

**What is Early Warning?**

Early Warning is a Web-based application/service provided by the Association of American Railroads (AAR) that acts as an alert-management system and a hub for communications about rail equipment. It enables railroads, equipment owners, and repair shops to have visibility into defective equipment and components and also report when a car has been inspected or repaired so that equipment can be removed from notices.

**Is Early Warning a new Railinc system?**

No. Early Warning is a mature application that has been in existence since 2001. There has been an ongoing effort to ensure users understand how to view notices, report and back out inspections, and view historical data about notices and inspections.

**What, generally, causes a notice to be issued?**

When railroads, equipment owners, or manufacturers identify potential mechanical problems, they notify the AAR, which issues a Maintenance Advisory (MA) or Early Warning (EW) notice depending on the severity of the potential problem. These notices inform industry participants about equipment that needs inspection.

**What benefits does Early Warning provide?**

Early Warning provides three primary benefits:

- **Single Source for Notice Data:** Early Warning serves as a central repository of notice data and associated equipment. It enables rail industry participants to query, share and update data on equipment with potential mechanical problems. Early Warning also helps railroads meet industry requirements to share information about equipment with potential safety conditions.
- **Accurate, Up-to Date Data:** With Early Warning, rail industry participants are viewing accurate, up-to-date data on equipment notices. The system automatically assigns cars to a notice if they are past their due date for activities such as air brake testing and reflectorization.
- **Easy Reporting of Inspections or Repairs:** Early Warning's interface helps reporting parties to input detailed data that show a car's status, including whether it has been inspected and is ready to return to service, has been moved for additional inspections or to scrap, or was incorrectly added to a notice and has been removed.

**How does the system notify participants and subscribers about MA or EW notices?**

Most Early Warning users receive ticklers to alert them when notices are created. Railinc also sends all MA/EW activity outbound via TRAIN II messages for TRAIN II subscription users.

**What are ticklers?**

Ticklers are email notifications meant to inform the user of changes made in Early Warning. Users can be notified when one of seven unique scenarios occurs, including when a notice or a supplement is created, when their equipment is assigned to or removed from a notice, and when a MA or EW notice expires. See the Configure Tickets section in the Early Warning user guide (page 53).

**How often is Early Warning updated?**

Early Warning is updated on a real-time basis. However, outbound TRAIN II messages are distributed every 15 minutes.

**Does Early Warning interact with other Railinc applications?**

Yes. If an individual MA/EW interacts with other applications such as the Umler® system or the Damaged and Defective Car Tracking system, it will be specified in the notice.

**What access do I need to report inspections in Early Warning?**

Users must have Early Warning Report Inspection access and Early Warning Query access.

**What happens if an inspection is reported but the equipment remains on the notice?**

Certain inspections must be reported both in Umler and in Early Warning. Authorized users must always refer to the MA/EW notice before reporting inspections.

**Can I back out an inspection that was reported by another company?**

No. Users can only back out inspections that were reported by them or someone from their same company mark.

**What happens to equipment that appears on an expired MA notice?**

Any remaining cars on an expired MA notice will automatically be escalated to an Early Warning letter.

**What happens to equipment that appears on an expired Early Warning letter?**

If the owner or authorized user does not report the necessary inspection prior to the Early Warning letter being expired, the equipment will be assigned a mechanical restriction (XX) in Umler and the equipment will be stopped at interchange.

**What is the purpose of the Early Warning Query Transaction Log?**

The Early Warning Query Transaction Log enables users to see everything that has happened related to a MA/EW notice and/or a piece of equipment. Users can also back out inspections from the Early Warning Query Transaction Log if they reported the original inspection.

**Where can I learn more about Early Warning?**

The [Early Warning resources page](#) contains an overview of Early Warning and includes the following resources that are available for download:

- [EW/MA Advisory Procedures Manual/User Guide](#): The user manual covers Early Warning features and functionality and provides step-by-step instructions for using the system.
- [Early Warning TRAIN II Technical Guide](#): This guide outlines the TRAIN II message types and transaction formats used in Early Warning for subscribers who receive TRAIN II.

**What is Early Warning Web Services and how can I learn more?**

Early Warning can be integrated with customers' existing systems, enabling users to submit Inspections, Notice View Queries and Equipment View Queries via XML requests. Railinc's Customer Success Center can provide users with documentation for getting setup. If interested, please contact the Customer Success Center at [csc@railinc.com](mailto:csc@railinc.com) or by phone at 877-724-5462.

### **How can users access Early Warning?**

You must have a Railinc Single Sign-On (SSO) account to access Early Warning. To create one, go to [www.railinc.com](http://www.railinc.com). The SSO login is located at the top, right of the page. Click *Register Here* and follow the prompts to establish your account.

### **What different user roles are available in Early Warning?**

The following roles are available. Your Early Warning company administrator will approve your request. However, if your company does not have a company administrator designated, Railinc will assign the Early Warning company administrator role to the first person that request access for that company.

- **Early Warning Query: (Company required)** General access to Early Warning.
- **Early Warning Report Inspections: (Company required)** Early Warning Report Inspections is granted by an application or company administrator to permit a user to report and back out inspections on equipment. Also allows removal of incorrectly assigned equipment.
- **Early Warning Company Administrator: (Company required)** The second highest level of access, this role can grant a user within their company access to specific Early Warning functions.

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