

DDCT101 - Introduction to DDCT Webinar

Q/A Log

- Will the presentation from the webinar be available?
 - *Yes, the presentation will be available on the DDCT Webinar Page*
- How do you determine the end of a cars life cycle?
 - *There are several ways a car can reach an “end state” within DDCT. It can be marked as repaired by shop, dismantled, settled or removed administratively.*
- When does a car get removed from a Maintenance Advisory?
 - *Whenever a car reaches one of the “end states” above, the system will remove the car from the Maintenance Advisory letter it was placed on.*
- Will JIC be part of the DDCT system?
 - *No. JIC will be handled outside the DDCT system.*
- Can you explain the DV calculation?
 - *The system makes a calculation from multiple values that exist in Umler including the built date, original cost and additions and betterments based on rule. The lone calculated number is returned to DDCT as the Estimated DV. The actual DV must be provided by the car owner, and it could vary from the estimated DV.*
- Will 95 B's be added to the DDCT process?
 - *No, they are not included at this time.*
 - *Current Rule 102.A.2.b provides process for requesting protection of damage not covered by a Defect Card by using a JIC. That process will not change. That JIC process is not in scope for DDCT at this time.*
- Will the system be able to support car owner instead of just the stenciled mark owner?
 - *At this point the Stenciled Mark Owner will be the only owner party notified. The system determines the initial car owner by identifying the Stenciled Mark Owner. However, the Stenciled Mark Owner may request that another party (which could be the Car Owner) assume responsibility on a per incident basis. Once the Stencil Mark Owner transfers an incident to another party, that Stencil Mark Owner will not have access to the incident. The company having the incident transferred to them must acknowledge, or control of the incident reverts to the Stencil Mark Owner.*
- How was the cost of \$0.70 per car calculated?
 - *The cost covers the development and the anticipated operating, support and maintenance costs.*
- Will the Home Shop sticker still be used?
 - *Yes, that is still a requirement both AAR and FRA.*

- How will my car inspectors know if a damaged car found on inbound inspection is traveling under an electronic defect card?
 - *The car will appear on a DDCT MA Letter.*
- Is 100% participation for the new system mandated by AAR car service rules?
 - Yes
- If a car is traveling in interchange and has a defective hitch is there some way for that defect to be passed as it moves to other locations so the inbound people are aware they have fewer hitches for loads?
 - *If the car is bad ordered for a hitch, and shop disposition is requested, the car should not be placed for loading until repaired. However, as frequently happens on dual purpose type intermodal cars, a hitch is bad ordered and identified with a tag, but home shop disposition is not requested as the car and the car is loaded with containers (instead of trailers). In this case, no DDCT incident would have been generated.*
 - *The car will be moving under the appropriate DDCT Maintenance Advisory Letter, however, specific defects are not identified in these letters.*
- What is the DDCT cost obligation for companies that lease cars from an owner?
 - *The DDCT bill will be sent to the Stenciled Mark Owner in Umler only.*
- In this case I am not the car owner, I am not the road damaging the car, I am not the shop. However the car moved on my lines to shop. Today, the 417 often does not include who is to pay the bill for the empty move to shop. Will I, as a road providing transportation, have access to the information in DDCTS?
 - *Once you have possession of the car, you will be able to search the DDCT system to see summary incident information on defect cards including the governing rule number, originating carrier and car mark owner.*
- Is the system required for private car owners?
 - *Yes. This is required for all car owners.*
- When the car needs to be sent to a mobile repair shop for repairs, will the mobile repair shop need to be in FindUs.Rail?
 - *If the car owner wants to disposition the car to that repair facility or if that repair facility needs to report repairs in DDCT, then it must be registered in FindUs.Rail. If the location is actually a repair facility, but instead a location to which mobile units are dispatched, then for DDCT purposes, that location must be registered as a repair facility.*
- What must happen when a car needs to be sent back to the plant instead of a repair shop?
 - *If the facility is a car builder and the car needs to be sent there, then the car builder facility must be entered into FindUs.Rail as a repair shop. If "plant" means back to a shipper plant, or load origination point and repairs will be done at that location, then that location must be registered in DDCT.*
- Is there a requirement for the car owner to close the DDCT early warning?

- *Once the repair facility reports the repairs complete on a car, DDCT will automatically remove the car from the Maintenance Advisory letter. The EHMS alert would need to be treated separately.*
- Will the system allow a car to be dispositioned to three shops?
 - *No, the system will allow up to two shops in disposition.*
- Car Hire - What will happen if a car gets loaded?
 - *From a car hire perspective, if the load empty status changes twice, the car will be considered returned to service. LCS will be turned back on and it will take a new incident to turn DDCT LCS processing back on.*
- What considerations are resident for railcar managers or agents?
 - *The system allows agents to be identified by the stenciled car mark on a per incident basis.*
- When choosing shops for our customer we try to find the one with the best turn time. Is there a system in place or will there be for shops to update their estimated turn times? This would help us make the best decision for our customers.
 - *There is nothing in place at this time for the estimated turn times. This is a good idea and I will take it back to the Committee to review as a future enhancement.*
- We have had instances in the past that cars have been sent to the shop for bad order repairs and the car arrived at the shop with obvious handling line damage. When we contact the handling line about the damage they say they have no record of the damage and it has been up to us to prove that damage occurred. Will the new DDCT system eliminate this problem?
 - *The system cannot eliminate this problem, but DDCT will provide enhanced visibility into the tracking of Damaged and Defective cars since incidents must be entered into the system to get disposition and handling lines will have visibility of these defects when in possession of the car.*
- Does this apply to everyday repairs such as wheel change outs and draft systems? Does this apply to cars that have been bad ordered and awaiting parts?
 - *The following conditions apply when determining what types of incidents to enter into the DDCT system:*
 - *If handling carriers bad order a car and have the mechanical personnel or repair agent to make permanent repairs (such as a wheel change, air brake defects and defects normally handled without owner notification) they do not need to use DDCT.*
 - *If they are going to request home shop disposition (Rule 1) from the car mark owner, they will use DDCT.*
 - *If they derail or damage cars they will use DDCT.*
- How are FRA Movement Approvals and Transport Canada Temporary Certificates handled?
 - *These are handled outside of the system in the same way they are handled today.*
- In November it is showing Training with DDCT test system. What does that consist of and what is the cost?

- *This is an opportunity for companies to use the training system which is a test copy of what the production system will look like. Companies will be able to train internally by creating incidents, responding to requests for disposition, etc. There is no cost for this.*
- We have many cars with our markings on them which really belong to GE. Who will receive the dispo requests on these?
 - *The Stenciled Mark Owner will be identified as the Car Mark Owner in DDCT and the system will send notifications to that company. As noted above, the system does have a provision for the Stencil Mark Owner to pass control of an incident to the actual car owner.*
- If car is involved in an incident and goes thru interchange to another railroad, the railroad that received the damaged car could reject car and request that a defect car be initiated, couldn't they?
 - *Yes, this is an option as provided in the AAR Interchange Rules that is not being changed.*
- Is there a demo on the home shop process?
 - *There will be a demo showing the process of requesting and providing disposition under rule 1, rule 107 and rule 108.*
- Are bad ordered cards still required for bad order?
 - *Yes.*
- How long will historical data be available?
 - *7 years.*