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To: Distribution List

Subject: December 2021 AAR Circular Letter Summary

The December 2021 summary includes the (12) circular letters issued during the month.

This document provides a summary of each Association of American Railroads ("AAR") circular letter issued during the previous month. A circular letter provides information of general applicability to the railroad industry, including proposed and final rules, standards, and recommended practices. Circulars are a fee-based service provided by AAR's Transportation Technology Center, Incorporated ("TTCI") located in Pueblo, Colorado. You may sign up to receive AAR circular letters online. If you need further assistance with access to circulars, please send any future questions and issues to Pubs@aar.com.

The Field Manual of the AAR Interchange Rules, Rule 1, b. (11), requires maintaining a copy of each "*mandatory circular letter*" that revises an "*Interchange Rule*" or the "*Manual of Standards and Recommended Practices*." For your convenience, this document identifies mandatory circular letters. For those circulars that propose or implement final changes to an existing rule, standard, or recommended practice, this document provides an impact statement to car owners, lessors, mechanical shops, and railroad operations.

The following matrix identifies the AAR circular letter number, a summary of the circular, any effective date of a rule, standard, or recommended practice, any comment due date, an impact statement, and to the extent it applies, if the circular letter is mandatory.

If you have any questions, please contact Tom DeLafosse at 630.512.7595 or tom.delafosse@salcoproducts.com.

Circular No.	Subject and Summary	Impact Statement
Implemented Changes, Effective the Date of Circular		
C-13910 Dec. 6, 2021	**Subject:** Revisions to Office Manual, Rule 94. **Summary:** The Equipment Health Monitoring Committee advanced a proposal to revise Office Manual Rule 94, which was reviewed and approved. The entire text of the revision is identified within this circular. **Implementation Date:** These changes will be included in the January 2022 release of the Office Manual.	**Car Type:** Freight **Car Owner:** No **Repair Shop:** No **Comments:** Related to alert level criteria from Wheel Impact Load Detectors (WILD) and Acoustic Bearing Detectors (ABD).

C-13911 Dec. 10, 2021	**Subject:** Implementation to Edit the Figures 154-A and 154-B: Steel Tubing on Bulkhead Flatcars – Section 2 of the AAR Open Top Loading Rules Manual (OTLR). **Summary:** Committee has approved to implement these two figures with the noted revisions contained within this circular. **Implementation Date:** The implementation of these revisions is effective immediately and will be included in the next edition of the AAR's OTLR Manual. If this is a required publication for your location insert the circular attachment for Figures 154-A and 154-B into your copy of Section 2.	**Car Type:** Open Top Gondolas **Car Owner:** No **Repair Shop:** No **Comments:** Carriers are asked to ensure that copies of this circular letter are distributed to all concerned shippers and railroad personnel for their attention and guidance.
C-13912 Dec. 10, 2021	**Subject:** Revisions to MSRP Section N, Specification M-970, Condition-Based Certification of Multi-Level Auto Rack Cars. **Summary:** Implementation of revisions to Specification M-970, Section 2.2.6 for all autoracks at certification to be equipped with low-profile securement systems that have been approved since January 1, 2010. **Implementation Date:** Changes to MSRP Section N, Specification M-970 are now implemented and effective immediately and will be incorporated in the next issue of MSRP Section N.	**Car Type:** Auto Racks **Car Owner:** No **Repair Shop:** No **Comments:** If Section N is a required publication for your facility be sure to download the attachment to this circular and update your copy.
CPC-1386 Dec. 17, 2021	**Subject:** Hydrostatic Leak Testing **Summary:** The sole purpose of this CPC is to notify the industry that on December 7, 2021, during the AAR Tank Car Committee (TCC) teleconference, the committee agreed to delay the January 1, 2022 requirement for each facility that performs hydrostatic leak testing to incorporate HLT into their NDT program because the committee has not completed their review of the hydrostatic test procedures in Appendix D of M-1002. **Implementation Date:** Each facility that performs hydrostatic leak testing must incorporate HLT into their NDT program no later than the date of republication of AAR M-1002 specification.	**Car Type:** Tank Cars **Car Owner:** Yes **Repair Shop:** Yes **Comments:** There are no changes to the implemented final actions on revisions to Chapter 1 or Appendix T of M-1002 published in CPC-1376 or CPC-1379. This is simply an amendment to when each facility that performs hydrostatic leak testing must incorporate HLT into their NDT program.

C-13916 Dec. 20, 2021	**Subject:** AAR Manual of Standards and Recommended Practices (MSRP), Section K-IV Office Architecture and Railroad Electronics Messaging, Standard S-9353.V1.1. **Summary:** This document also contains a description of the categories into which data elements are placed, the attributes of data elements, the types of data elements, and how these data elements are used. This revision includes updates to Appendix A and Appendix B as external content. The attached document contains a link to the external content. **Implementation Date:** Standard S-9353.V1.1 was Adopted in 2019 and Last Revised and Implemented in 2021 and is attached to this Circular in PDF format.	**Car Type:** Railroads **Car Owner:** No **Repair Shop:** No **Comments:** S-9353.V1.1 will be incorporated into the next issue of the MSRP, Section K-IV Office Architecture and Railroad Electronics Messaging. If this is a required publication for your location, insert the Circular in your copy of the MSRP Section K-IV.
C-13917 Dec. 10, 2021	**Subject:** AAR Manual of Standards and Recommended Practices (MSRP), Section K-IV Office Architecture and Railroad Electronics Messaging, Standard S-9361.V3.1. **Summary:** S-9361.V3.1 contains messages passed between the Positive Train Control (PTC) Office Segment and the Locomotive Segment, and messages passed between the Wayside Status Relay Service (WSRS) and the Locomotive Segment. **Implementation Date:** Standard S-9361.V3.1 was Adopted in 2013 and Last Revised and Implemented in 2021 and is attached to this circular in PDF format.	**Car Type:** Railroads **Car Owner:** No **Repair Shop:** No **Comments:** S-9361.V3.1 will be incorporated into the next issue of the MSRP, Section K-IV Office Architecture and Railroad Electronics Messaging. If this is a required publication for your location, insert the Circular in your copy of the MSRP Section K-IV
C-13918 Dec. 20, 2021	**Subject:** AAR Manual of Standards and Recommended Practices (MSRP), Section K-II Locomotive Electronics and Train Consist System Architecture, Specification M-9155.V2.5. **Summary:** Specification M-9155.V2.5 describes functional requirements in sufficient detail and accuracy to support technical proposals to develop an LCCM standalone device or to develop the LCCM function as part of the OEM locomotive control system. **Implementation Date:** Specification M-9155.V2.5 was Adopted in 2015 and Last Revised and Implemented in December 2021 and is attached to this Circular in PDF format.	**Car Type:** Railroads **Car Owner:** No **Repair Shop:** No **Comments:** M-9155.V2.5 will be incorporated into the next issue of the MSRP, Section K-II Locomotive Electronics and Train Consist System Architecture. If this is a required publication for your location, insert the Circular in your copy of the MSRP Section K-II

C-13919 Dec. 21, 2021	**Subject:** January 2022 Field and Office Manuals, Summary of Comments, and Implementation Details. **Summary:** Several letters were issued that advised of approved changes that would become effective on January 1, 2022. Shown within this circular is a recap of those letters seeking industry comment, an indication of comments received (if any), consideration and implementation details. Unless otherwise noted, the rule changes are for the Field Manual. **Implementation Date:** January 1, 2022	**Car Type:** Freight **Car Owner:** Possibly **Repair Shop:** Yes **Comments:** Recap of pending AAR Field Manual revisions to be published in the 2022 Field Manual.
Changes Pending 30-Day Comment Period from Date of Circular		
C-13913 Dec. 13, 2021	**Subject:** Solicitation of Comments for Revisions to MSRP Section C, Car Construction Fundamentals and Details, Standard S-2045 Remote Monitoring Equipment, Installation. Revision of requirements. **Summary:** The standard in being modified to better meet industry needs and to establish clear and limited requirements for Remote Monitoring Equipment (RME). Changes were too extensive for a track changes version of the document to be useful. **Implementation Date:** All comments, relevant to the proposed revisions, received within 30 days of the issuance of this circular will be considered by the Equipment Engineering Committee prior to further action.	**Car Type:** Freight **Car Owner:** If Applicable **Repair Shop:** No **Comments:** Car owners and other users of RME are encouraged to forward this circular to suppliers of RME to help ensure that all suppliers could comment.
C-13920 Dec. 21, 2021	**Subject:** Solicitation of Comments for Revisions to MSRP Section C Car Construction Fundamentals and Details: Proposed new Standard "S-2057 Draft Arrangements, 24 5/8-in. Pocket" and retirement of existing standards S-239, S-243, and S-245. **Summary:** This circular letter is to solicit comments for revisions proposed to Section C Car Construction Fundamentals and Details. Attached to this circular is the proposed new Standard S-2057 Draft Arrangements, 24 5/8-in. Pocket. **Implementation Date:** All comments, relevant to the proposed revisions, received within 30 days of the issuance of this circular will be considered by the Equipment Engineering Committee prior to further action.	**Car Type:** Freight **Car Owner:** No **Repair Shop:** No **Comments:** The AAR Equipment Engineering Committee's (EEC) intent is to consolidate the following 24 5/8-in. pocket standards into one. These three existing standards would be retired upon implementation of S-2057

General Information for the Industry		
C-13914 Dec. 15, 2021	**Subject:** Car Repair Facility Labor Rate – Effective January 1, 2022. **Summary:** The Car Repair Facility Labor Rate, effective January 1, 2022 is $149.27. This represents an increase of $17.54 (13.3%) from the calculation for October 1, 2021. **Implementation Date:** The change will be reflected in the January 1, 2022 release of the AAR Office Manual.	**Car Type:** Freight **Car Owner:** Yes **Repair Shop:** No **Comments:** Many changes took place this quarter, including updated health & welfare rates and payroll taxes, a new overhead study, additional wage increases effective in the first quarter, and a completely new composition of short line and Running Repair Agent (RRA) participants.
C-13915 Dec. 15, 2021	**Subject:** Canadian Car Repair Facility Labor Rate – Effective January 1, 2022. **Summary:** The Canadian Car Repair Facility Labor Rate, effective January 1, 2022 is $228.29 CAD. This represents an increase of $22.23 CAD (10.8%) from the calculation for October 1, 2021. **Implementation Date:** The change will be reflected in the January 1, 2022 release of the Canadian Price Master.	**Car Type:** Freight **Car Owner:** Possible **Repair Shop:** No **Comments:** The currency conversion factor used to calculate the Health & Welfare portions of the October 1, 2021 Canadian Labor Rate was 1.2560.