars with Plain Bearings must have a Transportation Code and Transportation Condition code of either YA, S, or XJ
- Tank and Flat Cars cannot have Plain Bearings if Built Date is on or after January 1, 1993

Brake Shoe Type <i>Mandatory</i>	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

Non-Rail Connector Eqpd	B295
Bogey Coupler Equipped	

Used in ETC Generation.

Permissible Values for B295

Y Yes

CC Side Bearing Type	A146
Indicates the truck on the equipment has a type of bearing on its truck side that stabilizes it on curves and in high-speed service	

Permissible Values for A146

LC Long Travel Constant Contact
 SC Short Travel Constant Contact

Empty/Load Device Eqpd	B075
Indicates a device is available to identify the equipment is empty or loaded	

Permissible Values for B075

Y Yes

High Speed Design	B109
Indicates the trucks installed on this equipment is designed for high-speed train operations	

Permissible Values for B109

Y Yes

Validation Rule for B109

- Cars with Plain Bearings cannot have a High Speed Design
- Cars with Constant Contact Side Bearings cannot have a high speed design
- Only Cars with Roller Bearings and High Friction Composition Brake Shoe Type can have High Speed Design

Remote Monitoring Device	B176
Indicates the equipment is equipped with a location monitoring device	

Permissible Values for B176

Y Yes

Data Specification Manual

Intermediate Conn Style		B115
Indicates the method two or more equipment are connected together		
Permissible Values for B115		
A	Articulated Connector	
D	Drawbar Connector	
Validation Rule for B115		
-Intermediate Connector Style is required for Multi-Segment Cars		
-Intermediate Connector Style must not be reported for single Segment Cars		
Equipment Builder		A035
Identifies the original manufacturer of the equipment		
Permissible Values for A035		
2	GLENAYRE (DSL)	
3	GLENAYRE	
4	PULSE ELEC. INC.	
5	WABTEC	
6	HARMON	
7	U.S. & S	
8	NOT USED	
9	NORFOLK SOUTHERN RWY	
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	
B	BALDWIN-LIMA-HAMILTON	
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	
C	BALDWIN-LOCOMOTIVE CO.	
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	
D	BOMBARDIER	
DARB	Darby	
DAV	Davenport Locomotive Company	
DETR	Detroit Car Works	
DIFC	Difco	
DSL	Davies Ship Building	
E	CANADIAN GENERAL ELECTRIC	
EASX	East Rail Car Division	
EMAB	ElectroMotive Diesel - Asea Brown Bavari	

EMC	ElectroMotive Corporation
EMD	ElectroMotive Diesel
ETIS	QUANTUM
EVAN	Evans Products
F	CANADIAN LOCOMOTIVE CO.
FCA	Freight Car America
FGRW	FRTGRW
FM	Fairbanks Morse
FMC	FMC Corporation
FRCE	Freight Car Engineering
FREU	Freuhauf Corporation
G	DAVENPORT LOCOMOTIVE CO.
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	Georgetown Rail Equipment Company
GROV	Grove
GSC	Greenville Steel Car
GSWI	Gunderson Southwest Inc
GULF	Gulf Railcar
GUN4	Gunderson - Trenton Works
GUND	Gunderson Inc
GUNM	Gunderson - Mexico
H	ELECTRO-MOTIVE DIVISION, GENERAL MOTORS CORP.
HAMB	Hamburg Fab Shop
HARS	Harsco
HB	Haskell & Baker
HEIS	Heisler Locomotive Works
HIIX	Hamburg
HPA	HPA Monon Corporation
HST	Hawker Siddeley
HYUN	Hyundai
I	FAIRBANKS MORSE
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
JORD	Jordan Machine Works
JS	Jackson & Sharp
K	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
MCDW	McDowell Wellman
MILW	CMSTP & P Railroad
MK	Morrison-Knudson
MLW	Montreal Locomotive Works
MRCO	Millennium Railcar, Dome Division
MRNE	Marine Industries
N	GENERAL MOTORS-DIESEL DIV.
NACC	North American Car
NIPP	Nippon-Sharyo
NRE	National Railway Equipment

NSC	National Steel Car
O	J.G. BRILL CO.
OB	Osgood Bradley Car Company
ORTN	Ortner
P	KRAUSS-MAFFEI, A.G.
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
Q	LIMA-HAMILTON
R	MORRISON-KNUDSEN
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)
S	MONTREAL LOCOMOTIVE WORKS
SCM	Standard Car Manufacturing
SIEM	Siemens
SLC	Saint Louis Car Company
SRSC	Springfield Railcar
SSCC	Standard Steel Car Company
T	PLYMOUTH LOCOMOTIVE WORKS
TA	Transit America
TERX	Terex Corporation
THR	Thrall Car Service Parts
THR4	Thrall - Cartersville
THRL	Thrall
TLGA	Talgo America
TRAN	Tranzrail
TRIN	Trinity
TRIS	Trinity - Springfield MO
TRIX	Trinity Mexico
U	H.J.POTTER
UNAM	United America
UNKN	Unknown
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

Validation Rule for A035

- Equipment built or rebuilt on or after July 1, 2010 cannot have a Builder Code of Unknown.
- 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 - B030.

Built Country	B031
The country where the equipment was constructed	

Data is Confidential.

Permissible Values for B031

CA	Canada	MX	Mexico
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		

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
0	999999

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

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	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 plus the Additions & Betterments, if A&B has been reported. Otherwise Ledger Value should equal Original Cost.

Data Specification Manual

Total A&B A003	
The sum total amount of all additions & betterments added or subtracted 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.

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 or 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 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

Validation Rule for A128

- 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 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.

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, you must enter a value in all 4 fields.

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.
- Additions & Betterments Date Done cannot be earlier than Built Date.
- 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

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

- 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.

CarManagement

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.

User Routing Instructions TCUR	
User Reported Routing Instruction	

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 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	
The AAR or FRA interchange restriction code	

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

NOTES:

- For further explanation reference Appendix E.

Mechanical Restriction TCME	
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

Data Specification Manual

Mech Restriction Reason	TCMR
Mechanical Restriction Reason	

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
G	Restricted Due to Draft Gears
J	Restricted Due to Journal Bearing and Journal Lubrication
N	Restricted Due to Trucks
P	Restricted Due to Truck Side Frames
T	Restricted Due to Trucks Bolsters
U	Restricted by Owner or AAR
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:

- 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.

Sys Gen Routing Inst	TCGR
System Generated Routing Instruction	

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

NOTES:

- For further explanation reference Appendix E.5.

Truck Components

Axles Spacing Distance	B020
Describes the distance between axles on the same truck	

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
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	B252
The number of axles per truck	

Range of Values for B252

Minimum	Maximum
1	2

Journal Size	A147
Describes the roller bearing size	

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				

Validation Rule for A147

- Journal Size B (4 1/4 x 8) requires a Gross Weight of 103,000 lbs. for 4-axle cars unless the car is Star Coded
- Journal Size B (4 1/4 x 8) requires a Gross Weight of 154,000 lbs. for 6-axle cars unless the car is Star Coded
- Journal Size C (5 x 9) requires a Gross Weight of 142,000 lbs. for 4-axle cars unless the car is Star Coded
- Journal Size C (5 x 9) requires a Gross Weight of 213,000 lbs. for 6-axle cars unless the car is Star Coded
- Journal Size D (5 1/2 x 10) requires a Gross Weight of 177,000 lbs. for 4-axle cars unless the car is Star Coded
- Journal Size D (5 1/2 x 10) requires a Gross Weight of 265,000 lbs. for 6-axle cars unless the car is Star Coded
- Journal Size E (6 x 11) requires a Gross Weight of 220,000 lbs. for 4-axle cars that do not have 28 inch wheels unless the car is Star Coded
- 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
- Journal Size F requires a Gross Weight of greater than or equal to 263,000 lbs. for 4-axles cars unless the car is Star Coded.
- Journal Size F requires a Gross Weight of less than or equal to 286,000 lbs. 4-axle cars unless the car is Star Coded
- 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.
- Journal Size G (7 x 12) requires a Gross Weight of 286,000 lbs. or 315,000 lbs. for 4-axle cars unless the car is Star Coded
- 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 M (7 x 9) requires a Gross Weight of 286,000 lbs. or 315,000 lbs. for 4-axle cars unless car is Star Coded
- Journal Size Code M (7 x 9) requires a Gross Weight of 472,000 lbs. for 6-axles
- Journal Size Code K requires a Gross Weight of greater than or equal to 263,000 lbs. for 4-axle cars unless the car is Star Coded
- Journal Size Code K requires a Gross Weight of less than or equal to 286,000 lbs. for 4-axle cars unless the car is Star Coded
- Gross Weight must be 394,000 lbs. for 6-axle cars with Journal Size K

Wheel Diameter	A294
Describes the diameter of the wheel	

Permissible Values for A294

28	28 Inches	30	30 Inches	33	33 Inches
36	36 Inches	38	38 Inches		

Validation Rule for A294

- UnStarred Cars with Gross Weight of 286,000 lbs. and Increased Gross Rail Load of 2 must have a Wheel Diameter of 36 inches
- UnStarred Cars with Gross Weight of 286,000 lbs. and Increased Gross Rail Load of 2 must have a Wheel Diameter of either 36 or 38 inches
- Cars with an Increased Gross Rail Load of 1 and Journal of G or M must have a Wheel Diameter of 38 inches
- Wheel Diameters of (33 and 36 inches) or (33 and 38 inches) can only be reported for articulated cars

Stability Device Equipped	B199
Indicates a stability device is present on the truck	

Permissible Values for B199

Y	Yes
---	-----

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 or 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

ABT 12-24 Month Due Date DU13

The 12 month due date for the air brake test (ABT) after the original build date

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

The 5/8 year due date for the air brake test (ABT) after the 13 month due date

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

Inspection Date Done DTDN

The date the inspection was completed

Value does not carry forward for Single Clone / Multi Clone / Add Back.

Inspection Due Date INDD

The due date of the next inspection

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

Value does not carry forward for Single Clone / Multi Clone / Add Back.

Inspection Reporter REPT

The SCAC that reported the inspection

Value does not carry forward for Single Clone / Multi Clone / Add Back.

Location/SPLC SPLC

The SPLC of the inspecting location

Value does not carry forward for Single Clone / Multi Clone / Add Back.

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 M Manual

Containers

General	216
Built Date (BLDT)	216
Conflict Status (B050)	218
Conflict Status Next Date (B062)	218
Date of Original Conflict (B063)	218
Delete Reason Code (B064)	218
Equipment Add Company (B083)	218
Equipment Add Date (B082)	217
Equipment Descriptor (B341)	216
Equipment Group (0002)	216
Equipment ID (0001)	216
Equipment Identification (EINN)	218
Equipment Type Code (UMET)	216
First Movement Date (USAT)	218
Last Update Date (B122)	217
Lessee (LESE)	216
Licensing State/Province (A154)	217
Maintenance Party (MNPT)	217
Mark Owner Category (B201)	217
Mechanical Designation (UMMD)	216
Next Conflict Status (B135)	218
Notice Indicator (B137)	218
Owner (UMOW)	216
Prior Equipment ID (PRID)	217
Rate Indicator (A070)	218
Rebuilt / ILS Date (RBDT)	216
Rebuilt Flag (RBLF)	216
Registration Reason (B174)	218
Restencil Program Ind (B177)	218
Status Change Date (USCT)	217
Status Change Reason (USCR)	217
Status Code (USCD)	216
Weight	219
Cubic Feet Capacity (A067)	220
Gallage Capacity (A297)	220
Gross Rail Load/Weight (A266)	219
Load Limit (LDLT)	219
Tare Weight (A259)	219
Dimension	220
CONT Gooseneck Width (B051)	220
Deck Height Above Ground (B149)	220
Inside Height (A133)	220
Inside Length (A135)	220
Inside Width (A138)	220
Outside Extreme Height (A185)	220
Outside Extreme Width (A186)	220
Outside Height Extr Width (A187)	220
Outside Length (OSLG)	220
Door	221
End Door Height (A080)	221
End Door Type (A081)	221
End Door Width (A082)	221
Specification	221
AEI High Temperature Tag (B006)	221
Builder Lot Code (B030)	222
Built Country (B031)	222
Corner Casting (A053)	221
Electrical Voltage System (A079)	221
Equipment Builder (A035)	222
Forward Extension (A106)	221
Frame Type-Center Loading (A109)	221
Rebuilt Country (B170)	222
Refrig Emission Code (B345)	222
Remote Monitoring Device (B176)	221
Stackability Count (B055)	221
TRLR/CONT Body Material (A031)	221
Wide Top Picker Frame (B248)	221
Feature	222
Belt Rail Equipped (B024)	224
Bulkhead Type (B034)	224
Center Belt Rail Fir Rest (B041)	224
Controlled Atmosphere Typ (A056)	224
Floor Anchor Builder (B335)	222
Floor Anchor Count (B336)	223
Floor Anchor Loc Spacing (B337)	223
Floor Drain Equipped (B095)	223
Floor Load PSI (B339)	223
Floor Load Rating (B338)	223
Floor Material (A104)	222
Insulation Coverage (B112)	224

Lining Material (A158)	223
Refrigeration Fuel Type (A207)	224
Refrigeration Level (B172)	224
Refrigeration Unit Loc (A221)	224
Refrigerator Fuel Cap (A222)	224
Refrigerator System Bldr (A223)	224
Vent Openings (B222)	224
Cost	224
A&B Amount (A317)	225
A&B Date Done (A319)	225
A&B Pos/Neg Ind (A316)	225
A&B Type (A318)	225
Ind for Pos/Neg Total A&B (A128)	225
Ledger Value (A150)	225
Original Cost (A184)	224
Total A&B (A003)	225
CarManagement	225
Mech Restriction Reason (TCMR)	226
Mechanical Restriction (TCME)	226
Pool Number (P001)	225
Transportation Cond Code (TCCD)	226
Umler Transportation Code (TCOD)	225
User Routing Instructions (TCUR)	225
Miscellaneous	226
Commercial Lessee CIF (B048)	226
Commercial Owner CIF (B049)	226
Umler Effective Date (EFDT)	226
Inspection	226
Air Brake Test Device (B523)	226
Inspection Date Done (DTDN)	226
Inspection Due Date (INDD)	226
Inspection Performer (PERF)	226
Inspection Reporter (REPT)	226
Location/SPLC (SPLC)	226

Data Specification Manual

General

Status Code *Mandatory*

USCD

Identifies the current operational state

Does not Carry Forward.

Permissible Values for USCD

A ACTIVE I INACTIVE

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
- Prior to deleting a car, the status should be set to Inactive

Mechanical Designation *Mandatory*

UMMD

Equipment description without physical dimensions

Used for Transportation Codes.

Permissible Values for UMMD

U Container

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. (ie. 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.

Equipment Descriptor *Mandatory*

B341

Additional information about the type of equipment used in conjunction with the Mechanical Designation D Locomotive to generate the Equipment Type Code (ETC)

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
 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, Output or Query.

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

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

Validation Rule for BLDT

- For Trailers, Containers and Chassis, the age of the equipment if not rebuilt cannot be in excess of 50 years from today
- Prior and target equipment's Built Date (BLDT) must match

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

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

Validation Rule for RBDT

- For Trailers, Containers and Chassis, the Built Date cannot be on or before 25 years before the Rebuilt Date
- For Trailers, Containers and Chassis, the Built Date cannot be on or after the Rebuilt Date

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

RBFL

Identifies the equipment is nearing its end of life cycle

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

Permissible Values for RBFL

N No Y 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 cars 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

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 is not valid or cannot be a child reporting mark.

NOTES:

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

Data Specification Manual

Maintenance Party MNPT The major reporting mark of the company responsible for the maintenance and repairs of the equipment Does not Carry Forward.	Status Change Date USCT Identifies the effective date of the current operational state System Generated Field. This element is not eligible for Input or Query. Does not Carry Forward.
Mark Owner Category B201 The company that own 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.	Licensing State/Province A154 Licensing State / Province Permissible Values for A154
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	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 Zaragoza 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 MS US-Mississippi MT US-Montana MX Mexico-Other NA Mexico-Nayarit NB Canada-New Brunswick NC US-North Carolina ND US-North Dakota NE US-Nebraska NF Canada-Newfoundland NH US-New Hampshire NJ US-New Jersey NL Mexico-Nuevo Leon NM US-New Mexico NS Canada-Nova Scotia
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 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 not Carry 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.	

Data Specification Manual

NT	Canada-Northwest Territories
NU	Canada-Nunavut
NV	US-Nevada
NW	Northwest Territory
NY	US-New York
OA	Mexico-Oaxaca
OH	US-Ohio
OK	US-Oklahoma
ON	Canada-Ontario
OR	US-Oregon
PA	US-Pennsylvania
PE	Canada-Prince Edward Island
PQ	Canada-Quebec
PR	US-Puerto Rico
PU	Mexico-Puebla
QA	Mexico-Querataro
QR	Mexico-Quintana Roo
RI	US-Rhode Island
SC	US-South Carolina
SD	US-South Dakota
SI	Mexico-Sinaloa
SK	Canada-Saskatchewan
SL	Mexico-San Luis Potosi
SO	Mexico-Sonora
TA	Mexico-Tabasco
TL	Mexico-Tlaxcala
TM	Mexico-Tamaulipas
TN	US-Tennessee
TX	US-Texas
UT	US-Utah
VA	US-Virginia
VI	US-Virgin Islands
VL	Mexico-Veracruz-Llave
VT	US-Vermont
WA	US-Washington
WI	US-Wisconsin
WV	US-West Virginia
WY	US-Wyoming
XX	Exception (Intl. TOFC/COFC or No License)
YC	Mexico-Yucatan
YK	Canada-Yukon
YT	Canada-Yukon
ZT	Mexico-Zacatecas

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.

Conflict Status B050

Identifies the escalation level of an equipment in active conflict

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

Permissible Values for B050

- Subject to Zero-Rating
- Subject to Restricted in Interchange
- 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, 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, Output or Query. Value does not carry forward for Add Back.

Permissible Values for B135

- Subject to Zero-Rating
- Subject to Restricted in Interchange
- Subject to Deletion

Notice Indicator B137

Identifies equipment in error in Umler Notice Management

System Generated Field. This element is not eligible for Input, Output or Query.

Conflict Status Next Date B062

The date the conflict status will be escalated

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

- Zero-Rated Due to Conflict Errors
- Units subject to special lease arrangement
- Zero-Rated - Scrap (S_SX), AAR Overage (XA), FRA Overage (YA), Umler Conflict - CHR 1/Tariff 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 or Query. 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

Data Specification Manual

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

A266

The maximum weight on rail of the equipment and the load

Range of Values for A266

Minimum	Maximum
4900	94000

Validation Rule for A266

- Container Gross Weight must not exceed 92,500 lbs. for Tank Containers (Equipment Descriptor of UTK)
- Gross Rail Load must be equal to the Load Limit plus the Tare Weight

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:

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

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

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:

$$\begin{aligned}
 &8 \text{ ea. E-6" x 11" journal axles X } 55,000 \text{ lbs. per axle} = 440,000 \text{ lbs.} \\
 &+ 12 \text{ ea. F-6 1/2" x 12" journal axles X } 65,750 \text{ lbs. per axle} = 789,000 \text{ lbs.} \\
 &\text{Gross Rail Load} = 1,229,000 \text{ lbs.}
 \end{aligned}$$

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:

$$\begin{aligned}
 &4 \text{ ea. E-6" x 11" journal axles X } 55,000 \text{ lbs. per axle} = 220,000 \text{ lbs.} \\
 &+ 8 \text{ ea. G-7" x 12" journal axles X } 78,750 \text{ lbs. per axle} = 630,000 \text{ lbs.} \\
 &\text{Gross Rail Load} = 850,000 \text{ lbs.}
 \end{aligned}$$

Tare Weight

A259

The equipment weight on rail when empty

Range of Values for A259

Minimum	Maximum
600	31000

Validation Rule for A259

- Container Tare Weight must not exceed 19,000 lbs. for Containers other than Tanks (Equipment Descriptor other than UTK)
- Container Tare Weight cannot be greater than 19000 lbs. for all Containers other than Tanks (Equipment Descriptor - not UTK)
- Container Tare Weight cannot be less than 1,000 lbs. for Tank Containers (Equipment Descriptor of UTK)
- Container Tare Weight cannot be greater than 31000 lbs. for Tank Containers (Equipment Descriptor - UTK)
- Container Gross Weight cannot be greater than 92500 lbs. for Tank Containers (Equipment Descriptor - UTK)
- Container Refrigeration Unit Fuel Capacity cannot be greater than 1500 gallons for Mechanical Refrigerator Containers (Equipment Descriptor UBR)
- Container Gallonage Capacity is only applicable to Tanks
- Container Gallonage Capacity is only applicable to Tanks

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
- Please refer to Appendix P for more information on the Identical Tare Weight Batch Process

Load Limit

LDLT

The maximum permissible weight of the commodity that can be loaded into the equipment

Range of Values for LDLT

Minimum	Maximum
0	70000

Data Specification Manual

Cubic Feet Capacity A067	
The cubic feet of the equipment	

Range of Values for A067

Minimum	Maximum
200	4500

Validation Rule for A067

- Container Cubic Feet Capacity is not applicable to Tanks and Flats (Equipment Descriptor UFB or UTK)

Gallage Capacity A297	
The number of gallons the equipment will hold	

Range of Values for A297

Minimum	Maximum
1500	9000

Dimension

Outside Length Mandatory OSLG	
The outside length of the equipment ● ▲	

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

Range of Values for OSLG

Minimum	Maximum
5 ft 11 inches	57 ft 0 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 ● ▲	

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

Range of Values for A186

Minimum	Maximum
4 ft 6 inches	8 ft 7 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	
The outside extreme height of the equipment ● ▲	

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

Range of Values for A185

Minimum	Maximum
1 ft 0 inches	13 ft 6 inches

Validation Rule for A185

- Container Outside Extreme Height for Tank Containers (Equipment Descriptor of UTK) must be greater than or equal 4 feet
- Container Outside Extreme Height for Tank Containers (Equipment Descriptor of UTK) must be less than or equal 8 feet 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"

Outside Height Extr Width Mandatory A187	
The outside height extreme width of the equipment ●	

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

Range of Values for A187

Minimum	Maximum
0 ft 8 inches	13 ft 6 inches

Validation Rule for A187

- Outside Height of Extreme Width must be less than or equal to Outside Extreme Height

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 A135	
The length of the equipment inside walls - or - inside platform length	

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

Range of Values for A135

Minimum	Maximum
5 ft 0 inches	53 ft 0 inches

Validation Rule for A135

- Inside Length must not be greater than Outside Length
- Inside Length/Inside Platform Length must be less than or equal to Outside Length
- Is not applicable to Inside Length/Inside Platform Length for Trailer/Container - Bulk Hopper, Tank or Flat (Mechanical Designation of UH, or UTK)

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 width of the equipment inside walls - or - inside platform width	

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

Range of Values for A138

Minimum	Maximum
4 ft 0 inches	8 ft 4 inches

Validation Rule for A138

- Inside Width/Inside Platform Width must not exceed Outside Extreme Width
- Inside Width/Inside Platform Width is not applicable to Trailer/Container - Tank or Flat (Mechanical Designation of UTK)

NOTES:

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

Inside Height A133	
The height of the equipment from the floor to the inside roof - or - from the rail to the platform inside height	

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

Range of Values for A133

Minimum	Maximum
1 ft 0 inches	12 ft 6 inches

Validation Rule for A133

- Container Inside Height is only applicable to Containers with Equipment Descriptor other than UFB, UTK, UOT, or UH
- Inside Height must not exceed Outside Height

NOTES:

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

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	12 ft 6 inches

Validation Rule for B149

- Container Platform Deck Height is only applicable to Flat Rack/Flat Bed Containers (Equipment Descriptor of UFB)

CONT Gooseneck Width B051	
For CONT only. The measurement of the width of the container gooseneck tunnel where the gooseneck from the Chassis is inserted. This centers the container to the gooseneck chassis for a more secured transport.-New	

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

Data Specification Manual

Door

End Door Type

A081

End Door Type

Permissible Values for A081

- 1 Hinged 2 Overhead/Rollup
3 Other

Validation Rule for A081

-Container End Door Type is not applicable to Bulk Hoppers, Tanks, and Flats (Equipment Descriptor UH, UFB, or UTK)

End Door Width

A082

The width of the end door in inches

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

Range of Values for A082

Minimum	Maximum
3 ft 0 inches	8 ft 4 inches

Validation Rule for A082

- End Door Width must not be reported if Trailer/Container End Door Type is not reported
- End Door Width requires End Door Type of Trailer/Container with other than 0
- End Door Width is not applicable to Trailer/Container - Bulk Hopper, Tank or Flat (Mechanical Designation of UH, UFB, UTK, ZBH, ZTK, or ZFB)

NOTES:

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

End Door Height

A080

The height of the end door in inches

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

Range of Values for A080

Minimum	Maximum
5 ft 0 inches	12 ft 6 inches

Validation Rule for A080

- 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
- End Door Height must not be reported if Trailer/Container End Door Type is not reported
- End Door Height must be reported if End Door Type of Trailer/Container is reported
- End Door Height is not applicable to a Trailer/Container - Bulk Hopper, Tank or Flat (Mechanical Designation of UH, UFB, UTK, ZBH, ZTK, or ZFB)

NOTES:

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

Specification

Corner Casting

A053

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 on this container. 0-Not Stackable; 1-8 Stackable-New

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-Pultruded Composite for Equipment Designators of ZVE, ZV, or UB

Frame Type-Center Loading

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)

Wide Top Picker Frame

B248

Fitting Code WT

Permissible Values for B248

- Y Yes

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

Forward Extension

A106

Forward Extension

Value does not carry forward for Single Clone.

Range of Values for A106

Minimum	Maximum
18	60

Validation Rule for A106

- 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

- Y Yes

AEI High Temperature Tag

B006

Indicates the equipment requires a AEI high temperature tag

Permissible Values for B006

- Y High Temperature Tag Required

Data Specification Manual

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
JNS	JINDO SEOUL
NACA	National Alabama Corporation
SING	Singamas
SU	STOUGHTON
UNKN	Unknown
Validation Rule for A035	
-Equipment built or rebuilt on or after July 1, 2010 cannot have a Builder Code of Unknown.	
-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 - B030.	

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
KR	South Korea	MX	Mexico
SG	Singapore	US	United States

Rebuilt Country	B170		
The country where the equipment was re-constructed			
Permissible Values for B170			
CA	Canada	CN	China
KR	South Korea	MX	Mexico
SG	Singapore	US	United States

Refrig Emission Code	B345		
California State Emission standards (regulation) for refrigeration(ed) units			
Value does not carry forward for Single Clone / Multi Clone.			
Permissible Values for B345			
N	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)
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)	
NOTES:	
• If Mechanical Designation (UMMD) is FBC and Floor material is 22 (Steel w/Risers), Steel Riser Equipped (B200) is not reportable	

Floor Anchor Builder	B335
Floor Anchor Builder	
Permissible 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
FGRW	FRTGRW
FM	Fairbanks Morse
FMC	FMC Corporation

Data Specification Manual

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	Georgetown Rail Equipment Company
GROV	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	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	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
MRCO	Millennium Railcar, Dome Division
MRNE	Marine Industries
NACC	North American Car
NIPP	Nippon-Sharyo
NRE	National Railway Equipment
NSC	National Steel Car
OB	Osgood Bradley Car Company
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	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	Thrall Car Service Parts
THR4	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 Anchor Count	B336
Floor Anchor Count	

Floor Anchor Loc Spacing	B337
Floor Anchor Location Spacing	

Floor Load Rating	B338
Floor Load Rating	

Floor Load PSI	B339
Floor Load PSI	

Floor Drain Equipped	B095
Indicates the equipment floor has a drain	

Permissible Values for B095

Y Yes

Lining Material	A158
Describes the type of construction material used in the lining of equipment	

Permissible Values for A158

03	Cement
07	Composite Wood and Steel
08	Fiberglass
10	Glass
11	Kanigen
12	Metal Clad
13	Metal Spray Type
16	Rubber
17	Sheet Metal
26	Synthetic
28	Unlined
29	Vinyl
30	Wood

Data Specification Manual

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

Center Belt Rail Flr Rest	B041
Fitting Code - CR	

Permissible Values for B041

Y Yes

Validation Rule for B041

-Container Center Belt Rail Floor Restraining Device can only be reported for General Service Dry Box Containers (Equipment Descriptor of UB or UBE)

Vent Openings	B222
Indicates the equipment has vent openings	

Permissible Values for B222

Y Yes

Insulation Coverage	B112
Fitting Codes - FI, PI	

Permissible Values for B112

F Full

Validation Rule for B112

-Container Insulation Coverage is only applicable to Insulated Containers (Equipment Descriptor of UBI)

Controlled Atmosphere Typ	A056
Type Of Controlled Atmosphere	

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 Mechanical Refrigerator Containers (Equipment Descriptor of UBR)
-Controlled Atmosphere Type is only applicable to Refrigerator type Trailer/Containers

Refrigeration Fuel Type	A207
Type Of Protective Fuel	

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 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
P 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

C Carrier-Transicold
F Trane-Artic Traveler
M Other
P Polarstream
T Thermo-King
W Worthington-York

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
0	999999

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

Data Specification Manual

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	999999
Validation Rule for A150	
<ul style="list-style-type: none"> -Original Cost must be equal to the Ledger Value if there are no Additions & Betterments. -Ledger Value must equal the Original Cost plus the Additions & Betterments, if A&B has been reported. Otherwise Ledger Value should equal Original Cost. 	

Total A&B A003	
The sum total amount of all additions & betterments added or subtracted 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.	
Range of Values for A003	
Minimum	Maximum
0	99999999
NOTES:	
<ul style="list-style-type: none"> 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. <ul style="list-style-type: none"> 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 or 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 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
Validation Rule for A128	
<ul style="list-style-type: none"> -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 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.	

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, you must enter a value in all 4 fields.

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.

-Additions & Betterments Date Done cannot be earlier than Built Date.

-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

CONT Containers (metal, rubber, or combination metal/rubber)

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

-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.

CarManagement

Pool Number P001	
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	
User Reported Routing Instruction	

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 equipment	

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

NOTES:

- For further explanation reference Appendix E.

Data Specification Manual

Transportation Cond Code	TCDD
The AAR or FRA interchange restriction code	
System Generated Field. Used for Transportation Codes. This element is not eligible for Input.	
NOTES:	
<ul style="list-style-type: none"> For further explanation reference Appendix E. 	
Mechanical Restriction	TCME
Mechanical Restriction	
Used for Transportation Codes. Affects Rating.	
Permissible Values for TCME	
S Scrap	
X AAR Interchange Restriction	
NOTES:	
<ul style="list-style-type: none"> For further explanation reference Appendix D.1 	
Mech Restriction Reason	TCMR
Mechanical Restriction Reason	
Used for Transportation Codes.	
Permissible Values for TCMR	
X Restricted Due to Scrap or Early Warning	
Z Restricted Due to Umler Conflict (Not Valid for User Input)	
NOTES:	
<ul style="list-style-type: none"> 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 or Query. Does not Carry Forward.	
Validation Rule for EFDT	
-Effective Date cannot be set to more than 13 months in the future.	
NOTES:	
<ul style="list-style-type: none"> Effective Date will default to the 1st of the following month that equipment is registered 	
Inspection	
Inspection Date Done	DTDN
The date the inspection was completed	
Value does not carry forward for Single Clone / Multi Clone / Add Back.	
Inspection Due Date	INDD
The due date of the next inspection	
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	
Value does not carry forward for Single Clone / Multi Clone / Add Back.	

Inspection Reporter	REPT
The SCAC that reported the inspection	
Value does not carry forward for Single Clone / Multi Clone / Add Back.	
Location/SPLC	SPLC
The SPLC of the inspecting location	
Value does not carry forward for Single Clone / Multi Clone / Add Back.	
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 M Manual	

Trailers

General	228
Built Date (BLDT)	228
Conflict Status (B050)	230
Conflict Status Next Date (B062)	230
Date of Original Conflict (B063)	230
Delete Reason Code (B064)	230
Equipment Add Company (B083)	230
Equipment Add Date (B082)	229
Equipment Descriptor (B341)	228
Equipment Group (0002)	228
Equipment ID (0001)	228
Equipment Identification (EINN)	230
Equipment Type Code (UMET)	228
First Movement Date (USAT)	230
Last Update Date (B122)	229
Lessee (LESE)	228
Licensing State/Province (A154)	229
Maintenance Party (MNPT)	229
Mark Owner Category (B201)	229
Mechanical Designation (UMMD)	228
Next Conflict Status (B135)	230
Notice Indicator (B137)	230
Owner (UMOW)	228
Prior Equipment ID (PRID)	229
Rate Indicator (A070)	230
Rebuilt / ILS Date (RBDT)	228
Rebuilt Flag (RBFL)	228
Registration Reason (B174)	230
Restencil Program Ind (B177)	230
Status Change Date (USCT)	229
Status Change Reason (USCR)	229
Status Code (USCD)	228
Weight	231
Cubic Feet Capacity (A067)	231
Gallorage Capacity (A297)	231
Gross Rail Load/Weight (A266)	231
Load Limit (LDLT)	231
Tare Weight (A259)	231
Dimension	231
Deck Height Above Ground (B149)	232
Height Trailer @ Lift Pts (B107)	232
Inside Height (A133)	232
Inside Length (A135)	232
Inside Width (A138)	232
Outside Extreme Height (A185)	232
Outside Extreme Width (A186)	232
Outside Height Extr Width (A187)	232
Outside Length (OSLG)	231
Undercarriage Width (B217)	232
Door	232
End Door Height (A080)	233
End Door Type (A081)	232
End Door Width (A082)	232
Specification	233
AEI High Temperature Tag (B006)	233
Axle Count (A024)	233
Brake Type (A034)	233
Builder Lot Code (B030)	234
Built Country (B031)	234
Electrical Voltage System (A079)	233
Equipment Builder (A035)	234
Forward Extension (A106)	233
Insid Wdth Btwn TOFC Tire (B332)	233
King Pin Setting (A149)	233
Rebuilt Country (B170)	234
Refrig Emission Code (B345)	234
Remote Monitoring Device (B176)	233
Tire Size & Wheel Size (A261)	233
TRLR/CONT Body Material (A031)	233
Undercarriage Type (B216)	233
Feature	234
Belt Builder (B331)	236
Belt Rail Equipped (B024)	236
Bulkhead Type (B034)	235
Center Belt Rail Flr Rest (B041)	236
Controlled Atmosphere Typ (A056)	237
Floor Anchor Builder (B335)	234
Floor Anchor Count (B336)	235
Floor Anchor Loc Spacing (B337)	235
Floor Drain Equipped (B095)	235

Floor Load PSI (B339)	235
Floor Load Rating (B338)	235
Floor Material (A104)	234
Insulation Coverage (B112)	237
Lining Material (A158)	235
Refrigeration Fuel Type (A207)	237
Refrigeration Level (B172)	237
Refrigeration Unit Loc (A221)	237
Refrigerator Fuel Cap (A222)	237
Refrigerator System Bldr (A223)	237
Vent Openings (B222)	237
Cost	237
A&B Amount (A317)	238
A&B Date Done (A319)	238
A&B Pos/Neg Ind (A316)	238
A&B Type (A318)	238
Ind for Pos/Neg Total A&B (A128)	238
Ledger Value (A150)	238
Original Cost (A184)	237
Total A&B (A003)	238
CarManagement	238
Mech Restriction Reason (TCMR)	239
Mechanical Restriction (TCME)	239
Pool Number (P001)	238
Transportation Cond Code (TCCD)	239
Umler Transportation Code (TCOD)	238
User Routing Instructions (TCUR)	238
Miscellaneous	239
Commercial Lessee CIF (B048)	239
Commercial Owner CIF (B049)	239
Umler Effective Date (EFDT)	239
Inspection	239
Air Brake Test Device (B523)	239
Inspection Date Done (DTDN)	239
Inspection Due Date (INDD)	239
Inspection Performer (PERF)	239
Inspection Reporter (REPT)	239
Location/SPLC (SPLC)	239

Data Specification Manual

General

Status Code *Mandatory*

USCD

Identifies the current operational state

Does not Carry Forward.

Permissible Values for USCD

A ACTIVE I INACTIVE

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
- Prior to deleting a car, the status should be set to Inactive

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. (ie. 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 for Transportation Codes.

Permissible Values for UMMD

Z Chassis/Trailer

Equipment Descriptor *Mandatory*

B341

Additional information about the type of equipment used in conjunction with the Mechanical Designation D Locomotive to generate the Equipment Type Code (ETC)

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, Output or Query.

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

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

Validation Rule for BLDT

- For Trailers, Containers and Chassis, the age of the equipment if not rebuilt cannot be in excess of 50 years from today
- Prior and target equipment's Built Date (BLDT) must match

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

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

Validation Rule for RBDT

- For Trailers, Containers and Chassis, the Built Date cannot be on or before 25 years before the Rebuilt Date
- For Trailers, Containers and Chassis, the Built Date cannot be on or after the Rebuilt Date

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

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

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 cars 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
- Lessee is not valid or 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.

Data Specification Manual

Maintenance Party MNPT The major reporting mark of the company responsible for the maintenance and repairs of the equipment Does not Carry Forward.	Status Change Date USCT Identifies the effective date of the current operational state System Generated Field. This element is not eligible for Input or Query. Does not Carry Forward.
Mark Owner Category B201 The company that own 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.	Licensing State/Province A154 Licensing State / Province Permissible Values for A154
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	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 Zaragoza 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 MS US-Mississippi MT US-Montana MX Mexico-Other NA Mexico-Nayarit NB Canada-New Brunswick NC US-North Carolina ND US-North Dakota NE US-Nebraska NF Canada-Newfoundland NH US-New Hampshire NJ US-New Jersey NL Mexico-Nuevo Leon NM US-New Mexico NS Canada-Nova Scotia
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 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 not Carry 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.	

NT	Canada-Northwest Territories
NU	Canada-Nunavut
NV	US-Nevada
NW	Northwest Territory
NY	US-New York
OA	Mexico-Oaxaca
OH	US-Ohio
OK	US-Oklahoma
ON	Canada-Ontario
OR	US-Oregon
PA	US-Pennsylvania
PE	Canada-Prince Edward Island
PQ	Canada-Quebec
PR	US-Puerto Rico
PU	Mexico-Puebla
QA	Mexico-Querataro
QR	Mexico-Quintana Roo
RI	US-Rhode Island
SC	US-South Carolina
SD	US-South Dakota
SI	Mexico-Sinaloa
SK	Canada-Saskatchewan
SL	Mexico-San Luis Potosi
SO	Mexico-Sonora
TA	Mexico-Tabasco
TL	Mexico-Tlaxcala
TM	Mexico-Tamaulipas
TN	US-Tennessee
TX	US-Texas
UT	US-Utah
VA	US-Virginia
VI	US-Virgin Islands
VL	Mexico-Veracruz-Llave
VT	US-Vermont
WA	US-Washington
WI	US-Wisconsin
WV	US-West Virginia
WY	US-Wyoming
XX	Exception (Intl. TOFC/COFC or No License)
YC	Mexico-Yucatan
YK	Canada-Yukon
YT	Canada-Yukon
ZT	Mexico-Zacatecas

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.

Conflict Status B050

Identifies the escalation level of an equipment in active conflict

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

Permissible Values for B050

- Subject to Zero-Rating
- Subject to Restricted in Interchange
- 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, 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, Output or Query. Value does not carry forward for Add Back.

Permissible Values for B135

- Subject to Zero-Rating
- Subject to Restricted in Interchange
- Subject to Deletion

Notice Indicator B137

Identifies equipment in error in Umler Notice Management

System Generated Field. This element is not eligible for Input, Output or Query.

Conflict Status Next Date B062

The date the conflict status will be escalated

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

- Zero-Rated Due to Conflict Errors
- Units subject to special lease arrangement
- Zero-Rated - Scrap (S,SX), AAR Overage (XA), FRA Overage (YA), Umler Conflict - CHR 1/Tariff 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 or Query. 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

Data Specification Manual

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

A266

The maximum weight on rail of the equipment and the load

Range of Values for A266

Minimum	Maximum
4900	98000

Validation Rule for A266-Gross Rail Load must be equal to the Load Limit plus the Tare Weight

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:

- 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 example:

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:

$$\begin{aligned}
 &8 \text{ ea. E-6" x 11" journal axles X } 55,000 \text{ lbs. per axle} = 440,000 \text{ lbs.} \\
 &+12 \text{ ea. F-6 1/2" x 12" journal axles X } 65,750 \text{ lbs. per axle} = 789,000 \text{ lbs.} \\
 &\text{Gross Rail Load} = 1,229,000 \text{ lbs.}
 \end{aligned}$$

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:

$$\begin{aligned}
 &4 \text{ ea. E-6" x 11" journal axles X } 55,000 \text{ lbs. per axle} = 220,000 \text{ lbs.} \\
 &+ 8 \text{ ea. G-7" x 12" journal axles X } 78,750 \text{ lbs. per axle} = 630,000 \text{ lbs.} \\
 &\text{Gross Rail Load} = 850,000 \text{ lbs.}
 \end{aligned}$$

Tare Weight

A259

The equipment weight on rail when empty

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

Load Limit

LDLT

The maximum permissible weight of the commodity that can be loaded into the equipment

Range of Values for LDLT

Minimum	Maximum
0	70000

Cubic Feet Capacity

A067

The cubic feet 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)

Gallonge Capacity

A297

The number of gallons the equipment will hold

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

Range of Values for A297

Minimum	Maximum
4000	12000

Dimension

Outside Length Mandatory

OSLG

The outside length of the equipment

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

Data Specification Manual

Range of Values for OSLG

Minimum	Maximum
15 ft 7 inches	57 ft 0 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

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

Range of Values for A186

Minimum	Maximum
7 ft 3 inches	8 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"

Outside Extreme Height *Mandatory*

A185

The outside extreme height of the equipment

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

Range of Values for A185

Minimum	Maximum
4 ft 3 inches	14 ft 0 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 Height Extr Width *Mandatory*

A187

The outside height extreme width of the equipment

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

Range of Values for A187

Minimum	Maximum
1 ft 0 inches	14 ft 0 inches

Validation Rule for A187

- Outside Height of Extreme Width must be less than or equal to Outside Extreme Height

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"

Undercarriage Width

B217

Undercarriage Width

Used in ETC Generation.

Permissible Values for B217

102 102 inches 96 96 inches

Validation Rule for B217

- Undercarriage Width must be set if Undercarriage Type is set

Inside Length

A135

The length of the equipment inside walls - or - inside platform length

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

Validation Rule for A135

- Inside Length must not be greater than Outside Length
- Inside Length/Inside Platform Length must be less than or equal to Outside Length
- Is not applicable to Inside Length/Inside Platform Length for Trailer/Container - Bulk Hopper, Tank or Flat (Mechanical Designation of UH, or UTK)

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 width of the equipment inside walls - or - inside platform width

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

Range of Values for A138

Minimum	Maximum
7 ft 0 inches	8 ft 4 inches

Validation Rule for A138

- Inside Width/Inside Platform Width must not exceed Outside Extreme Width
- Inside Width/Inside Platform Width is not applicable to Trailer/Container - Tank or Flat (Mechanical Designation of UTK)

Inside Height

A133

The height of the equipment from the floor to the inside roof - or - from the rail to the platform inside height

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

Range of Values for A133

Minimum	Maximum
1 ft 0 inches	11 ft 1 inches

Validation Rule for A133

- Trailer Inside Height cannot be set for Flat Bed Trailers (Equipment Descriptors ZFB)
- Inside Height must not exceed Outside Height

NOTES:

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

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

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

Door

End Door Type

A081

End Door Type

Permissible Values for A081

1 Hinged 2 Overhead/Rollup
3 Other

Validation Rule for A081

- Trailer End Door Type is not applicable to Flat Bed Trailers (Equipment Descriptor - VFB)

End Door Width

A082

The width of the end door in inches

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

Range of Values for A082

Minimum	Maximum
4 ft 0 inches	8 ft 4 inches

Validation Rule for A082

- End Door Width must not be reported if Trailer/Container End Door Type is not reported
- End Door Width requires End Door Type of Trailer/Container with other than 0

Data Specification Manual

-End Door Width is not applicable to Trailer/Container - Bulk Hopper, Tank or Flat (Mechanical Designation of UH, UFB, UTK, ZBH, ZTK, or ZFB)

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	A080
The height of the end door in inches	

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

Range of Values for A080

Minimum	Maximum
4 ft 0 inches	10 ft 6 inches

Validation Rule for A080

- 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
- End Door Height must not be reported if Trailer/Container End Door Type is not reported
- End Door Height must be reported if End Door Type of Trailer/Container is reported
- End Door Height is not applicable to a Trailer/Container - Bulk Hopper, Tank or Flat (Mechanical Designation of UH, UFB, UTK, ZBH, ZTK, or ZFB)

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.

Specification

Undercarriage Type	B216
Undercarriage Type	▲

Used in ETC Generation.

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

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-Pultruded 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	A149
King Pin Setting	

Permissible Values for A149

18 18 Inches
28 28 inches
30 30 inches
32 32 inches
36 36 inches (standard)
42 42 inches

Forward Extension	A106
Forward Extension	

Range of Values for A106

Minimum	Maximum
18	60

Validation Rule for A106

- Forward Extension is required for nose mounted refrigeration with Refrigeration Unit Location of Code N

Brake Type	A034
Brake System	

Permissible Values for A034

A Air E Electric V Vacuum

Axle Count	A024
The total axles on the equipment	

Range of Values for A024

Minimum	Maximum
2	999

Validation Rule for A024

- Axle Count must be greater than or equal to 4 for all equipment except CHSS, TRLR, CONT, EOTD, STWH, or LOCO
- Axle Count for an articulated car must be greater than or equal to ((Connected Unit Count x 2) + 2)
- Axle Count for a draw bar connected car must be greater than or equal to (Connected Unit Count x 4)

Tire Size & Wheel Size	A261
Tire Size & Wheel Size	

Range of Values for A261

Minimum	Maximum
7351400	12002500

Insid Wdth Btwn TOFC Tire	B332
Inside Width Between Trailer Tires	

Remote Monitoring Device	B176
Indicates the equipment is equipped with a location monitoring device	

Permissible Values for B176

Y Yes

AEI High Temperature Tag	B006
Indicates the equipment requires a AEI high temperature tag	

Permissible Values for B006

Y High Temperature Tag Required

Data Specification Manual

Equipment Builder	A035
Identifies the original manufacturer of the equipment	

Permissible Values for A035

HPA	HPA Monon Corporation
NACA	National Alabama Corporation
UNKN	Unknown
WABN	Wabash National

Validation Rule for A035

- Equipment built or rebuilt on or after July 1, 2010 cannot have a Builder Code of Unknown.
- 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 - B030.

Built Country	B031
The country where the equipment was constructed	

Data is Confidential.

Permissible Values for B031

CA	Canada	MX	Mexico
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		

Refrig Emission Code	B345
California State Emission standards (regulation) for refrigeration(ed) units	

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

Permissible Values for B345

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

NOTES:

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

Floor Anchor Builder	B335
Floor Anchor Builder	

Permissible 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
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 Alstom
GENS	General Steel
GLOB	Global Lot
GMB	Greenbrier
GMDD	General Motors Diesel Division
GREX	Georgetown Rail Equipment Company

Data Specification Manual

GROV	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	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	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
MRCO	Millennium Railcar, Dome Division
MRNE	Marine Industries
NACC	North American Car
NIPP	Nippon-Sharyo
NRE	National Railway Equipment
NSC	National Steel Car
OB	Osgood Bradley Car Company
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	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	Thrall Car Service Parts
THR4	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 Anchor Count	B336
Floor Anchor Count	

Floor Anchor Loc Spacing	B337
Floor Anchor Location Spacing	

Floor Load Rating	B338
Floor Load Rating	

Floor Load PSI	B339
Floor Load PSI	

Floor Drain Equipped	B095
Indicates the equipment floor has a drain	

Permissible Values for B095

Y Yes

Lining Material	A158
Describes the type of construction material used in the lining of equipment	

Permissible Values for A158

03	Cement
07	Composite Wood and Steel
08	Fiberglass
10	Glass
11	Kanigen
12	Metal Clad
13	Metal Spray Type
16	Rubber
17	Sheet Metal
26	Synthetic
28	Unlined
29	Vinyl
30	Wood

Validation Rule for A158

-Lining Material cannot be set for Flat bed trailers (Equipment Descriptor - VFB)

Bulkhead Type	B034
Identifies the type of bulkhead attached to the equipment	

Permissible Values for B034

F Fixed I Inflatable M Moveable

Data Specification Manual

Belt Rail Equipped	B024
Indicates the equipment is belt rail equipped	

Permissible Values for B024

Y Yes

Center Belt Rail Flr Rest	B041
Fitting Code - CR	

Permissible Values for B041

Y Yes

Validation Rule for B041

-Trailer Center Belt Rail Floor Restraining Device can only be set for General Service Van Trailer (Equipment Descriptor - ZV or ZVE)

Belt Builder	B331
Belt Builder	

Permissible Values for B331

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
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	Georgetown Rail Equipment Company
GROV	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	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	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
MRCO	Millennium Railcar, Dome Division
MRNE	Marine Industries
NACC	North American Car
NIPP	Nippon-Sharyo
NRE	National Railway Equipment
NSC	National Steel Car
OB	Osgood Bradley Car Company
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	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	Thrall Car Service Parts
THR4	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

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

I	Interior Mounting
N	Nose or Front Mounting
P	Pod Mounting
S	Side Mounting
U	Under of Belly Mounting

Validation Rule for A221

- Trailer Refrigeration Unit Location can only be set for Refrigerator Trailers (Equipment Descriptor - ZVR)
- 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	250

Refrigerator System Bldr	A223
Refrigerator System Manufacturer	

Permissible Values for A223

C	Carrier-Transcold
F	Trane-Artic Traveler
M	Other
P	Polarstream
T	Thermo-King
W	Worthington-York

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
0	999999

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.

Vent Openings	B222
Indicates the equipment has vent openings	

Permissible Values for B222

Y	Yes
---	-----

Insulation Coverage	B112
Fitting Codes - FI, PI	

Permissible Values for B112

F	Full
---	------

Validation Rule for B112

- Trailer Insulation Coverage can only be set for Insulated Trailers (Equipment Descriptor - ZVI)

Controlled Atmosphere Typ	A056
Type Of Controlled Atmosphere	

Permissible Values for A056

N	Nitrogen Blanket	O	Oxytrol
T	Tectrol	U	Other Type System

Validation Rule for A056

- Trailer Controlled Atmosphere Type can only be set for Refrigerator Trailers (Equipment Descriptor - ZVR)
- Controlled Atmosphere Type is only applicable to Refrigerator type Trailer/Containers

Refrigeration Fuel Type	A207
Type Of Protective Fuel	

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 is supplied

Data Specification Manual

- 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 & betterments	
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 plus the Additions & Betterments, if A&B has been reported. Otherwise Ledger Value should equal Original Cost.	

Total A&B A003	
The sum total amount of all additions & betterments added or subtracted 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.	
Range of Values for A003	
Minimum	Maximum
0	99999999
NOTES:	
<ul style="list-style-type: none"> • 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. <ul style="list-style-type: none"> 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. 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 or 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 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	
Validation Rule for A128	
-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 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.	

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, you must enter a value in all 4 fields.	

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.	
-Additions & Betterments Date Done cannot be earlier than Built Date.	
-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	
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	
-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.	

CarManagement

Pool Number P001	
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	
User Reported Routing Instruction	
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 equipment	
System Generated Field. Used for Transportation Codes. This element is not eligible for Input.	
NOTES:	
<ul style="list-style-type: none"> • For further explanation reference Appendix E. 	

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.

NOTES:

- For further explanation reference Appendix E.

Mechanical Restriction	TCME
Mechanical Restriction	

Used for Transportation Codes.

Permissible Values for TCME

S Scrap
X AAR Interchange Restriction

NOTES:

- For further explanation reference Appendix D.1

Mech Restriction Reason	TCMR
Mechanical Restriction Reason	

Used for Transportation Codes.

Permissible Values for TCMR

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

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 or 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

Inspection Date Done	DTDN
The date the inspection was completed	

Value does not carry forward for Single Clone / Multi Clone / Add Back.

Inspection Due Date	INDD
The due date of the next inspection	

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	

Value does not carry forward for Single Clone / Multi Clone / Add Back.

Inspection Reporter	REPT
The SCAC that reported the inspection	

Value does not carry forward for Single Clone / Multi Clone / Add Back.

Location/SPLC	SPLC
The SPLC of the inspecting location	

Value does not carry forward for Single Clone / Multi Clone / Add Back.

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 M Manual

Chassis

General	241
Built Date (BLDT)	241
Conflict Status (B050)	243
Conflict Status Next Date (B062)	243
Date of Original Conflict (B063)	243
Delete Reason Code (B064)	243
Equipment Add Company (B083)	243
Equipment Add Date (B082)	242
Equipment Descriptor (B341)	241
Equipment Group (0002)	241
Equipment ID (0001)	241
Equipment Identification (EINN)	243
Equipment Type Code (UMET)	241
First Movement Date (USAT)	243
Last Update Date (B122)	242
Lessee (LESE)	241
Licensing State/Province (A154)	242
Maintenance Party (MNPT)	241
Mark Owner Category (B201)	242
Mechanical Designation (UMMD)	241
Next Conflict Status (B135)	243
Notice Indicator (B137)	243
Owner (UMOW)	241
Prior Equipment ID (PRID)	242
Rate Indicator (A070)	243
Rebuilt / ILS Date (RBDT)	241
Rebuilt Flag (RBFL)	241
Registration Reason (B174)	243
Restencil Program Ind (B177)	243
Status Change Date (USCT)	242
Status Change Reason (USCR)	242
Status Code (USCD)	241
Weight	243
Gross Rail Load/Weight (A266)	243
Load Limit (LDLT)	244
Tare Weight (A259)	244
Dimension	244
Outside Extreme Height (A185)	244
Outside Extreme Width (A186)	244
Outside Height Extr Width (A187)	244
Outside Length (OSLG)	244
Undercarriage Width (B217)	244
Specification	244
Axle Count (A024)	245
Brake Type (A034)	245
Builder Lot Code (B030)	246
Built Country (B031)	246
Chassis Loading Combo (B404)	245
Equipment Builder (A035)	245
Extendable CHSS Leng Rnge (B307)	245
Forward Extension (A106)	245
King Pin Setting (A149)	245
Rebuilt Country (B170)	246
Remote Monitoring Device (B176)	245
Tire Size & Wheel Size (A261)	245
Undercarriage Type (B216)	244
Feature	246
Vertical CHSS Storage (B340)	246
Cost	247
A&B Amount (A317)	247
A&B Date Done (A319)	247
A&B Pos/Neg Ind (A316)	247
A&B Type (A318)	247
Ind for Pos/Neg Total A&B (A128)	247
Ledger Value (A150)	247
Original Cost (A184)	247
Total A&B (A003)	247
CarManagement	247
Mech Restriction Reason (TCMR)	248
Mechanical Restriction (TCME)	248
Pool Number (P001)	247
Transportation Cond Code (TCCD)	248
Umler Transportation Code (TCOD)	248
User Routing Instructions (TCUR)	248
Miscellaneous	248
Commercial Lessee CIF (B048)	248
Commercial Owner CIF (B049)	248
Umler Effective Date (EFDT)	248

Inspection	248
Inspection Date Done (DTDN)	248
Inspection Due Date (INDD)	248
Inspection Performer (PERF)	248
Inspection Reporter (REPT)	248
Location/SPLC (SPLC)	248

Data Specification Manual

General

Status Code *Mandatory*

USCD

Identifies the current operational state

Does not Carry Forward.

Permissible Values for USCD

A ACTIVE I INACTIVE
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
- Prior to deleting a car, the status should be set to Inactive

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. (ie. 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 for Transportation Codes.

Permissible Values for UMMD

Z Chassis/Trailer

Equipment Descriptor *Mandatory*

B341

Additional information about the type of equipment used in conjunction with the Mechanical Designation D Locomotive to generate the Equipment Type Code (ETC)

Value does not carry forward for Equipment Group Change.

Permissible Values for B341

ZC Straight Chassis
ZCC Combo Chassis
ZCE Extendible Chassis
ZCG Gooseneck Chassis
ZCT Tri-Purpose Chassis

Validation Rule for B341

-Equipment Designator does not agree with the CHSS 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, Output or Query.

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

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

Validation Rule for BLDT

- For Trailers, Containers and Chassis, the age of the equipment if not rebuilt cannot be in excess of 50 years from today
- Prior and target equipment's Built Date (BLDT) must match

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

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

Validation Rule for RBDT

- For Trailers, Containers and Chassis, the Built Date cannot be on or before 25 years before the Rebuilt Date
- For Trailers, Containers and Chassis, the Built Date cannot be on or after the Rebuilt Date

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

RBFL

Identifies the equipment is nearing its end of life cycle

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

Permissible Values for RBFL

N No Y 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 cars 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

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 is not valid or 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 major reporting mark of the company responsible for the maintenance and repairs of the equipment

Does not Carry Forward.

Data Specification Manual

Mark Owner Category	B201
The company that own 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 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

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 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 not Carry 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	USCT
Identifies the effective date of the current operational state	

System Generated Field. This element is not eligible for Input or Query. Does not Carry Forward.

Licensing State/Province	A154
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 Zaragoza
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
MS	US-Mississippi
MT	US-Montana
MX	Mexico-Other
NA	Mexico-Nayarit
NB	Canada-New Brunswick
NC	US-North Carolina
ND	US-North Dakota
NE	US-Nebraska
NF	Canada-Newfoundland
NH	US-New Hampshire
NJ	US-New Jersey
NL	Mexico-Nuevo Leon
NM	US-New Mexico
NS	Canada-Nova Scotia
NT	Canada-Northwest Territories
NU	Canada-Nunavut
NV	US-Nevada
NW	Northwest Territory
NY	US-New York
OA	Mexico-Oaxaca
OH	US-Ohio
OK	US-Oklahoma
ON	Canada-Ontario
OR	US-Oregon
PA	US-Pennsylvania
PE	Canada-Prince Edward Island
PQ	Canada-Quebec
PR	US-Puerto Rico
PU	Mexico-Puebla
QA	Mexico-Querataro
QR	Mexico-Quintana Roo
RI	US-Rhode Island
SC	US-South Carolina
SD	US-South Dakota
SI	Mexico-Sinaloa
SK	Canada-Saskatchewan
SL	Mexico-San Luis Potosi
SO	Mexico-Sonora
TA	Mexico-Tabasco
TL	Mexico-Tlaxcala
TM	Mexico-Tamaulipas
TN	US-Tennessee
TX	US-Texas
UT	US-Utah

Data Specification Manual

VA	US-Virginia
VI	US-Virgin Islands
VL	Mexico-Veracruz-Llave
VT	US-Vermont
WA	US-Washington
WI	US-Wisconsin
WV	US-West Virginia
WY	US-Wyoming
XX	Exception (Intl. TOFC/COFC or No License)
YC	Mexico-Yucatan
YK	Canada-Yukon
YT	Canada-Yukon
ZT	Mexico-Zacatecas

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.

Conflict Status	B050
-----------------	------

Identifies the escalation level of an equipment in active conflict
--

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

Permissible Values for B050

- Subject to Zero-Rating
- Subject to Restricted in Interchange
- 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, 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, Output or Query. Value does not carry forward for Add Back.

Permissible Values for B135

- Subject to Zero-Rating
- Subject to Restricted in Interchange
- Subject to Deletion

Notice Indicator	B137
------------------	------

Identifies equipment in error in Umler Notice Management
--

System Generated Field. This element is not eligible for Input, Output or Query.

Conflict Status Next Date	B062
---------------------------	------

The date the conflict status will be escalated
--

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

- Zero-Rated Due to Conflict Errors
- Units subject to special lease arrangement
- Zero-Rated - Scrap (S_,SX), AAR Overage (XA), FRA Overage (YA), Umler Conflict - CHR 1/Tariff 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 or Query. 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 |

Weight

Gross Rail Load/Weight	A266
------------------------	------

The maximum weight on rail of the equipment and the load
--

Range of Values for A266

Minimum	Maximum
4300	105500

Validation Rule for A266

-Gross Rail Load must be equal to the Load Limit plus the Tare Weight

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.

Data Specification Manual

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:

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

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

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:

$$\begin{aligned}
 &8 \text{ ea. E-6" x 11" journal axles X } 55,000 \text{ lbs. per axle} = 440,000 \text{ lbs.} \\
 &+ 12 \text{ ea. F-6 1/2" x 12" journal axles X } 65,750 \text{ lbs. per axle} = 789,000 \text{ lbs.} \\
 &\text{Gross Rail Load} = 1,229,000 \text{ lbs.}
 \end{aligned}$$

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:

$$\begin{aligned}
 &4 \text{ ea. E-6" x 11" journal axles X } 55,000 \text{ lbs. per axle} = 220,000 \text{ lbs.} \\
 &+ 8 \text{ ea. G-7" x 12" journal axles X } 78,750 \text{ lbs. per axle} = 630,000 \text{ lbs.} \\
 &\text{Gross Rail Load} = 850,000 \text{ lbs.}
 \end{aligned}$$

Tare Weight**A259**

The equipment weight on rail when empty

Range of Values for A259

Minimum	Maximum
3500	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

Load Limit**LDLT**

The maximum permissible weight of the commodity that can be loaded into the equipment

Range of Values for LDLT

Minimum	Maximum
0	91000

Dimension**Outside Length Mandatory****OSLG**

The outside length of the equipment

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

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

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

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

Range of Values for A186

Minimum	Maximum
7 ft 3 inches	8 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"

Outside Extreme Height Mandatory**A185**

The outside extreme height of the equipment

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

Range of Values for A185

Minimum	Maximum
2 ft 10 inches	4 ft 9 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 Height Extr Width**A187**

The outside height extreme width of the equipment

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

Range of Values for A187

Minimum	Maximum
2 ft 10 inches	4 ft 9 inches

Validation Rule for A187

-Outside Height of Extreme Width must be less than or equal to Outside Extreme Height

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"

Undercarriage Width**B217**

Undercarriage Width

Used in ETC Generation.

Permissible Values for B217

102 102 inches 96 96 inches

Validation Rule for B217

-Undercarriage Width must be set if Undercarriage Type is set

Specification**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

Data Specification Manual

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'
C	45' to 53'
D	48' to 53' (new - ETC Impact Make Effective 072010)
E	53' to 57' (new - ETC Impact Make Effective 072010)

Chassis Loading Combo	B404
New - ETC Generation Of 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
Forward Extension	
Range of Values for A106	
Minimum	Maximum
18	60

Brake Type	A034
Brake System	
Permissible Values for A034	
A	Air
E	Electric
V	Vacuum

Axle Count <i>Mandatory</i>	A024
The total axles on the equipment	● ●
Affects Rating.	
Range of Values for A024	
Minimum	Maximum
1	999
Validation Rule for A024	
-Axle Count must be greater than or equal to 4 for all equipment except CHSS, TRLR, CONT, EOTD, STWH, or LOCO	
-Axle Count for an articulated car must be greater than or equal to ((Connected Unit Count x 2) + 2)	
-Axle Count for a draw bar connected car must be greater than or equal to (Connected Unit Count x 4)	

Tire Size & Wheel Size	A261
Tire Size & Wheel Size	
Range of Values for A261	
Minimum	Maximum
7351400	12002500

Remote Monitoring Device	B176
Indicates the equipment is equipped with a location monitoring device	
Permissible Values for B176	
Y	Yes

Equipment Builder	A035
Identifies the original manufacturer of the equipment	
Permissible Values for A035	
2	GLENAYRE (DSL)

3	GLENAYRE
4	PULSE ELEC. INC.
5	WABTEC
6	HARMON
7	U.S. & S
8	NOT USED
9	NORFOLK SOUTHERN RWY
AB	AMF BEAIRD
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
B	BALDWIN-LIMA-HAMILTON
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
C	BALDWIN-LOCOMOTIVE CO.
CAN	Canadian Car
CE	CHESAPEAKE & OHIO
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
D	BOMBARDIER
DARB	Darby
DAV	Davenport Locomotive Company
DETR	Detroit Car Works
DIFC	Difco
DO	DORSEY
DSL	Davies Ship Building
E	CANADIAN GENERAL ELECTRIC
EASX	East Rail Car Division
EMAB	ElectroMotive Diesel - Asea Brown Bavari
EMC	ElectroMotive Corporation
EMD	ElectroMotive Diesel
ETIS	QUANTUM
EVAN	Evans Products
F	CANADIAN LOCOMOTIVE CO.
FCA	Freight Car America
FGRW	FRTGRW
FM	Fairbanks Morse
FMC	FMC Corporation
FRCE	Freight Car Engineering
FREU	Freuhauf Corporation
G	DAVENPORT LOCOMOTIVE CO.
GATX	General American Transportation Corp
GE	General Electric
GEC	GEC Alstom
GENS	General Steel
GJ	GUANGZHOU JINDO
GLOB	Global Lot
GMB	Greenbrier
GMDD	General Motors Diesel Division
GR	GREAT DANE
GREX	Georgetown Rail Equipment Company
GROV	Grove
GSC	Greenville Steel Car
GSWI	Gunderson Southwest Inc
GULF	Gulf Railcar

Data Specification Manual

GUN4	Gunderson - Trenton Works
GUND	Gunderson Inc
GUNM	Gunderson - Mexico
H	ELECTRO-MOTIVE DIVISION, GENERAL MOTORS CORP.
HA	HARGIS RAILCAR
HAMB	Hamburg Fab Shop
HARS	Harsco
HB	Haskell & Baker
HEIS	Heisler Locomotive Works
HIIX	Hamburg
HP	HPA MONON
HPA	HPA Monon Corporation
HST	Hawker Siddeley
HYUN	Hyundai
I	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	Jackson & Sharp
K	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	McDowell Wellman
MF	MECHTRON
MH	MURFREESBORO (BUTLER)
MILW	CMSTP & P Railroad
MK	Morrison-Knudson
MLW	Montreal Locomotive Works
MO	MONON
MRC	Millennium Railcar, Dome Division
MRNE	Marine Industries
N	GENERAL MOTORS-DIESEL DIV.
NACC	North American Car
NG	NORFOLK & WESTERN
NIPP	Nippon-Sharyo
NRE	National Railway Equipment
NSC	National Steel Car
O	J.G. BRILL CO.
OB	Osgood Bradley Car Company
OK	OSHKOSH
ORTN	Ortner
P	KRAUSS-MAFFEI, A.G.
PC	PINES
PCF	Pacific Car & Foundry
PCM	Pullman Car & Manufacturing
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
PSP	Pullman-Standard, Division of Trinity Industries
PT	Plasser & Theurer
Q	LIMA-HAMILTON
R	MORRISON-KNUDSEN
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)
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
TA	Transit America
TERX	Terex Corporation
THR	Thrall Car Service Parts
THR4	Thrall - Cartersville
THRL	Thrall
TLGA	Talgo America
TM	TRAILMOBILE
TRAN	Tranzrail
TRIN	Trinity
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

Validation Rule for A035

- Equipment built or rebuilt on or after July 1, 2010 cannot have a Builder Code of Unknown.
- 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 - B030.

Built Country**B031**

The country where the equipment was constructed

Data is Confidential.

Permissible Values for B031

CA	Canada	MX	Mexico
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		

Feature**Vertical CHSS Storage****B340**

Equipped For Vertical Chassis Storage

Permissible Values for B340

Y	Yes
---	-----

Data Specification Manual

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
0	999999

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

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	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 plus the Additions & Betterments, if A&B has been reported. Otherwise Ledger Value should equal Original Cost.

Total A&B

A003

The sum total amount of all additions & betterments added or subtracted 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.

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.
 - 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.
 - 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 or 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 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

Validation Rule for A128

- 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 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.

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, you must enter a value in all 4 fields.

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.
- Additions & Betterments Date Done cannot be earlier than Built Date.
- 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

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

- 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.

CarManagement

Pool Number

P001

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.

Data Specification Manual

User Routing Instructions	TCUR
User Reported Routing Instruction	
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:	
<ul style="list-style-type: none"> For further explanation reference Appendix E. 	
Umler 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.	
NOTES:	
<ul style="list-style-type: none"> For further explanation reference Appendix E. 	
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.	
NOTES:	
<ul style="list-style-type: none"> For further explanation reference Appendix E. 	
Mechanical Restriction	TCME
Mechanical Restriction	
Used for Transportation Codes.	
Permissible Values for TCME	
S Scrap	
X AAR Interchange Restriction	
NOTES:	
<ul style="list-style-type: none"> For further explanation reference Appendix D.1 	
Mech Restriction Reason	TCMR
Mechanical Restriction Reason	
Used for Transportation Codes.	
Permissible Values for TCMR	
X Restricted Due to Scrap or Early Warning	
Z Restricted Due to Umler Conflict (Not Valid for User Input)	
NOTES:	
<ul style="list-style-type: none"> 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 or Query. Does not Carry Forward.	
Validation Rule for EFDT	
-Effective Date cannot be set to more than 13 months in the future.	
NOTES:	
<ul style="list-style-type: none"> Effective Date will default to the 1st of the following month that equipment is registered 	

Inspection	
Inspection Date Done	DTDN
The date the inspection was completed	
Value does not carry forward for Single Clone / Multi Clone / Add Back.	
Inspection Due Date	INDD
The due date of the next inspection	
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	
Value does not carry forward for Single Clone / Multi Clone / Add Back.	
Inspection Reporter	REPT
The SCAC that reported the inspection	
Value does not carry forward for Single Clone / Multi Clone / Add Back.	
Location/SPLC	SPLC
The SPLC of the inspecting location	
Value does not carry forward for Single Clone / Multi Clone / Add Back.	

Customer Specific Group

General	250
Equipment ID (0001)	250
CSEG Field Q (GRFQ)	250
CSEG Field R (GRFR)	250
CSEG Field S (GRFS)	250
CSEG Field T (GRFT)	250
CSEG Field P (GRFP)	250
CSEG Field W (GRFW)	250
CSEG Field V (GRFV)	250
CSEG Field O (GRFO)	250
CSEG Field U (GRFU)	250
CSEG Field X (GRFX)	250
CSEG Field Z (GRFZ)	250
CSEG Group ID (GRID)	250
CSEG Field N (GRFN)	250
CSEG Field C (GRFC)	250
CSEG Group Name (GRNM)	250
CSEG Field Y (GRFY)	250
CSEG Field B (GRFB)	250
CSEG Field E (GRFE)	250
CSEG Field A (GRFA)	250
CSEG Field M (GRFM)	251
CSEG Field D (GRFD)	251
CSEG Field F (GRFF)	251
CSEG Field G (GRFG)	251
CSEG Field H (GRFH)	251
CSEG Field I (GRFI)	251
CSEG Field J (GRFJ)	251
CSEG Field K (GRFK)	251
CSEG Field L (GRFL)	251
CSEG Group Description (GRDS)	251
Pool Description (P002)	251
Pool Loading Location (P003)	251
Pool Loading State/Prov (P004)	251
Pool Reporter (P005)	251
Pool Type (P006)	251
Pool Maintenance Code (P007)	251
Extended Pool Description (P008)	251
Held Short Location (P009)	251
Held Short State/Prov (P010)	251
Pool Operator 1 (P011)	251
Pool Operator 2 (P012)	251
Pool Operator 3 (P013)	252
Pool Operator 4 (P014)	252

General

Equipment ID 0001

The equipment stenciled number

Value does not carry forward for Single Clone / Multi Clone / Single Restencil / Multi Restencil / Equipment Group Change / Add Back.

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. (ie. 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.

CSEG Field Q GRFQ

Company Specific Equipment Group Field Q

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 R GRFR

Company Specific Equipment Group Field R

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 S GRFS

Company Specific Equipment Group Field S

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 T GRFT

Company Specific Equipment Group Field T

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.

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.

CSEG Field O GRFO

Company Specific Equipment Group Field O

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 U GRFU

Company Specific Equipment Group Field U

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 X GRFX

Company Specific Equipment Group Field X

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 Z GRFZ

Company Specific Equipment Group Field Z

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 Group ID GRID

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.

CSEG Field N GRFN

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.

CSEG Field C GRFC

Company Specific Equipment Group 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.

CSEG Group Name GRNM

Company Specific Equipment Group Name

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 Y GRFY

Company Specific Equipment Group Field Y

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 B GRFB

Company Specific Equipment Group Field B

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 E GRFE

Company Specific Equipment Group Field E

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 A GRFA

Company Specific Equipment Group Field A

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.

Data Specification Manual

CSEG Field M	GRFM
Company Specific Equipment Group Field M	
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 D	GRFD
Company Specific Equipment Group Field D	
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 F	GRFF
Company Specific Equipment Group Field F	
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 G	GRFG
Company Specific Equipment Group Field G	
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 H	GRFH
Company Specific Equipment Group Field H	
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 I	GRFI
Company Specific Equipment Group Field I	
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 J	GRFJ
Company Specific Equipment Group Field J	
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 K	GRFK
Company Specific Equipment Group Field K	
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 L	GRFL
Company Specific Equipment Group Field L	
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 Group Description	GRDS
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.	
Pool Description <i>Mandatory</i>	P002
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.	

Pool Loading Location <i>Mandatory</i>	P003
Pool Loading Location	
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 Loading State/Prov <i>Mandatory</i>	P004
Pool Loading Location State/Province	
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 Reporter	P005
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.	
Pool Type <i>Mandatory</i>	P006
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.	
Permissible Values for P006	
C P	G T
J	N
	O
Pool Maintenance Code <i>Mandatory</i>	P007
Pool Maintenance Code	
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.	
Permissible Values for P007	
0 5	1 6
2	3
	4
Extended Pool Description	P008
Extended 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.	
Held Short Location	P009
Held Short Location	
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.	
Held Short State/Prov	P010
Held Short Location State/Province	
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 1	P011
Pool Operator 1	
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 2	P012
Pool Operator 2	
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 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.

Appendices

Table of Contents

Appendix A:	Business Rules	255
A.1	Pool Assignment/Reassignment/Unassignment Requirements	255
A.1.1	Definition of a Pool	255
A.1.2	Creation of Pool Header.....	256
A.1.3	Assignment of Unassigned Equipment to a Pool	256
A.1.4	Reassignment of Equipment to Another Pool.....	256
A.1.5	Unassignment of Equipment from a Pool	257
A.1.6	Pool Type Changes to the Pool Header.....	259
A.2	Event Repository (ER) Assigned/Unassigned System Generated Codes D,E,T.....	260
A.2.1	ER Assigned/Unassigned System Generated Code of 'D'	260
A.2.2	ER Assigned/Unassigned System Generated Code of 'E'	260
A.2.3	ER Assigned/Unassigned System Generated Code of 'T'	260
A.3	ER Assigned/Unassigned User Reported Codes.....	260
A.3.1	User Reported Code of 'G' (Ruminant Protein)	260
A.3.2	User Reported Equipment Management Codes	260
A.4	Equipment Management Codes	261
A.4.1	System Generated Code	261
A.4.2	User Reported Code.....	261
A.4.3	Pool Control Codes	262
A.4.4	Mechanical Restriction Codes.....	262
A.4.5	Mechanical Restriction Reason Code.....	262
A.4.6	Umler TC/TCC Values	263
A.5	Processing Not Relevant to EMIS.....	263
A.5.1	Participant List	263
A.5.2	'From' Pool Identifier Removal	263
Appendix B:	Car Management Processing Tables	264
B.1	Mechanical Designations Applicable to Car Directives and Orders	264
B.2	Pool Type and Equipment Management Code (EMC) Relationship.....	265
Appendix C:	Pool Assignment Rules	266
C.1	Pool Assignment Rules.....	266
C.2	Pool Assignment and Unassignment Security Rules	268
Appendix D:	Umler Mechanical Restriction Codes	269
D.1	Codes S, X, Y and Rate Indicator Changes	269
D.2	Mechanical Restriction Code Priority (S, X, Y).....	270
Appendix E:	Equipment Management Code (EMC)	271
E.1	EMC Application for Pool.....	271
E.2	EMC Application for Pool Unassignments	276
E.3	User Reported Equipment Management Codes by Equipment Groups	277
E.4	User Reported Equipment Management Code (EMC) Assignment	278
E.5	Equipment Management Codes /Umler Transportation Codes	286
Appendix F:	Overage Processing for XA or YA for Freight Equipment	291
Appendix G:	ER System Generated D, E, T.....	292
G.1	D, E, T Assignment	292
G.2	D, E, T Unassignment.....	293
Appendix H:	ER Ruminant Protein Assignment and Unassignment	294
Appendix I:	Equipment Type Codes (ETC)	297
Equipped Box Cars ETC A_ _ _	.....	297
Unequipped Box Cars ETC B_ _ _	.....	297
Covered Hopper Cars ETC C_ _ _	.....	297
Locomotives ETC D_ _ _	.....	298
Equipped Gondolas ETC E_ _ _	.....	298
Flat Cars ETC F_ _ _	.....	298
Unequipped Gondola ETC G_ _ _	.....	299
Unequipped Hopper Cars ETC H_ _ _	.....	299

Gondola Cars (GT) ETC J_ _ _	300
Equipped Hoppers ETC K_ _ _	300
Special Type Cars ETC L_ _ _	300
M-O-W, Scale ETC M_ _ _	301
Conventional Intermodal Cars ETC P_ _ _	302
Lighter Weight Intermodal ETC Q_ _ _	302
Refrigerator Cars ETC R_ _ _	303
Stack Cars ETC S_ _ _	303
Tank Cars ETC T_ _ _	305
Containers ETC U_ _ _	305
Vehicular Flat Cars ETC V_ _ _	305
Trailers ETC Z_ _ _	306
Appendix J: Plate Codes (CLEARANCES)	307
Appendix K: Components	309
Appendix L: Umler Data Transfer Procedures	311
Appendix M: Umler Exception Control File	311
M.1 Exception Registration Process	311
M.2 Railinc Exception Processing	311
Appendix N: Major Tank Class	312
Appendix O: Reporting Rail Car and Superstructure Cost	314
O.1 Overview of Application of Cost Information	314
O.2 General guidelines apply to all car and superstructure costs registered in the Umler file	314
O.3 Railroad Marked Cars	314
O.4 Private Marked Cars (Covered by Tariff 6007)	315
O.5 Rebuilt Cars (Railroad Marked or Private Marked Cars) and Superstructures	315
O.6 When refrigeration units are rebuilt or replaced, the value registered in Umler may include the following	316
Appendix P: Identical Tare Weight Batch Process	319

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 [E.5 Equipment Management Codes /Umler Transportation Codes](#). 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 a number of reasons such as cited below.

- To handle the needs of a specific railroad or a railroad’s customers (these pools are identified by a three 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 three-digit prefix of 998).
- To handle rail industry needs through National Pools established by the AAR (these pools are identified by a three-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 [B.1 Mechanical Designations Applicable to Car Directives and Orders](#).

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 [C.2 Pool Assignment and Unassignment Security Rules](#)), Rule 260 Validation, Railroad Control Status, and existing Equipment Management Codes Status.

These rules are summarized in [Appendix C: Pool Assignment Rules](#) 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 [B.2 Pool Type and Equipment Management Code \(EMC\) Relationship](#) and [E.1 EMC Application for Pool](#).

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 [A.1.5.4.2](#) for more details on this processing. Also refer to [Appendix F: Overage Processing for XA or YA for Freight Equipment](#).

Refer to [B.2 Pool Type and Umler Equipment Management Code \(EMC\) Relationship](#) 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 [Appendix B:](#) and [Appendix C:](#), 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 [C.2](#), 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 [C.2 Pool Assignment and Unassignment Security Rules](#)).

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'.

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 submit 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 [A.1.5.3.2](#).

The Pool Assignment and Unassignment Authorization Rules for the various pool categories are defined in [C.2 Pool Assignment and Unassignment Security Rules](#).

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 [E.2 EMC Application for Pool Unassignments](#).

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 [A.1.5.3.1](#) thru [A.1.5.3.2](#) and [A.1.5.4.1](#) thru [A.1.5.4.6](#) 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 [B.1 Mechanical Designations Applicable to Car Directives and Orders](#) and [E.2 EMC Application for Pool Unassignments](#).

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 [Appendix C: Pool Assignment Rules](#).

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 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 [Appendix D: Section D.1 Codes S, X, Y and Rate Indicator Changes](#).

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 [E.3](#). For associating Umler Equipment Formats to Equipment Groups, refer to Section [B.2](#).

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 [Appendix F: Overage Processing for XA or YA for Freight Equipment](#).

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 [B.2 Pool Type and Equipment Management Code \(EMC\) Relationship](#) 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 [D.1 Codes S, X, Y and Rate Indicator Changes](#).

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 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 [Appendix F: Overage Processing for XA or YA for Freight Equipment](#).

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 [Appendix D: Section D.1 Codes S, X, Y and Rate Indicator Changes](#).

A.1.5.4.3 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 [Appendix D: Section D.1 Codes S, X, Y and Rate Indicator Changes](#).

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.

A.1.5.4.4 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.

A.1.5.4.5 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 [Appendix D: Section D.1 Codes S, X, Y and Rate Indicator Changes](#).

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.

A.1.5.4.6 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 [D.2 Mechanical Restriction Code Priority \(S, X, Y\)](#), 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](#).

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 [Appendix G: ER System Generated D, E, T](#).

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	C	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

A.3.1 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 [Appendix H: ER Ruminant Protein Assignment and Unassignment](#) for the business rules associated with the handling of these contaminated equipment.

A.3.2 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 [A.1.5.4.1 “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 [E.5 Equipment Management Codes /Umler Transportation Codes](#) 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 than 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 [A.4.3](#) 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.

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.

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.

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 4	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	K 3	
		HTS	K 4	
		HKR	K 5	
		HMSR	K 7	
		HMA	K 8	
		FM	F 0	Yes (4 axles only)
		FMS	F 1	Yes
		FMS	F 2	Yes
		FD	F 3	
		FB	F 4	Yes
		FBS	F 5	Yes
		FW	F 6	
		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 ¹	P	Yes
		FC ¹	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

Data Specification Manual

CSD Provision	Pool Header Pool Type	Mechanical Designation	Equipment Type Codes	SCO90
		FCA	Q 9	Yes
		FC ¹	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
		T	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 ²	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.

¹ Intermodal flat equipment with FC Mechanical Designations is not permitted in pools with a J (agent pool) Pool Type.

² 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 [Appendix C: Pool Assignment Rules](#). In addition, tank equipment may be assigned if the equipment does not contain double shelf couplers. Refer to [Appendix C: Pool Assignment Rules](#).

B.2 Pool Type and Equipment Management Code (EMC) Relationship

Pool Header Pool Type	Umler Transportation Code	Umler EMC
C	C XA (restricted over 40) XB (Requires ABT inspection)	Pool Control = C Mechanical Restriction = X Mechanical Restriction Reason = A, B
G	G XA (restricted over 40) XB (Requires ABT inspection)	Pool Control = G Mechanical Restriction = X Mechanical Restriction Reason = A, B
N	N	Pool Control = N
T	R XA (restricted over 40) XB (Requires ABT inspection)	Pool Control = R Mechanical Restriction = X Mechanical Restriction Reason = A, B
J	J XA (restricted over 40) XB (Requires ABT inspection)	Pool Control = J Mechanical Restriction = X Mechanical Restriction Reason = A, B
P	P XA (restricted over 40) XB (Requires ABT inspection)	Pool Control = P Mechanical Restriction = X Mechanical Restriction Reason = A, B

The above table identifies the Umler Transportation Code and Umler Equipment Management Codes (EMC) assigned based on the Pool Type. In addition, the table identifies which Pool Types allow equipment to be assigned to it when the equipment is overage. Refer to Section [A.1.5.4.2 Assignment of Umler Mechanical Codes of XA/YA – Overage Processing](#).

Appendix C: Pool Assignment Rules

C.1 Pool Assignment Rules

Pool Category	Pool Header Pool Type	Security Rules	Rule 260 Code	Railroad Controlled	Equipment Type Code (Mechanical Designation)	Existing Equipment 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.	C,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)	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). Exception: XA and XB are the only EMCs that may be included in these pools. Note: For Pool Types C, J, and P, the corresponding Pool Control is assigned. For Pool Type T, an 'R' Pool Control Code is assigned.
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 Appendix I: Equipment Type Codes (ETC))	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). Exception: XA and XB are the only EMCs that may be included in these pools.
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 Appendix B: Car Management Processing Tables)	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). Exception: XA and XB are the only EMCs that may be included in these pools. Note: For Pool Types C, J, and P, the corresponding Pool Control is assigned. For Pool Type T, an 'R' Pool Control Code is assigned.

Data Specification Manual

Pool Category	Pool Header Pool Type	Security Rules	Rule 260 Code	Railroad Controlled	Equipment Type Code (Mechanical Designation)	Existing Equipment Management Codes
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 (Appendix B: Car Management Processing Tables)	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). Note: Overage equipment (XA) is not permitted in National Pool. Note: XB requiring ABT inspection are permitted in National Pool.
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.	N	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 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.	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 Appendix B: Car Management Processing Tables)	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).* Note: Overage equipment (XA) is not permitted in National Pool. Note: XB requiring ABT inspection are permitted in National Pool.
* The asterisk identifies rules that will change if the Equipment Asset Management Working Committee (EAMWC) approves new EMIS codes proposed by the EMIS Core team. Refer to Appendix N.						

C.2 Pool Assignment and Unassignment Security Rules

Pool Category	Submitter of Pool Assignment/Unassignment Activity							
	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

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 (, B, C, see Appendix J:)	2/4/6	0	6	Zero CHARM* Mileage Rate
Railroad Sub19 (Equipment Group = Box, see Appendix J:)	B	P	P	Zero CHARM* Mileage and Hourly Rates
Railroad Non-Sub19 (, B, and C, see Appendix J:)	M	Q	Q	Zero CHARM* 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 Way with 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 [B.2](#).

*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)

Input EMC Change	Umler Equipment Management Codes											
	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
	User Assigned	User Assigned	Umler Assigned (Over 40)	Umler Assigned				User Assigned	Umler Assigned (Over 50)	User Assigned	Umler Admin Assigned	All Other TC/TCC
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	X,A	X,A	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	X,A	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,J	X,J	X,J
Umler Assigned X,N LO w/o stability devices	S,Blank	S,X	X,A	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	Y,A	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	Y,A	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	Y,A	Blank, Blank	M,Blank	M,Blank
Umler Admin Blank,Blank	Blank, Blank	Blank, Blank	X,A	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	Y,A	Input C/TCC	M,Blank	Input /TCC

The first column of this table titled "Input EMC Change" indicates what is being submitted as a change. The column headings following the double lines indicate the various Equipment Management Codes that could exist prior to the processing of the EMC change. The value in the cell at the intersection of the two is the resulting EMC value after processing is completed.

Note that the resulting (processed) EMC may differ from that submitted due to the relative priority of the Codes. The S and Y Transportation Codes have a higher priority then all other EMC codes and can only be removed by the reporting (i.e. input) of an EMC values of all blanks with the exception of S,X which can only be removed by the Railinc Administrator.

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).

Appendix E: Equipment Management Code (EMC)

E.1 EMC Application for Pool

Seq #	Pool Assignment Trans. Code	Before Assignment		After Assignment	
		Umler TC/TCC	Umler EMC	Umler TC/TCC	Umler EMC
1	C	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	N	D,Blank	System Generated = D	D,N	System Generated = D Pool Control = N
11	P	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	C	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 Pool Control = N
17	P	O,Blank	User Reported = O	P,Blank	User Reported = Blank Pool Control = P
18	R	O,Blank	User Reported = O	R,Blank	User Reported = Blank Pool Control = R
19	C	T,Blank	System Generated = T	C,Blank	System Generated = Blank Pool Control = C
20	G	T,Blank	System Generated = T	G,Blank	System Generated = Blank Pool Control = G
21	J	T,Blank	System Generated = T	J,Blank	System Generated = Blank Pool Control = J
22	N	T,Blank	System Generated = T	N,Blank	System Generated = Blank Pool Control = N
23	P	T,Blank	System Generated = T	P,Blank	System Generated = Blank Pool Control = P
24	R	T,Blank	System Generated = T	R,Blank	System Generated = Blank Pool Control = R
25	C	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	N	U,Blank	User Reported = U	N,Blank	User Reported = Blank Pool Control = N
29	P	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	C	W,Blank	Pool Control = W	C,Blank	Pool Control = C
32	G	W,Blank	Pool Control = W	G,Blank	Pool Control = G
33	N	W,Blank	Pool Control = W	N,Blank	Pool Control = N
34	P	W,Blank	Pool Control = W	P,Blank	Pool Control = P
35	R	W,Blank	Pool Control = W	R,Blank	Pool Control = R
36	C	D,W	System Generated = D Pool Control = W	D,C	System Generated = D Pool Control = 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	P	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

Data Specification Manual

Seq #	Pool Assignment Trans. Code	Before Assignment		After Assignment	
		Umler TC/TCC	Umler EMC	Umler TC/TCC	Umler EMC
41	C	T,U	System Generated = T User Reported = U	C,Blank	System Generated = Blank User Reported = Blank Pool Control = C
42	G	T,U	System Generated = T User Reported = U	G,Blank	System Generated = Blank User Reported = Blank Pool Control = G
43	J	T,U	System Generated = T User Reported = U	J,Blank	System Generated = Blank User Reported = Blank Pool Control = J
44	N	T,U	System Generated = T User Reported = U	N,Blank	System Generated = Blank User Reported = Blank Pool Control = N
45	P	T,U	System Generated = T User Reported = U	P,Blank	System Generated = Blank User Reported = Blank Pool Control = P
46	R	T,U	System Generated = T User Reported = U	R,Blank	System Generated = Blank User Reported = Blank Pool Control = R
47	C	T,O	System Generated = T User Reported = O	C,Blank	System Generated = Blank User Reported = Blank Pool Control = C
48	G	T,O	System Generated = T User Reported = O	G,Blank	System Generated = Blank User Reported = Blank Pool Control = G
49	J	T,O	System Generated = T User Reported = O	J,Blank	System Generated = Blank User Reported = Blank Pool Control = J
50	N	T,O	System Generated = T User Reported = O	N,O	System Generated = Blank User Reported = O Pool Control = N
51	P	T,O	System Generated = T User Reported = O	P,Blank	System Generated = Blank User Reported = Blank Pool Control = P
52	R	T,O	System Generated = T User Reported = O	R,Blank	System Generated = Blank User Reported = Blank Pool Control = R
53	C	C,Blank J,Blank N,Blank P,Blank R,Blank	Pool Control = C Pool Control = J Pool Control = N Pool Control = P Pool Control = R	C,Blank	Pool Control = C
54	G	G,Blank C,Blank J,Blank N,Blank P,Blank R,Blank	G,Blank Pool Control = C Pool Control = J Pool Control = N Pool Control = P Pool Control = R	G,Blank	Pool Control = G
55	J	C,Blank J,Blank N,Blank P,Blank R,Blank	Pool Control = C Pool Control = J Pool Control = N Pool Control = P Pool Control = R	J,Blank	Pool Control = J
56	N	C,Blank J,Blank N,Blank P,Blank R,Blank	Pool Control = C Pool Control = J Pool Control = N Pool Control = P Pool Control = R	N,Blank	Pool Control = N
57	P	C,Blank J,Blank N,Blank P,Blank R,Blank	Pool Control = C Pool Control = J Pool Control = N Pool Control = P Pool Control = R	P,Blank	Pool Control = P
58	R	C,Blank J,Blank N,Blank P,Blank R,Blank	Pool Control = C Pool Control = J Pool Control = N Pool Control = P Pool Control = R	R,Blank	Pool Control = R
59	C,J,N,P,R	G,Blank	Pool Control = G or User Reported = G	Reject	Must remove 'G' to assign equipment to a non-G pool.

Data Specification Manual

Seq #	Pool Assignment Trans. Code	Before Assignment		After Assignment	
		Umler TC/TCC	Umler EMC	Umler TC/TCC	Umler EMC
60	C	D,C D,J D,N D,P D,R	System Generated = D Pool Control = C System Generated = D Pool Control = J System Generated = D Pool Control = N System Generated = D Pool Control = P System Generated = D Pool Control = R	D,C	System Generated = D Pool Control = C
61	G	D,G D,C D,J D,N D,P D,R	System Generated = D Pool Control = G System Generated = D Pool Control = C System Generated = D Pool Control = J System Generated = D Pool Control = N System Generated = D Pool Control = P System Generated = D Pool Control = R	D,G	System Generated = D Pool Control = G
62	J	D,C D,J D,N D,P D,R	System Generated = D Pool Control = C System Generated = D Pool Control = J System Generated = D Pool Control = N System Generated = D Pool Control = P System Generated = D Pool Control = R	D,J	System Generated = D Pool Control = J
63	N	D,C D,J D,N D,P D,R	System Generated = D Pool Control = C System Generated = D Pool Control = J System Generated = D Pool Control = N System Generated = D Pool Control = P System Generated = D Pool Control = R	D,N	System Generated = D Pool Control = N
64	P	D,C D,J D,N D,P D,R	System Generated = D Pool Control = C System Generated = D Pool Control = J System Generated = D Pool Control = N System Generated = D Pool Control = P System Generated = D Pool Control = R	D,P	System Generated = D Pool Control = P
65	R	D,C D,J D,N D,P D,R	System Generated = D Pool Control = C System Generated = D Pool Control = J System Generated = D Pool Control = N System Generated = D Pool Control = P System Generated = D Pool Control = R	D,R	System Generated = D Pool Control = R
66	C,J,N,P,R	D,G	System Generated = D and Pool Control = G or User Reported = G	Reject	Must remove 'G' to assign equipment to a non-G pool.
67	C	E,C E,J E,P E,R	System Generated = E Pool Control = C System Generated = E Pool Control = J System Generated = E Pool Control = P System Generated = E Pool Control = R	C,Blank	System Generated = Blank Pool Control = C Note: E is removed when equipment reassigned to another pool

Data Specification Manual

Seq #	Pool Assignment Trans. Code	Before Assignment		After Assignment	
		Umler TC/TCC	Umler EMC	Umler TC/TCC	Umler EMC
68	G	E,G E,C E,J E,P E,R	System Generated = E Pool Control = G System Generated = E Pool Control = C System Generated = E Pool Control = J System Generated = E Pool Control = P System Generated = E Pool Control = R	G,Blank	System Generated = Blank Pool Control = G Note: E is removed when equipment reassigned to another pool
69	J	E,C E,J E,P E,R	System Generated = E Pool Control = C System Generated = E Pool Control = J System Generated = E Pool Control = P System Generated = E Pool Control = R	J,Blank	System Generated = Blank Pool Control = J Note: E is removed when equipment reassigned to another pool
70	N	E,C E,J E,P E,R	System Generated = E Pool Control = C System Generated = E Pool Control = J System Generated = E Pool Control = P System Generated = E Pool Control = R	N,Blank	System Generated = Blank Pool Control = N Note: E is removed when equipment reassigned to another pool
71	P	E,C E,J E,P E,R	System Generated = E Pool Control = C System Generated = E Pool Control = J System Generated = E Pool Control = P System Generated = E Pool Control = R	P,Blank	System Generated = Blank Pool Control = P Note: E is removed when equipment reassigned to another pool
72	R	E,C E,J E,P E,R	System Generated = E Pool Control = C System Generated = E Pool Control = J System Generated = E Pool Control = P System Generated = E Pool Control = R	R,Blank	System Generated = Blank Pool Control = R Note: E is removed when equipment reassigned to another pool
73	C,J,N,P,R	E,G	System Generated = E and Pool Control = G or User Reported = G	Reject	Must remove 'G' to assign equipment to a non-G pool.
74	C	X,A	Mech Rest=X Mech Reason=A, B	X,A	Pool Control = C Mech Rest=X Mech Reason=A
75	G	X,A	Mech Rest=X Mech Reason=A, B	X,A	Pool Control = G Mech Rest=X Mech Reason=A
76	J	X,A	Mech Rest=X Mech Reason=A, B	X,A	Pool Control = J Mech Rest=X Mech Reason=A
77	N	X,A	Mech Rest=X Mech Reason=A, B	Reject	
78	P	X,A	Mech Rest=X Mech Reason=A, B	X,A	Pool Control = P Mech Rest=X Mech Reason=A
79	R	X,A	Mech Rest=X Mech Reason=A, B	X,A	Pool Control = R Mech Rest=X Mech Reason=A
80	C	X,A	Pool Control = C,J,N,P,R Mech Rest=X Mech Reason=A, B	X,A	Pool Control = C Mech Rest=X Mech Reason=A
81	G	X,A	Pool Control = C,G,J,N,P,R Mech Rest=X Mech Reason=A, B	X,A	Pool Control = G Mech Rest=X Mech Reason=A
82	J	X,A	Pool Control = C,J,N,P,R Mech Rest=X Mech Reason=A, B	X,A	Pool Control = J Mech Rest=X Mech Reason=A
83	P	X,A	Pool Control = C,J,N,P,R Mech Rest=X Mech Reason=A, B	X,A	Pool Control = P Mech Rest=X Mech Reason=A
84	R	X,A	Pool Control = C,J,N,P,R Mech Rest=X Mech Reason=A, B	X,A	Pool Control = R Mech Rest=X Mech Reason=A

Data Specification Manual

Seq #	Pool Assignment Trans. Code	Before Assignment		After Assignment	
		Umler TC/TCC	Umler EMC	Umler TC/TCC	Umler EMC
85	C,J,N,P,R	X,A	Pool Control = G Mech Rest=X Mech Reason=A, B	Reject	Must remove 'G' to assign equipment to a non-G pool
86	C,J,N,P,R	A,B	User Reported = 2	Reject	Not assignable ETC
87	C,J,N,P,R	M	User Reported = M	Reject	Not assignable TC/TCC
88	C,J,N,P,R	S, Blank	Mech Rest=S Mech Reason=Blank	Reject	Not assignable TC/TCC
89	C,J,N,P,R	S,X	Mech Rest=S Mech Reason=X	Reject	Not assignable TC/TCC
90	C,J,N,P,R	X,J X,N	Mech Rest=X Mech Reason=J System Generated = X Mech Rest=X Mech Reason=N System Generated = X	Reject	Not assignable TC/TCC
91	C,J,N,P,R	X,D X,Z	Mech Rest=X Mech Reason=D Mech Rest=X Mech Reason=Z Note: Umler assigned Mechanical Codes	Reject	Not assignable TC/TCC
92	C,J,N,P,R	X,B X,C X,D X,F X,J X,G X,P X,N X,T X,U X,W X, X X,Z	Mech Rest=X Mech Reason=B (brakes) Mech Rest=X Mech Reason=C (axles) Mech Rest=X Mech Reason=D (coupler) Mech Rest=X Mech Reason=F (yokes) Mech Rest=X Mech Reason=J (plain bearings) Mech Rest=X Mech Reason=G (draft gear) Mech Rest=X Mech Reason=P (side frame) Mech Rest=X Mech Reason=N (trucks) Mech Rest=X Mech Reason=T (bolster) Mech Rest=X Mech Reason=U (AAR or owner reported) Mech Rest=X Mech Reason=W (wheels) Mech Rest=X Mech Reason=X Generated expired EW notice Mech Reason=X Mech Reason=Z Note: User assigned TC/TCC	C,J,N,P,R Reject	System generated Not assignable TC/TCC
93	C,J,N,P,R	Y,A	Mech Rest=Y Mech Reason=A (age) Note: Umler assigned TC/TCC	Reject	Not assignable TC/TCC
Note: The above processing assumes that the equipment has passed all the pool assignment business rules defined in Section C.1 .					

E.2 EMC Application for Pool Unassignments

Seq #	Pool Unassignment	Before Assignment		After Assignment	
		Umler TC/TCC	Umler EMC Codes	Umler TC/TCC	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,J	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	X,A,B	Pool Control = C Mech Rest=X Mech Reason=A	X,A,B	Pool Control = Blank Mech Rest=X Mech Reason=A
19	Same as above	X,A,B	Pool Control = G Mech Rest=X Mech Reason=A	X,A,B	User Reported = G Pool Control = Blank Mech Rest=X Mech Reason=A
20	Same as above	X,A,B	Pool Control = J Mech Rest=X Mech Reason=A	X,A,B	Pool Control = Blank Mech Rest=X Mech Reason=A
21	Same as above	X,A,B	Pool Control = P Mech Rest=X Mech Reason=A	X,A,B	Pool Control = Blank Mech Rest=X Mech Reason=A
22	Same as above	X,A,B	Pool Control = R Mech Rest=X Mech Reason=A	X,A,B	Pool Control = Blank Mech Rest=X Mech Reason=A
Note: When a railroad Covered Hopper or a private Covered Hopper leased to a railroad (C_1_ ; CSD=435) is removed from a pool, the pool number is set to 0000000 and the Pool Control is set to W.					

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 ¹	N/A	N/A	N/A	N/A	Yes	N/A	N/A
G	Yes	Yes	Yes	Yes	Yes	N/A	N/A
M ²	Yes	Yes	Yes	Yes	Yes	Yes	Yes
O	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 ³	Yes	N/A	Yes	N/A	N/A	N/A	N/A
X,B X,C X,D X,F X,G X,J X,N X,P X,T X,W X, X X,Z	Yes	Yes	Yes	Yes	X,Z only	X,Z only	X,Z only
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

¹ The User Reported Code of '2' is only applicable to trailers and is identified in Umler by the TC/TCC of 'AB'.

² The User Reported Code of 'M' can only be reported by the Railinc Administrator.

³ The User Reported Code of 'U' is only applicable to equipment defined under CSD 150 and 155 in Section [B.1 Mechanical Designations Applicable to Car Directives and Orders](#)

To relate Umler Equipment Groups to Umler Formats and Equipment Type Codes, refer to Section [B.2](#).

E.4 User Reported Equipment Management Code (EMC) Assignment

Seq #	User Input Data	Before Assignment		After Assignment	
		TC/TCC	Umler EMC	TC/TCC	Umler EMC
1	O	Blank, Blank	All fields Blank	O,Blank	User Reported=O (all equipment)
2	O	T, Blank	System Generated=T	T,O	System Generated=T User Reported=O
3	O	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 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	Pool Control=C System Generated=D Pool Control=C System Generated=E Pool Control=C Pool Control=J System Generated=D Pool Control=J System Generated=E Pool Control=J Pool Control=N System Generated=D Pool Control=N User Reported=O Pool Control=P System Generated=D Pool Control=P System Generated=E Pool Control=P Pool Control=R System Generated=D Pool Control=R System Generated=E Pool Control=R	G,Blank	User Reported=G Control Pool=Blank System Generated=Blank Note: If the equipment is in a pool, it will be removed from the pool. Note 2: A User Reported G cannot be applied to equipment identified as being in a G pool.

Data Specification Manual

Seq #	User Input Data	Before Assignment		After Assignment	
		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 Mech Reason=X	S,X	User Reported=G Mech Restriction=S Mech Reason=X
		X,A	Mech Restriction=X Mech Reason=A	X,A	User Reported=G Mech Restriction=X Mech Reason=A
		X,B ¹	Mech Restriction=X Mech Reason=B ¹	X,B ¹	User Reported=G Mech Restriction=X Mech Reason=B ¹
		Y,A	Mech Restriction=Y Mech Reason=A	Y,A	User Reported=G Mech Restriction=Y Mech Reason=A
12*	G	X,D (prohibited couplers)	System Generated=X Mech Restriction=X Mech Reason=D	X,D	User Reported=G System Generated=X Mech Restriction=X Mech Reason=D
		X,J (prohibited Bearing/Brake Shoe)	System Generated=X Mech Restriction=X Mech Reason=J	X,J	User Reported=G 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=G System Generated=X Mech Restriction=N Mech Reason=N

Data Specification Manual

Seq #	User Input Data	Before Assignment		After Assignment	
		TC/TCC	Umler EMC	TC/TCC	Umler EMC
13*	M (Railinc Only)	2,Blank G,Blank G,W G,D D,G O,Blank T,O U,Blank T,U C,Blank D,C E,C G,Blank D,G E,G J, Blank D,J E,J N, Blank D,N N,O P, Blank D,P E,P R, Blank D,R E,R	User Reported=2 User Reported=G User Reported=G Pool Control=W User Reported=G System Generated=D Car Grade=N User Reported=G System Generated=D User Reported=O System Generated=T User Reported=O User Reported=U System Generated=T User Reported=U Pool Control=C System Generated=D Pool Control=C System Generated=E Pool Control=C Pool Control=G System Generated=D Pool Control=G System Generated=E Pool Control=G Pool Control=J System Generated=D Pool Control=J System Generated=E Pool Control=J Pool Control=N System Generated=D Pool Control=N Pool Control=N User Reported=O Pool Control=P System Generated=D Pool Control=P System Generated=E Pool Control=P Pool Control=R System Generated=D Pool Control=R System Generated=E Pool Control=R	M, Blank	User Reported=M Pool Control=Blank Mech Restriction=Blank Mech Reason=Blank Note: If the equipment is in a pool, it will be removed from the pool. Note 2: The User Reported Codes of M and G can not both be retained since these codes are defined to the same data element. The User Reported M (Mark cancelled) code has a higher priority then the User Reported G (contaminated) code. Note 3: If the equipment is a ruminant protein contaminated unit, the User Reported M will overlay the G. However, the ruminant protein contaminated unit is identifiable by a Car Grade of N.
14*	M (Railinc Only)	X,A X,B ¹ S,Blank S,X Y,A	Mech Restriction=X Mech Reason=A Mech Restriction=X Mech Reason=B ¹ Mech Restriction=S Mech Reason=Blank Mech Restriction=S Mech Reason=X Mech Restriction=Y Mech Reason=A	X,A X,B ¹ S,Blank S,X Y,A	User Reported=M Mech Restriction=X Mech Reason=A User Reported=M Mech Restriction=X Mech Reason=B ¹ User Reported=M Mech Restriction=S Mech Reason=Blank User Reported=M Mech Restriction=S Mech Reason=X User Reported=M Mech Restriction=Y Mech Reason=A

Seq #	User Input Data	Before Assignment		After Assignment	
		TC/TCC	Umler EMC	TC/TCC	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	X,J	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 ¹	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=O User Reported=U System Generated=T User Reported=U Pool Control=C System Generated=D Pool Control=C System Generated=E Pool Control=C Pool Control=J System Generated=D Pool Control=J System Generated=E Pool Control=J Pool Control=N System Generated=D Pool Control=N Pool Control=N User Reported=O Pool Control=P System Generated=D Pool Control=P System Generated=E Pool Control=P Pool Control=R System Generated=D Pool Control=R System Generated=E Pool Control=R	X,B ¹	Mech Restriction=X System Generated=Blank User Reported=Blank Pool Control=Blank
17*	X,B ¹	G,Blank G,W G,D D,G G,Blank D,G E,G	User Reported=G User Reported=G Pool Control=W User Reported=G System Generated=D Car Grade=N User Reported=G System Generated=D Pool Control=G System Generated=D Pool Control=G System Generated=E Pool Control=G	X,B ¹	Mech Restriction=X Mech Reason=B ¹ System Generated=Blank User Reported=G Pool Control=Blank Note: 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

Data Specification Manual

Seq #	User Input Data	Before Assignment		After Assignment	
		TC/TCC	Umler EMC	TC/TCC	Umler EMC
19	Y,Z	Same as Seq. # 16 above	Same as Seq. # 16 above	Y,Z	Mech Restriction=Y Mech Reason=Z System Generated=Blank User Reported=Blank Pool Control=Blank
20*	Y,Z	Same as Seq. # 17 above	Same as Seq. # 17 above	Y,Z	Mech Restriction=Y Mech Reason=Z System Generated=Blank User Reported=G Pool Control=Blank
21	S,Blank	Same as Seq. # 16 above	Same as Seq. # 16 above	S,Blank	Mech Restriction=S Mech Reason=Blank System Generated=Blank User Reported=Blank Pool Control=Blank
22*	S,Blank	Same as Seq. # 17 above	Same as Seq. # 17 above	S,Blank	Mech Restriction=S Mech Reason=Blank System Generated=Blank User Reported=G Pool Control=Blank
23	S,X	Same as Seq. # 16 above	Same as Seq. # 16 above	S,X	Mech Restriction=S Mech Reason=X System Generated=Blank User Reported=Blank Pool Control=Blank
24*	S,X	Same as Seq. # 17 above	Same as Seq. # 17 above	S,X	Mech Restriction=S Mech Reason=X System Generated=Blank User Reported=G Pool Control=Blank
25*	X,B ¹	M,Blank	User Reported=M	X,B ¹	Mech Restriction=X Mech Reason=B ¹ System Generated=Blank User Reported=M 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

Seq #	User Input Data	Before Assignment		After Assignment	
		TC/TCC	Umler EMC	TC/TCC	Umler EMC
29*	X,B ¹	X,B ¹	Mech Restriction=X Mech Reason=B ¹	X,B ¹	Mech Restriction=X Mech Reason=B ¹
		X,B ¹	Mech Restriction=X Mech Reason=B ¹ User Reported=G	X,B ¹	Mech Restriction=X Mech Reason=B ¹ User Reported=G
		X,B ¹	Mech Restriction=X Mech Reason=B ¹ User Reported=M	X,B ¹	Mech Restriction=X Mech Reason=B ¹ User Reported=M
					Note: 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 D.2 .
30*	S,Blank	X,B ¹	Mech Restriction=X Mech Reason=B ¹	S,Blank	Mech Restriction=S Mech Reason=Blank
		X,B ¹	Mech Restriction=X Mech Reason=B ¹ User Reported=G	S,Blank	Mech Restriction=S Mech Reason=Blank User Reported=G
		X,B ¹	Mech Restriction=X Mech Reason=B ¹ User Reported=M	S,Blank	Mech Restriction=S Mech Reason=Blank User Reported=M
					Note: User Reported S,Blank may overlay Umler system assigned Mechanical Codes, i.e. XA, XD, XJ, etc. Refer to Section D.2 .
31*	S,X	X,B ¹	Mech Restriction=X Mech Reason=B ¹	S,X	Mech Restriction=S Mech Reason=X
		X,B ¹	Mech Restriction=X Mech Reason=B ¹ User Reported=G	S,X	Mech Restriction=S Mech Reason=X User Reported=G
		X,B ¹	Mech Restriction=X Mech Reason=B ¹ User Reported=M	S,X	Mech Restriction=S Mech Reason=X User Reported=M
		S,Blank	Mech Restriction=S Mech Reason=Blank		Note: User Reported S,X may overlay Umler system assigned Mechanical Codes, i.e. XA, XD, XJ, etc. Refer to Section D.2 .
		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

Data Specification Manual

Seq #	User Input Data	Before Assignment		After Assignment	
		TC/TCC	Umler EMC	TC/TCC	Umler EMC
35	Blank (remove User Reported O or U)	T,O T,U	System Generated=T User Reported=U System Generated=T User Reported=O	T,Blank	System Generated=T User Reported=Blank
36	Blank (remove User Reported O)	N,O	Pool Control=N User Reported=O	N,Blank	Pool Control=N User Reported=Blank
37	Blank,Blank (remove Mechanical Codes)	X,B ¹ S,Blank	Mech Restriction=X Mech Reason=B ¹ Mech Restriction=S Mech Reason=Blank	Blank, Blank	Mech Restriction=Blank Mech Reason=Blank
38*	Blank,Blank (remove Mechanical Codes)	X,B ¹ (with User Reported M) S,Blank	User Reported=M Mech Restriction=X Mech Reason=B ¹ User Reported=M Mech Restriction=S Mech Reason=Blank	M,Blank	User Reported=M Mech Restriction=Blank Mech Reason=Blank
39*	Blank,Blank (remove Mechanical Codes)	X,B ¹ (with User Reported G) S,Blank	User Reported=G Mech Restriction=X Mech Reason=B ¹ User Reported=G Mech Restriction=S Mech Reason=Blank	G,Blank	User Reported=G Mech Restriction=Blank Mech Reason=Blank
40*	Blank,Blank (remove User Reported G)	X,B ¹ S,Blank	User Reported=G Mech Restriction=X Mech Reason=B ¹ User Reported=G Mech Restriction=S Mech Reason=Blank	X,B ¹ S,Blank	User Reported=Blank Mech Restriction=X Mech Reason=B ¹ User Reported=Blank Mech Restriction=S Mech Reason=Blank Note: If defined as a ruminant protein unit with a Car Grade N, reject the activity.
41*	Blank (remove User Reported G)	X,D (prohibited couplers) X,J (prohibited Bearing/Brake Shoe) X,N (LO w/o stability devices) X,D (tanks w/o double shelf couplers) X,Z (critical error)	User Reported=G System Generated=X Mech Restriction=X Mech Reason=D User Reported=G System Generated=X Mech Restriction=X Mech Reason=J User Reported=G System Generated=X Mech Restriction=N Mech Reason=N User Reported=G Pool Control=N Mech Restriction=X Mech Reason=D User Reported=G Pool Control=N Mech Restriction=X Mech Reason=Z	X,D X,J X,N X,D X,Z	User Reported=Blank System Generated=X Mech Restriction=X Mech Reason=D User Reported=Blank System Generated=X Mech Restriction=X Mech Reason=J User Reported=Blank System Generated=X Mech Restriction=X Mech Reason=N User Reported=Blank Pool Control=N Mech Restriction=X Mech Reason=D User Reported=Blank Pool Control=N Mech Restriction=X Mech Reason=Z

Data Specification Manual

Seq #	User Input Data	Before Assignment		After Assignment	
		TC/TCC	Umler EMC	TC/TCC	Umler EMC
42*	Blank,Blank (remove User Reported M – Railinc Only)	X,B ¹ S,Blank	User Reported=M Mech Restriction=X Mech Reason=B ¹ User Reported=M Mech Restriction=S Mech Reason=Blank	X,B ¹ S,Blank	User Reported=Blank Mech Restriction=X Mech Reason=B ¹ User Reported=Blank Mech Restriction=S Mech Reason=Blank Note: If defined as a ruminant protein unit with a Car Grade N, assign a User Reported Code of G.
43*	Blank (remove User Reported M – Railinc Only)	M,Blank X,D (prohibited couplers) X,J (prohibited Bearing/Brake Shoe) X,N (LO w/o stability devices) X,D (tanks w/o double shelf couplers) X,Z (critical error)	User Reported=M User Reported=M System Generated=X Mech Restriction=X Mech Reason=D User Reported=M System Generated=X Mech Restriction=X Mech Reason=J User Reported=M System Generated=X Mech Restriction=N Mech Reason=N User Reported=M Pool Control=N Mech Restriction=X Mech Reason=D User Reported=M Pool Control=N Mech Restriction=X Mech Reason=Z	Blank,Blank X,D X,J X,N X,D X,Z	User Reported=Blank User Reported=Blank System Generated=X Mech Restriction=X Mech Reason=D User Reported=Blank System Generated=X Mech Restriction=X Mech Reason=J User Reported=Blank Pool Control=N Mech Restriction=X Mech Reason=N User Reported=Blank Pool Control=N Mech Restriction=X Mech Reason=D User Reported=Blank Pool Control=N Mech Restriction=X Mech Reason=Z

¹ 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 [E.3](#) 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 [Appendix K](#).
- 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 [E.5](#) 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

Sequence Number	Umler Equipment Management Codes					Umler TC/TCC	Description
	System Generated	User Reported	Pool Control	Mechanical Restriction	Mechanical Restriction Reason		
1						_	No Equipment Management Codes (EMC)
2		M				M_	Railinc assigned M. The reporting mark has been canceled by the AAR. Railroad company no longer exists. Empty car to be handled via reverse route.
3		O				O_	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	T					T	Railinc ER generated T
6	T	U				TU	Railinc ER generate T with a user reported U
7	T	O				TO	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			C			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			J_	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		O	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			P			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		C			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)

Sequence Number	Umler Equipment Management Codes					Umler TC/TCC	Description
	System Generated	User Reported	Pool Control	Mechanical Restriction	Mechanical Restriction Reason		
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		P			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		C			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		P			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				X	A	XA	Railinc Umler generated XA – Based on service life of the equipment. Prohibited in interchange service by AAR Interchange Rules
34			C	X	A	XA	Railinc Umler generated XA – Assigned to C pool (refer to sequence number 11) but restricted in interchange
35			G	X	A	XA	Railinc Umler generated XA – Assigned to G pool (refer to sequence number 12) but restricted in interchange
36			J	X	A	XA	Railinc Umler generated XA – Assigned to J pool (refer to sequence number 13) but restricted in interchange
37			P	X	A	XA	Railinc Umler generated XA – Assigned to P pool (refer to sequence number 16) but restricted in interchange
38			R	X	A	XA	Railinc Umler generated XA – Assigned to T pool (refer to sequence number 17) but restricted in interchange
39				X	B	XB	Stenciled Mark Owner assigned XB – Restricted in Interchange due to Brakes
40			C	X	B	XB	Railinc Umler generated XB – Assigned to C pool (refer to sequence number 11) but restricted in interchange
41			G	X	B	XB	Railinc Umler generated XB – Assigned to G pool (refer to sequence number 12) but restricted in interchange
42			J	X	B	XB	Railinc Umler generated XB – Assigned to J pool (refer to sequence number 13) but restricted in interchange
43			P	X	B	XB	Railinc Umler generated XB – Assigned to P pool (refer to sequence number 16) but restricted in interchange

Sequence Number	Umler Equipment Management Codes					Umler TC/TCC	Description
	System Generated	User Reported	Pool Control	Mechanical Restriction	Mechanical Restriction Reason		
44			R	X	B	XB	Railinc Umler generated XB -- Assigned to T pool (refer to sequence number 17) but restricted in interchange
45				X	C	XC	Stenciled Mark Owner assigned XC -- Restricted in Interchange due to Axles
46	X			X	D	XD	Railinc Umler generated XD -- Restricted in interchange due to having prohibited coupler
47			N	X	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				X	D	XD	Stenciled Mark Owner assigned XD -- Restricted in interchange due to Couplers
49				X	F	XF	Stenciled Mark Owner assigned XF-- Restricted in interchange due to Coupler Yokes
50				X	G	XG	Stenciled Mark Owner assigned XG -- Restricted in interchange due to Draft Gears
51	X			X	J	XJ	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				X	J	XJ	Stenciled Mark Owner assigned XJ -- Restricted in interchange due to Bearings
53	X			X	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				X	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				X	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		X	A	XA	Railinc Umler generated XA -- Restricted in Interchange due to Age and User Reported G (refer to sequence number 8 and 33).
67		G		X	B	XB	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		X	C	XC	Stenciled Mark Owner assigned XC -- Restricted in Interchange due to Axles and User Reported G (refer to sequence number 8 and 45).

Sequence Number	Umler Equipment Management Codes					Umler TC/TCC	Description
	System Generated	User Reported	Pool Control	Mechanical Restriction	Mechanical Restriction Reason		
69	X	G		X	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	X	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		X	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		X	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		X	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	X	G		X	J	XJ	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		X	J	XJ	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		X	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		X	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		X	P	XP	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		X	T	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		X	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		X	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		X	X	XX	Railinc Umler Generated XX – Restricted in Interchange due to expiration of an EW Notice (refer to sequence number 59).
83		G	N	X	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		M		X	A	XA	Railinc Umler generated XA – Restricted in Interchange due to Age and Railinc Reported M (refer to sequence number 2 and 34).
88		M		X	B	XB	Stenciled Mark Owner assigned XB – Restricted in Interchange due to Brakes and Railinc Reported M (refer to sequence number 2 and 39).

Sequence Number	Umler Equipment Management Codes					Umler TC/TCC	Description
	System Generated	User Reported	Pool Control	Mechanical Restriction	Mechanical Restriction Reason		
89		M		X	C	XC	Stenciled Mark Owner assigned XC – Restricted in Interchange due to Axles and Railinc Reported M (refer to sequence number 2 and 45).
90	X	M		X	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		M	N	X	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		M		X	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		M		X	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		M		X	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	X	M		X	J	XJ	Stenciled Mark Owner assigned XJ – Restricted in Interchange due to Bearings and Railinc Reported M (refer to sequence number 2 and 51).
96		M		X	J	XJ	Stenciled Mark Owner assigned XJ – Restricted in Interchange due to Bearings and Railinc Reported M (refer to sequence number 2 and 52).
97	X	M		X	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		M		X	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		M		X	P	XP	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		M		X	T	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		M		X	U	XU	Stenciled Mark Owner assigned XU – Tank equipment restricted in Interchange and Railinc Reported M (refer to sequence number 2 and 57).
102		M		X	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	X			X	X	XX	Railinc Umler generated XX – Restricted in Interchange due to Early Warning expiration.
104		M	N	X	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		M		X	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		M		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		M		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 Railinc Reported M (refer to sequence number 2 and 63).
108		M		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).

Appendix F: Overage Processing for XA or YA for Freight Equipment

Overage Processing for Freight Equipment – Assignment 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
<p>Extended Life = V, 65 years of age</p> <p>If the freight equipment is certified for an extended life of 65 (Extended Life = V), then use the built month in calculating the age.</p> <p>65 Age Calculation = Current Processing Month and Year – Umler Built Month and Year</p> <p>If the calculated age is 65 years or older, then assign 'Y' to the Mechanical Restriction and assign 'A' to the Mechanical Restriction Reason. YA will override all Equipment Management Codes except scrap codes (S, blank or S, X).</p>					
<p>Rebuilt or Extended Life = C or E, 50 years of age</p> <p>If the equipment is rebuilt or is built after 06/74, then use the month in calculating the age.</p> <p>If the equipment is built prior to 07/74 and is certified for an extended life (Extended Life = C), then use the month in calculating the age.</p> <p>50 Age Calculation = Current Processing Month and Year – Umler Built Month and Year</p> <p>If the calculated age is over 50, then assign 'Y' to the Mechanical Restriction and assign 'A' to the Mechanical Restriction Reason. YA will override all Equipment Management Codes except scrap codes (S, blank or S, X).</p>					
<p>Extended Life = N or U</p> <p>Over 50 years of age</p> <p>If the equipment is not rebuilt and is built prior to 07/74 and is not certified for an extended life (Extended Life = U or N), then do not use the month in calculating the age.</p> <p>50 Age Calculation = Current Processing Year – Umler Built Year</p> <p>If the calculated age is over 50, then assign 'Y' to the Mechanical Restriction and assign 'A' to the Mechanical Restriction Reason. YA will override all Equipment Management Codes except TC/TCC codes S, blank or S, X.</p> <p>Over 40 years of age</p> <p>If equipment is not over 50 and is not rebuilt and is not certified for an extended life (Extended Life = N or U), then determine if the equipment is over 40.</p> <p>40 Age Calculation = Current Processing Year – Umler Built Year</p> <p>If the calculated age is greater than 40 and less than 50, then assign an Umler Mechanical Codes of XA. XA will override all Equipment Management Codes except TC/TCC codes S, blank or S, X.</p>					
<p>Additional Processing</p> <ol style="list-style-type: none"> Overage Processing is applicable to freight equipment including Maintenance of Way. When an XA or YA is assigned, the equipment is assigned the applicable Rate Indicator 6 and zero in the rates, refer to Appendix D.1. When the Built Date or Rebuilt Date or the Extended Life fields change in Umler, the XA/YA processing should be done to determine if the XA/YA condition still applies, i.e. the XA goes to a YA, a YA goes to an XA or the unit is no longer considered over-aged. If the unit is no longer overage, then the Rate Indicator will be corrected to the applicable Rate Indicator. <ul style="list-style-type: none"> If a railroad box car subject to Sub 19 is in conflict with a Rate Indicator P, then assign a Rate Indicator of B when corrected. If a railroad equipment unit is in conflict with a Rate Indicator Q, then assign a Rate Indicator of M when corrected. If a private freight unit is in conflict with a Rate Indicator O, then assign a Rate Indicator of 2. If the equipment is a Maintenance of Way, then assign a Rate Indicator of 6. 					

Appendix G: ER System Generated D, E, T

G.1 D, E, T Assignment

ER Code	Before Assignment		After Assignment	
	Umler TC/TCC	Umler EMC	Umler TC/TCC	Umler EMC
The Code 'D' is applicable to railroad and private equipment and applicable to Formats A, B, and C (see Appendix J:) equipment. Only the ER system can assign a 'D' Code and the ER system and or the Railinc Administrator can remove a 'D' Code. Note: Processing will need to use the Car Grade of 'N' to distinguish user assigned G and ER assigned G for ruminant protein.				
D	Blank,Blank	All fields spaces	D, Blank	System Generated = D
D	C,Blank	Pool Control = C	D, C	System Generated = D Pool Control = C
D	J,Blank	Pool Control = J	D,J	System Generated = D Pool Control = J
D	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
D	W,Blank	Pool Control = W	D,W	System Generated = D Pool Control = W
D	G,Blank	Pool Control = G	D,G	System Generated = D Pool Control = G
D	G,Blank	User Reported = G System Generated = D	D,G	System Generated = D User Reported = G
D	G,W	User Reported = G Pool Control = W Car Grade = N (ruminant)	G,D	System Generated = D User Reported = G
D	Not one of the above TC/TCC (I, O, U, 2) - reject			
The Code 'E' is only applicable to railroad equipment and to equipment defined under SCO90 (Refer to Appendix B:). In addition, the equipment must be assigned to a Pool. Only the ER system or the Railinc Administrator can assign and remove an 'E' Code.				
E	C,Blank D,C	Pool Control = C System Generated = D Pool Control = C	E,C	System Generated = E Pool Control = C
E	G,Blank D,G	Pool Control = G System Generated = D Pool Control = G	E,G	System Generated = E Pool Control = G
E	J,Blank D,J	Pool Assign = J System Generated = D Pool Control = J	E,J	System Generated = E Pool Control = J
E	P,Blank D,P	Pool Control = P System Generated = D Pool Control = P	E,P	System Generated = E Pool Control = P
E	R,Blank D,R	Pool Control = R System Generated = D Pool Control = R	E,R	System Generated = E Pool Control = R
E	Not one of the above TC/TCC - reject			
The Code 'T' is only applicable to railroad equipment and to equipment defined under SCO90 (Refer to Appendix B:). In addition, the equipment cannot be assigned to a Pool. Only the ER system or the Railinc Administrator can assign and remove a 'T' Code.				
T	Blank,Blank	All fields spaces	T,Blank	System Generated = T
T	U,Blank	User Reported = U	T,U	System Generated = T User Reported = U
T	O,Blank	User Reported = O	T,O	System Generated = T User Reported = O
T	Not one of the above TC/TCC - reject			

G.2 D, E, T Unassignment

ER Code	Before Unassignment		After Unassignment	
	Umler TC/TCC	Umler EMC	Umler TC/TCC	Umler EMC
The Code 'D' 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 Pool Control = C	C, Blank	Pool Control = C
Remove D	D,J	System Generated = D Pool Control = J	J, Blank	Pool Control = J
Remove D	D,N	System Generated = D Pool Control = N	N, Blank	Pool Control = N
Remove D	D, P	System Generated = D Pool Control = P	P, Blank	Pool Control = P
Remove D	D, R	System Generated = D Pool Control = R	R, Blank	Pool Control = R
Remove D	D,W	System Generated = D Pool Control = W	W, Blank	Pool Control = W
Remove D	D,G	System Gent = D Pool Control = G	G, Blank	Pool Control = G
Remove D	D,G	System Generated = D User Reported = G	G, Blank	User Reported = G
Remove D	G,D	System Generated = D User Reported = G Car Grade = N (ruminant)	G, W	User Reported = G Pool Control = W
Remove D	Not one of the above TC/TCC - reject			
The Code 'E' is removed by the ER system or by the Umler system if the equipment is unassigned from a pool.				
Remove E	E,C	System Generated = E Pool Control = C	C,Blank	Pool Control = C
Remove E	E,G	System Generated = E Pool Control = G	G,Blank	Pool Control = G
Remove E	E,J	System Generated = E Pool Control = J	J,Blank	Pool Control = J
Remove E	E,P	System Generated = E Pool Control = P	P,Blank	Pool Control = P
Remove E	E,R	System Generated = E Pool Control = R	R,Blank	Pool Control = R
Remove E	Not one of the above TC/TCC – reject			
The Code 'T' is removed by the ER system or by the Umler system if the equipment is assigned to a pool. The Railinc Administrator can remove a 'T'.				
Remove T	T, Blank	System Generated = T	Blank,Blank	All fields Blank
Remove T	T, U	System Generated = T User Reported = U	U,Blank	User Reported = U
Remove T	T, O	System Generated = T User Reported = O	O,Blank	User Reported = O
Remove T	Not one of the above TC/TCC - reject			

Appendix H: ER Ruminant Protein Assignment and Unassignment

Umler User Reported G Code	Before Assignment		After Assignment	
	Umler TC/TCC	Umler EMC	Umler TC/TCC	Umler EMC
Ruminant Protein – User Reported G Code Assignment <p>When the Event Repository (ER) system identifies a railroad or private Covered Hopper (C_1_), which has been loaded with a ruminant protein, the ER system bridges activity to the Umler system. The Umler system will generate an Umler User Reported G Code to the industry.</p> <p>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 done by the ER system. It cannot be done through the Umler system.</p> <p>When the ER system identifies a “ruminant protein” loaded in a covered hopper for the first time, the Umler system does the following:</p> <ul style="list-style-type: none"> • If the equipment is not in a pool, the system will set the Umler User Reported to a G and set the Pool Control to W. • If the equipment is in a pool, including a ‘G’ pool, the system will remove the equipment from the pool and set the Umler User Reported Code to G and set the Pool Control to W. <p>When the ER system identifies a “ruminant protein” loaded again in a covered hopper, the Umler system does the following:</p> <ul style="list-style-type: none"> • If the equipment is not in a pool, the system sets the User Reported Code to a G and set the Pool Control to W. • If the equipment is in a G pool, the system retains the current status of the equipment. Neither the pool assignment nor the Pool Control Code of G will be updated. <p>After the initial assignment of the User Reported G Code, a railroad can assign the equipment to one of its G pools but it cannot assign it to any other Pool Type. When the equipment is assigned to the G pool, then the User Reported Code is set to blank and the Pool Control Code is set to G.</p> <p>When the ER system identifies a “ruminant protein” loaded in a covered hopper and the equipment has an Equipment Management Code of M, S, X, or Y, the existing codes cannot be overlaid. However, the Car Grade N will be created and distributed to the industry.</p> <p>Once the “ruminant protein” User Reported G Code is assigned, it can only be overlaid by a Transportation Code of M, S, X, or Y. Refer to Ruminant Protein – Equipment Management Code M, S, X, Y Assignment below.</p> <p>Once the Car Grade N is reported, another Car Grade Inspection cannot be reported in the ER or Umler system that would supercede the Car Grade N. It can only be removed by a Car Grade Inspection indicating the equipment was cleaned. Refer to Ruminant Protein – Cleaning (Car Grade P) below.</p> <p>The combination of User Reported G Code or the Pool Control G Code or the Equipment Management Codes of M, S, X, or Y and the Car Grade N are needed to identify a “ruminant protein” car.</p> <p>The assignment of the ruminant protein ‘G’ is defined below.</p>				
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)	D,G	System Generated=D Pool Control=G	G,D	User Reported=G System Generated=D Car Grade=N Note: Equipment is removed from the pool.
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	User Reported=G System Generated=D Car Grade=N

Data Specification Manual

Umler User Reported G Code	Before Assignment		After Assignment	
	Umler TC/TCC	Umler EMC	Umler TC/TCC	Umler EMC
G (Ruminant Protein) Railroad car or Private car leased to a Railroad – in a pool	D,C D,J D,N D,P D,R	System Generated=D Pool Control=C System Generated=D Pool Control=J System Generated=D Pool Control=N System Generated=D Pool Control=P System Generated=D Pool Control=R	G,D	User Reported=G System Generated=D Car Grade=N Note: Equipment is removed from the pool.
G (Ruminant Protein) Railroad car or Private car leased to a Railroad	C,Blank G,Blank J,Blank N,Blank N,O P,Blank R,Blank	Pool Control=C Pool Control=G Pool Control=J Pool Control=N Pool Control=N User Reported=O Pool Control=P Pool Control=R	G,W	User Reported=G Pool Control=W Car Grade=N Note: Equipment is removed from the pool
G (Ruminant Protein)	M,Blank S,Blank S,X X,etc. Y,A	User Reported=M Mech Rest=S Mech Reason=Blank Mech Rest=S Mech Reason=X Mech Rest=X Mech Reason=etc Mech Rest=Y Mech Reason=A	M,Blank S,Blank S,X X,etc. Y,A	User Reported=M Mech Rest=S Mech Reason=Blank Mech Rest=S Mech Reason=X Mech Rest=X Mech Reason=etc Mech Rest=Y 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 <p>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.</p> <p>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.</p>				
Blank, Blank Railroad Controlled	M,Blank S,Blank S,X X,etc. Y,A	User Reported=M Mech Rest=S Mech Reason=Blank Mech Rest=S Mech Reason=X Mech Rest=X Mech Reason=etc Mech Rest=Y Mech Reason=A Car Grade N	G,W	User Reported = G Pool Control = W Mech Rest=Blank Mech Reason=Blank Car Grade = N

Data Specification Manual

Umler User Reported G Code	Before Assignment		After Assignment	
	Umler TC/TCC	Umler EMC	Umler TC/TCC	Umler EMC
Blank, Blank Private without a railroad lessee	M,Blank S,Blank S,X X,etc. Y,A	User Reported=M Mech Rest=S Mech Reason=Blank Mech Rest=S Mech Reason=X Mech Rest=X Mech Reason=etc Mech Rest=Y Mech Reason=A Car Grade N	G, Blank	User Reported=G Mech Rest=Blank Mech Reason=Blank Car Grade N
Ruminant Protein – Cleaning (Car Grade P) The stenciled mark owner or an authorized reporter will be able to report a Car Grade P to the ER system or to Umler indicating that the equipment has been cleaned. When a cleaning event is reported on a ‘ruminant protein’ Covered Hopper car to the ER system, the ER system will generate an ER Car Grade P to the industry (TRAIN82/83) and generate a Car Grade P to Umler system. In addition, it will create the following activity to the Umler system: <ul style="list-style-type: none"> • If the Umler User Reported Code is a G, then it will set the User Reported Code to blank. • If the equipment is in a G pool, then it will remove the equipment from the G pool and set the Pool Control Code to blanks. • If the equipment has an Equipment Management Code of M, S, X, or Y, it will retain the existing codes. When a cleaning event is reported on a ‘ruminant protein’ Covered Hopper car to the Umler system, the system will generate an Car Grade P to the industry and generate a Car Grade P to the ER system. In addition, it will create the following activity: <ul style="list-style-type: none"> • If the Umler User Reported Code is a G, then it will set the User Reported Code to blank • If the equipment is in a G pool, then it will remove the equipment from the G pool and set the Pool Control Code to blanks. • If the equipment has an Equipment Management Code of M, S, X, or Y, it will retain the existing codes. The unassignment of the ruminant protein ‘G’ Transportation Code is defined below.				
G removal by Car Grade P	G,W G,D G,Blank	Pool Control=W User Reported=G Car Grade=N System Generated=D User Reported=G Car Grade=N User Reported=G Car Grade=N	W,Blank D,W Blank, Blank	Pool Control=W User Reported=Blank Car Grade=P System Generated=D Pool Control=W Car Grade=P All Fields blank Car Grade=P
Note: The car grade P does not change unless the car grade N is reported to the car.				

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
- 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

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 weather-tight 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

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

THIRD NUMERIC:

- 0–Not Used
- 1–Less than 53' inside length
- 2–53' and less than 60' inside length
- 3–60' and less than 75' 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 bottom consisting 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.

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)

M-O-W, Scale ETC M_ _ _

PASSENGER, CABOOSE, AND END OF TRAIN INFORMATION SYSTEMS,
MAINTENANCE OF WAY, SCALE, PASSENGER, CABOOSE, AND END-OF-TRAIN
INFORMATION SYSTEMS

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—Not Used
31—MWK
32— Not Used
33— Not Used
34— Not Used
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, Tank Diesel Fuel -
81—Fuel Tender, Tank Liquid Natural Gas (LNG) -
82—Fuel Tender, Locomotive Diesel Fuel -
83—Fuel Tender, Locomotive Liquid Natural Gas (LNG)
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

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.

MW—Miscellaneous (Otherwise not classified).

Weed Exterminator—A car equipped with machinery for propelling itself, or otherwise, and burning or spraying weeds along the track as it proceeds.

Rail Saw—A car equipped with machinery for sawing track rails and similar material.

Rail Bender—A car equipped with machinery for bending track rails and similar material.

Grass Cutter—A car equipped with machinery for propelling itself, or otherwise and cutting grass along the track as it proceeds.

Track Layer—A car equipped with machinery for propelling itself, or otherwise, and laying the track ahead of it as it proceeds.

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.

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.

MWDC—Ditching Car. A car equipped for excavating ditches along the sides of tracks as it proceeds, self-propelled or not.

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.

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.

MWK—Snow-removing Car. A car equipped with any special device for removing snow from between or alongside of rails.

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.

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).

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.

MWTK—Similar in design to "T", but 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.

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.

PA—Car equipped to handle passengers.

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.

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)

0—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 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
- 7–7 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 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 (See NOTES 1 through 4 below)

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

Data Specification Manual

SECOND NUMERIC (See NOTE 2):

- 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 (See NOTES 3 and 5)

- 0–Cars not otherwise classified–contact car owner
- 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' ; the 20' containers limited to 56,900lbs (Gross Wt) each ; Top : 1-40', 45', 48', or 53'
- 7–Container only, Bottom : 2-20' or 1-40' ; the 20' containers limited to 56,900lbs (Gross Wt) each ; 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 ; the 20' containers are limited to 52,900 lbs (Gross Wt) each ; 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, then (See NOTE 3):

- 0–Cars not otherwise classified–contact car owner
- 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, then (See NOTE 4):

- 0–Cars not otherwise classified–contact car owner

- 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.

NOTE 1: Most IBC type and some Bulkhead type cars are equipped with empty/load brakes. Refer to Umler Bearing & Brake Shoe Type for specifics.

NOTE 2: Single well and drawbar connected double-stack cars have a load limit of 135,000 lbs. or more per well. "Light Capacity" refers to 5-well cars with 100-ton trucks at intermediate locations. "Heavy Capacity" refers to 5-well cars with 125-ton trucks at intermediate locations. Stenciled "Load Limit" will govern in determining the maximum gross weight which can be loaded in individual wells.

NOTE 3: If the second numeric is 1, 2, 3, 4, 5, or 6, the container configurations and stacking combinations shown in the third numeric assume that 20' and 40' containers are 96" wide and that 45', 48' and 53' containers can be either 96" or 102" wide and further that 40', 45', 48' and 53' containers have both top and bottom corner castings at the 40' and 96" locations.

NOTE 4: If the second numeric is 7 or 8, the container configurations and stacking combinations shown in the third numeric assume that 20', 40', and 45' containers are 96" wide (unless otherwise indicated) and that 48' and 53' containers are 102" wide. If 40', 45', and 48' containers are going to be stacked in the upper position of bulkhead cars using IBCs rather than "flippers" then the container must have both top and bottom corner castings at the 40' and 96" locations.

NOTE 5: If 53' container in well, only 53' container can be stacked on top.

Tank Cars ETC T _ _ _

FIRST AND SECOND NUMERIC:

Major Class Description (See [Appendix N](#)):

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)
- 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 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:

- 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.

Data Specification Manual

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.

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

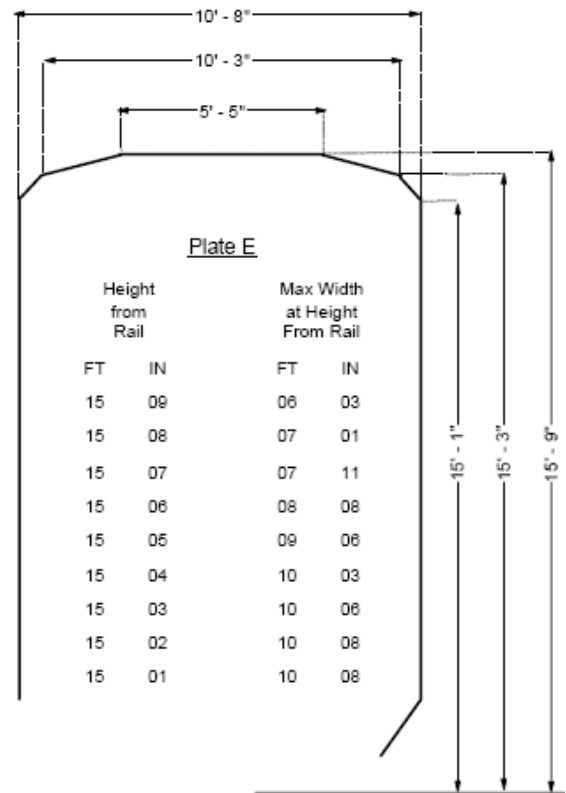
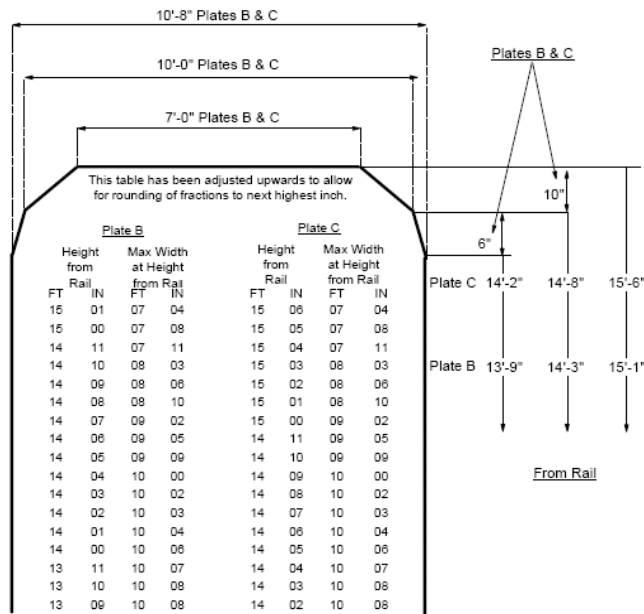
THIRD NUMERIC (Z1_ _ and Z6_ _ Only):

- 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

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 I1, Section IX), as in the above example, indicate one of the following could be wrong:

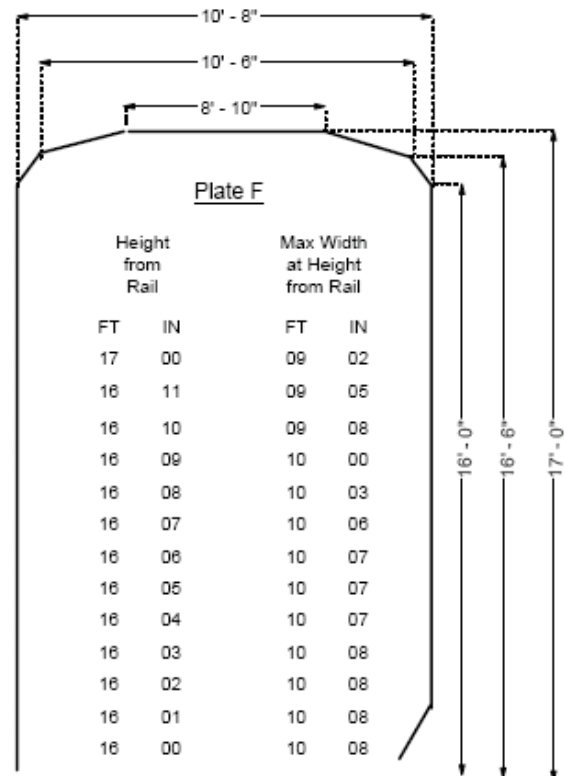
- 0711 Extreme Width is not correct. It was actually 0708 or less.
- 1500 height above rail to extreme width is not correct. It was actually 1411 or less.
- Clearance code B is incorrect, and the 2 dimensions are correct. The car is actually a Code C.

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 Plate 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



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,...]

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

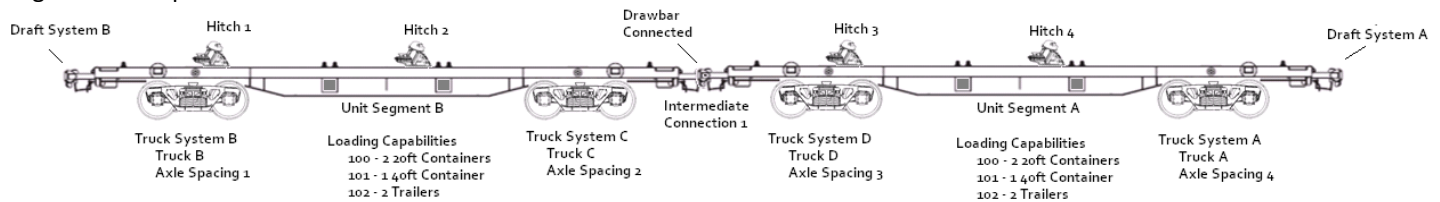
Location IDs: [1,2,3,4,...]

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.



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.
3. All requests must be submitted via e-mail to: csc@railinc.com 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 e-mail 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 e-mail address for transfers is csc@railinc.com.

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 csc@railinc.com 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.

Appendix N: Major Tank Class

Major Classes of Tank Cars AAR and DOT or ICC Container Specifications

01 Major Class (AAR) - ALUMINUM, NON-PRESSURE CARS
201A25, 201A70W
01 Major Class (ICC or DOT) - ALUMINUM, NON-PRESSURE CARS
103ALW, 111A100ALW, 111A100ALW1, 111A100ALW2, 111A60ALW, 111A60ALW1, 111A60ALW2, 111S100ALW, 111S100ALW1, 111S100ALW2, 111S60ALW1, 111S60ALW2
02 Major Class (ICC or DOT) - HIGH PURITY ALUMINUM, NON-PRESSURE CARS
103AALW
04 Major Class (ICC or DOT) - NICKEL CARS
103ANW
05 Major Class (AAR) - ACID CARS, WELDED OR RIVETED
211A100W5
05 Major Class (ICC or DOT) - ACID CARS, WELDED OR RIVETED
103A, 103AW, 103BW, 111A100W2, 111A100W5, 111A60W2
06 Major Class (AAR) - STAINLESS STEEL CARS (STAINLESS GRADE 304 or 430)
211A100W6
06 Major Class (ICC or DOT) - STAINLESS STEEL CARS (STAINLESS GRADE 304 or 430)
103CW, 103DW, 111A100W6, 111A60W6, 111A60W7
07 Major Class (ICC or DOT) - STAINLESS STEEL CARS (STAINLESS GRADE 304L)
103CW, 103EW, 111A100W6, 111A60W6, 111A60W7, 120J200W
08 Major Class (ICC or DOT) - STAINLESS STEEL CARS (STAINLESS GRADE 316)
103EW, 111A100W6
09 Major Class (ICC or DOT) - STAINLESS STEEL CARS (STAINLESS GRADE 316L)
103EW, 111A100W6, 111A60W7, 111S100W6
10 Major Class (AAR) - GENERAL SERVICE CARS—CARBON STEEL TANK (WELDED OR RIVETED)(Includes Rubber Lined)
203, 203W, 211A100W1, 211A60W1, 211J100W1
10 Major Class (ICC or DOT) - GENERAL SERVICE CARS—CARBON STEEL TANK (WELDED OR RIVETED)(Includes Rubber Lined)
103, 103W, 104W, 111A100W1, 111A100W3, 111A100W4, 111A60W1
11 Major Class (AAR) - NON-PRESSURE TANK WITHIN A TANK (CARBON STEEL INNER TANK)
206W
11 Major Class (ICC or DOT) - NON-PRESSURE TANK WITHIN A TANK (CARBON STEEL INNER TANK)
115A60W1
13 Major Class (AAR) - NON-PRESSURE TANK WITHIN A TANK (GRADE 304 or 430 STAINLESS STEEL INNER TANK)
206W
13 Major Class (ICC or DOT) - NON-PRESSURE TANK WITHIN A TANK (GRADE 304 or 430 STAINLESS STEEL INNER TANK)
115A60W6
14 Major Class (AAR) - NON-PRESSURE TANK WITHIN A TANK (GRADE 304L STAINLESS STEEL INNER TANK)
206W
14 Major Class (ICC or DOT) - NON-PRESSURE TANK WITHIN A TANK (GRADE 304L STAINLESS STEEL INNER TANK)
115A60W6
15 Major Class (AAR) - NON-PRESSURE TANK WITHIN A TANK (GRADE 316 STAINLESS STEEL INNER TANK)
206W
15 Major Class (ICC or DOT) - NON-PRESSURE TANK WITHIN A TANK (GRADE 316 STAINLESS STEEL INNER TANK)
115A60W6
16 Major Class (AAR) - NON-PRESSURE TANK WITHIN A TANK (GRADE 316L STAINLESS STEEL INNER TANK)
206W
16 Major Class (ICC or DOT) - NON-PRESSURE TANK WITHIN A TANK (GRADE 316L STAINLESS STEEL INNER TANK)
115A60W6
18 Major Class (AAR) - STAINLESS CLAD STEEL CARS
203W
18 Major Class (ICC or DOT) - STAINLESS CLAD STEEL CARS
103W, 105A300W, 105A500W, 111A100W1, 111A100W2, 111A100W3
19 Major Class (ICC or DOT) - NICKEL CLAD STEEL CARS
103AW, 103W, 111A100W2

20 Major Class (DOT) -
111S100W1, 111S100W2, 111S100W3, 111S100W5
21 Major Class (DOT) -
111J100W2, 111J100W3, 111J100W4
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, 120A300W
55 Major Class (ICC or DOT) - STEEL PRESSURE INSULATED CARS
105A400W, 120A400W
56 Major Class (ICC or DOT) - STEEL PRESSURE INSULATED CARS
105A500, 105A500W, 120A500W
57 Major Class (ICC or DOT) - STEEL PRESSURE INSULATED CARS
105A600W, 120J600W
58 Major Class (ICC or DOT) - STEEL PRESSURE CARS (MULTI-UNIT TANKS)
106A500
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
113A175W, 113A60W, 113C120W, 113C60W, 113D120W, 113D60W
76 Major Class (AAR) - CRYOGENIC—TANK WITHIN A TANK
204W
76 Major Class (DOT) - CRYOGENIC—TANK WITHIN A TANK
113A90W

Data Specification Manual

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
86 Major Class (DOT) - STEEL PRESSURE INSULATED CARS
105J100W
87 Major Class (DOT) - STEEL PRESSURE INSULATED CARS
105S100W
88 Major Class (DOT) - STEEL PRESSURE INSULATED CARS
105J200W
89 Major Class (DOT) - STEEL PRESSURE INSULATED CARS
105S200W

90 Major Class (DOT) - STEEL PRESSURE INSULATED CARS
105J300W
91 Major Class (DOT) - STEEL PRESSURE INSULATED CARS
105S300W, 105S400W
92 Major Class (DOT) - STEEL PRESSURE INSULATED CARS
105J400W
94 Major Class (DOT) - STEEL PRESSURE INSULATED CARS
105J500W
95 Major Class (DOT) - STEEL PRESSURE INSULATED CARS
105S500W
96 Major Class (DOT) - STEEL PRESSURE INSULATED CARS
105J600W
97 Major Class (DOT) - STEEL PRESSURE INSULATED CARS
105S600W

Appendix O: Reporting Rail Car and Superstructure Cost

O.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. 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.

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

Replace an epoxy 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
 - b. Plus additions done prior to service
 - c. Plus capitalized inspection costs 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.	
\$14,000	Invoice from shop applying the new lining
-\$3,500	Estimated value of the original lining)
-\$300	Labor costs to remove the previous lining
\$10,200	Net Betterment 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.

O.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.

- | | |
|---------------------------------|--|
| 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 second hand 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

Data Specification Manual

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.

REBUILT SUPERSTRUCTURES (5% PER YEAR)

REPRODUCTION FACTOR

	INIT	CAR #	BLT MON	BLT YR	RB MON	RB YR	ORIG COST	PRIOR A&B'S	LEDGER VALUE	REUSED PARTS**	REUSED PERCENT **	RBLT MATERIAL	RBLT MAT. ADD.	RBLT LABOR	INVOICED	LESS STRIPPING	LESS MATERIAL CRED.	NEW COSTS NET	TOTAL COSTS	REPROD FACT YR BLT	REPROD FACT YR RB
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	27,734	32,234	88	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	183
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	22.92%	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

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 KNOWN, USE REUSED PARTS PERCENTAGE (OR FLOOR OF 10%)
CURRENT COST 3000 TO CALCULATE MATERIAL CREDIT OR ORIGINAL COMPONENT, NOW DEPRECIATED

COMPONENT

CASE TWO ** 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

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 15th of each month to place into conflict cars that meet all 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 the date of implementation. 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	Result of Batch Process
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

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”.

Equipment ID	Tare Weight	Result of Batch 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.

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**