

# RigDig<sup>®</sup> Business Intelligence

a product of Randall-Reilly's Data Division

Field Schema	Field Description (Alias)	Description / Comments	Lead List	Score-card <sup>1</sup>	Score-Plus <sup>1</sup>
<b>Unique Identifiers</b>					
RRID	RRID	The Randall-Reilly ID (RRID) is a unique ID that represents a single entity. The RRID enables the linking of data elements from various data sources to a unique site. In most cases, the entity will be for the main headquarters location. However, if an entity operates more than one USDOT, we will also have a separate RRID for each separate USDOT.	●	●	●
USDOT	USDOT	This is the number assigned by the Federal Motor Carrier Safety Administration (FMCSA) to a census record. It is sometimes referred to as the USDOT number. Each entity should have only one active census number, which represents the principal place of business for the entity.	●	●	●
EDABUYID	EDABUYID	Randall-Reilly's Data Division also compiles business intelligence on Construction, Agriculture, Logging, Lift Trucks, Machine Tools, Office Equipment, Printing, and Woodworking equipment financed throughout the US. Where an EDABUYID has been matched to our Trucking BI database, the unique EDABUYID is appended to the record. This allows us to provide information on a client's financing activity in multiple industries.	-	-	●
<b>Entity Contact Information</b>					
ENT_COMPANY1	Entity Name	Entity's legal business name.	●	●	●
ENT_COMPANY2	Doing Business As	A trade name under which the entity may operate ("DBA").	●	●	●
ENT_CONTACT1_FIRST	Contact First Name (Primary)	Name of the primary contact.	●	●	●
ENT_CONTACT1_LAST	Contact Last Name (Primary)		●	●	●
ENT_CONTACT2_FIRST	Contact First Name (Secondary)	If available, name of a secondary contact.	●	●	●
ENT_CONTACT2_LAST	Contact Last Name (Secondary)		●	●	●
ENT_PHONE_OFFICE	Entity Phone Office	Telephone number for the entity's principal place of business.	●	●	●
ENT_PHONE_ALTERNATE	Entity Phone Alternative	Additional telephone number for the entity's principal place of business.	-	●	●
ENT_PHY_ADDRESS	Phy Address	Entity's physical street address.	●	●	●
ENT_PHY_CITY	Phy City	Entity's physical city.	●	●	●
ENT_PHY_STATE	Phy State	Entity's physical state.	●	●	●
ENT_PHY_ZIP	Phy Zip	Entity's physical zip code.	●	●	●
ENT_PHY_COUNTRY	Phy Country	Entity's physical country. Over 97% of the active entities are domiciled in the United States. The remainder may be located in a different country, but may operate a portion of their trucks in the United States.	●	●	●
ENT_PHY_FIPS	Phy Fips	Entity's physical FIPS (county) code.	-	●	●
ENT_PHY_COUNTY_STATE	Phy State & County	Entity's physical state and county combined together in a single field (i.e. NC - Union).	-	●	●
ENT_PHY_DPV	Phy DPV	We run each entity's physical address through US Postal Service certified software to determine whether the location is Delivery Point Validated (DPV). A "Yes" in this field means that it is a valid postal address.	-	●	●

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<b>Entity Summary</b>					
ENT_DOMRA	Entity DOMRA	Entity's Date Of Most Recent Activity (DOMRA). To automatically eliminate those entities that have not been active, our standard business rule is to only include entities with a DOMRA in the most recent rolling 36 months in our active dataset that we make available to our clients. Note: Using this business rule, we eliminate over 1.4 million entities that we believe are no longer active from the active file.	-	●	●
ENT_DOMRA_SOURCE	Entity DOMRA Source	Source for most recent activity (e.g. Inspection, UCC, Crash, MCS-150, etc.)	-	●	●
ENT_MCS150_DATE	Entity MCS-150 Date	Date of most recent MCS-150 profile filed with the FMCSA. Each active carrier with a USDOT is required to report at least bi-annually. Some states require more frequent MCS-150 updates.	-	●	●
ENT_OP_TYPE_DESC	Entity Operating Type	Description of entity's type of operation (e.g. Broker, Carrier, Freight Forwarder, Registrant, Shipper, Cargo Tank)	-	●	●
ENT_OP_CLASS_DESC	Entity Operating Class	Description of classification for entity's primary reason for operating commercial vehicles (e.g. For-Hire, Private, Private with For-Hire Authority, Passenger, US Mail, Government, Other, or a combination of these classifications).	-	●	●
ENT_OP_SEGMENT	Entity Operating Segment (Est.)	The entity's estimated operating segment is based on numerous criteria analyzed by the Randall-Reilly analytics team. Segments include: 1. For-Hire Fleet - 10+ pwr units and operate as For-Hire. 2. Private Fleet - 10+ pwr units and operate as Private. In addition to operating as a Private fleet, the entity may also operate as For-Hire. 3. Owner-Operator - A For-Hire entity with less than 10 pwr units and operate at least one class 8 unit or one tractor. Also, not in the Construction, Manufacturing, or Financial Services industries. 4. For-Hire Entity - A For-Hire entity with less than 10 pwr units that does not meet the Owner-Operator classification (e.g. landscaping company). 5. Private Entity - Private entity with less than 10 pwr units. 6. Other - Shippers, Brokers, Cargo Tank Facilities, Indian Tribe, Non-USDOT entities, etc. are applied to this segment.	●	●	●
ENT_OP_AUTH	Entity Operating Authority	Unlike the USDOT Number application process, an entity may need to obtain multiple Operating Authorities to support its planned business operations. Operating Authority dictates the type of operation an entity can run, the cargo it can carry, and the geographical area in which it can legally operate. We provide the primary operating authority number, which is preceded by one of the following prefixes: FF = Freight Forwarders MX = Carriers domiciled in Mexico MC = All other carriers and brokers#N/A	●	●	●
ACT_STATES_OPERATED	States Travelled	Count of distinct states, where the entity has had activity in the last rolling 24 months. Typically, these are the locations where an inspection occurred.	●	●	●
ACT_LICENSE_STATES	License Plate States	Count of distinct states on the license plates of trucks identified in operation in the last rolling 24 months. Multiple license states could infer multiple "home" locations for the truck, which could be a facility for the fleet. Or, it could infer they have leased on many owner-operators to haul under their authority and the license plate is based on where the owner-operator has his/her truck registered.	-	-	●

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<b>Dun &amp; Bradstreet Information</b>					
DNB_DUNS	D-U-N-S	Dun & Bradstreet's ("D&B") unique identifier for a specific site.	●	●	●
DNB_COMPANY_NAME	D-U-N-S Company Name	Official company name from Dun & Bradstreet.	-	-	●
DNB_DUNS_ULTIMATE_DOM_PARENT	D-U-N-S Ultimate Domestic Parent	Dun & Bradstreet's unique identifier for the domestic ultimate, which is the highest family member in the same country as the entity. An entity may be its own domestic ultimate.	●	●	●
DNB_LOCATION_TYPE	D-U-N-S Location Type	This is the indicator of the location type: 0 = Single location entity 1 = Headquarters (has one or more branches reporting to it) 2 = Branch (reports to a headquarters)	-	●	●
DNB_FAMILY_MEMBERS	D-U-N-S Location Qty	This is the number of family members, including the global ultimate and all subsidiaries and branches of the entire family tree worldwide.	-	●	●
DNB_SUBSIDIARY	D-U-N-S Subsidiary	This is a flag indicating if the entity is a corporation that is more than 50% owned by another company. No = Not a subsidiary site Yes = Subsidiary site	-	●	●
DNB_MAJOR_INDUSTRY_DESC	D-U-N-S Major Industry Category	This is the major industry category for the entity: 0 = Misc./Public Administration 1 = Agriculture 2 = Mining 3 = Construction 4 = Manufacturing 5 = Transportation, Communications, Utilities 6 = Wholesale Trade 7 = Retail 8 = Financial Services, Insurance, Real Estate 9 = Services	-	●	●
DNB_PRIMARY_SIC	D-U-N-S Primary SIC	This is the primary Standard Industrial Classification (SIC) code(s) assigned to the entity.	-	●	●
DNB_PRIMARY_SIC_DESC	D-U-N-S Primary SIC Description	This is the description of the primary Standard Industrial Classification (SIC) code(s) assigned to the entity.	●	●	●
DNB_NAICS	D-U-N-S NAICS	This is the major North American Industry Classification System (NAICS) code assigned to the entity.	-	●	●
DNB_EMPL_HERE	D-U-N-S Employees Here	The total number of employees at this location.	-	●	●
DNB_EMPL_HERE_CODE	D-U-N-S Employees Here Code	This is an indicator of how the "Employees Here" field was determined: 0 = Actual 1 = Low end of range 2 = Estimate	-	●	●
DNB_ANNUAL_SALES	D-U-N-S Annual Sales	This is the annual sales of the entity. Branch listings contain blanks.	-	●	●
DNB_ANNUAL_SALES_CODE	D-U-N-S Annual Sales Code	This is an indicator of how the "Annual Sales" field was determined: 0 = Actual 1 = Low end of range 2 = Estimate	-	●	●
DNB_YEAR_STARTED	D-U-N-S Year Started	This is the year the current ownership or management assumed control of the business (not provided for branch locations).	-	●	●
DNB_OUT_OF_BUSINESS	D-U-N-S Out-of-Business Indicator	This flag indicates the entity is out-of-business. As a business rule, we remove all out-of-business entities from our active entity data set.	-	●	●
DNB_RISK_FLAG	D-U-N-S Credit Risk Flag	This flag estimates the likelihood that an entity may become a collection problem. H = High Risk M = Medium Risk L = Low Risk	●	●	●

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<b>Cargo Types Hauled</b> (Self-Reported by the entity to the FMCSA on the MCS-150 form)								
ENT_CARGO_BEVERAGES	Dry Van - Beverages	Dry Van Cargo Family	-	●	●			
ENT_CARGO_GENFREIGHT	Dry Van - General Freight				●			
ENT_CARGO_HOUSEHOLD	Dry Van - Household Goods				●			
ENT_CARGO_PAPERPROD	Dry Van - Paper Products				●			
ENT_CARGO_USMAIL	Dry Van - U.S. Mail				●			
ENT_CARGO_COLDFOOD	Refer - Refrigerated Food	Refer Cargo Family	-	●	●			
ENT_CARGO_MEAT	Refer - Meat				●			
ENT_CARGO_PRODUCE	Refer - Fresh Produce				●			
ENT_CARGO_BLDGMAT	Flatbed - Building Materials	Flatbed Cargo Family	-	●	●			
ENT_CARGO_LOGPOLE	Flatbed - Logs, Poles, Beams, Lumber				●			
ENT_CARGO_MACHLRG	Flatbed - Machinery, Large Objects				●			
ENT_CARGO_METALSHEET	Flatbed - Metal (Sheet, Coils, Rolls)				●			
ENT_CARGO_OILFIELD	Flatbed - Oilfield Equipment				●			
ENT_CARGO_CHEM	Tank - Chemicals	Tank Cargo Family	-	●	●			
ENT_CARGO_DRYBULK	Tank - Commodities Dry Bulk				●			
ENT_CARGO_LIQGAS	Tank - Liquids, Gases				●			
ENT_CARGO_COALCOKE	Hopper - Coal, Coke	Hopper Cargo Family	-	●	●			
ENT_CARGO_GRAINFEEED	Hopper - Grain, Feed, Hay				●			
ENT_CARGO_CONSTRUCT	Other - Construction	Other Cargo Family	-	●	●			
ENT_CARGO_DRIVETOW	Other - Driveaway, Towaway				●			
ENT_CARGO_FARMSUPP	Other - Farm Supplies				●			
ENT_CARGO_GARBAGE	Other - Garbage, Refuse, Trash				●			
ENT_CARGO_INTERMODAL	Other - Intermodal Containers				●			
ENT_CARGO_LIVESTOCK	Other - Livestock				●			
ENT_CARGO_MOBILEHOME	Other - Mobile Homes				●			
ENT_CARGO_MOTORVEH	Other - Motor Vehicles				●			
ENT_CARGO_PASSENGERS	Other - Passengers				●			
ENT_CARGO_UTILITY	Other - Utility				●			
ENT_CARGO_WATERWELL	Other - Water Well				●			
ENT_CARGO_OTHER	Other - Other				●			
ENT_CARGO_OTHER_DESC	Other Description				Identifies the type of cargo when "Other" is selected as cargo classification	-	●	●
ENT_CARGO_HAZMAT	Hazmat Carrier				Indicates whether the entity transports hazardous materials (Y = Yes, N = No)	-	●	●

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<b>USDOT Drivers</b> (Self-Reported by the entity to the FMCSA on the MCS-150 form)					
ENT_DRVR_LESS_100	Drivers Operating < 100 Miles	Self-reported by the entity, this is the total number of interstate and intrastate drivers hired to drive within a 100 mile radius.	-	-	●
ENT_DRVR_GREATER_100	Drivers Operating > 100 Miles	Self-reported by then entity, this is the total number of interstate and intrastate drivers hired to drive beyond a 100 mile radius.	-	-	●
ENT_DRVR_TOTAL	Total Drivers	Self-reported by the entity, this is the total number of drivers hired by the entity to drive interstate and intrastate.	-	●	●
ENT_DRVR_GREATER_100_RATIO	Drivers Operating > 100 Miles Ratio	Percent (ratio) of total drivers that drive beyond a 100 mile radius (e.g. formatted in database as 0.75).	-	●	●
ENT_DRVR_GREATER_100_PROPNENSITY	Drivers Operating > 100 Miles Propensity	Based on the percent of the drivers an entity self-reports to drive beyond a 100 mile radius, each entity is placed into one of the following buckets to represent their propensity to operate longer hauls. A. 75% Plus B. 50% To Under 75% C. 25% To Under 50% D. Less Than 25% U. Unknown	-	●	●
ENT_DRVR_TOTAL_CDL	Total CDL Drivers	Self-reported by the entity, this is the number of drivers with a Commercial Driver's License (CDL) employed by the entity. Federal regulations require a CDL for Class 7 & 8 power units.	-	●	●
<b>Estimated Power Units</b>					
ENT_UNITS_EST_PWR	Power Units (Est.)	This is the estimated total power units operated by the entity. It is based on a combination of actual VIN's identified in operation for the entity and information the entity has self-reported to the USDOT.	●	●	●
ENT_UNITS_EST_PWR_RANGE	Power Units (Est.) Range	The estimated power unit ranges are: A. 500 and over B. 250 - 499 C. 100 - 249 D. 50 - 99 E. 20 - 49 F. 10 - 19 G. 5 - 9 H. 1 - 4 U. Zero or Unknown	-	●	●
<b>USDOT Equipment</b> (Self-Reported by the entity to the FMCSA on the MCS-150 form)					
ENT_USDOT_OWN_TRUCK	USDOT Own Straight Trucks	Total number of trucks self-reported by the entity as being owned.	-	●	●
ENT_USDOT_OWN_TRACT	USDOT Own Tractors		-	●	●
ENT_USDOT_OWN_TRK	USDOT Own Trk Total		-	●	●
ENT_USDOT_TERM_LEASE_TRUCK	USDOT Lease Straight Trucks	Total number of trucks self-reported by the entity as being leased. Leased can be either, or both, leased vehicles or leased owner-operators.	-	●	●
ENT_USDOT_TERM_LEASE_TRACT	USDOT Lease Tractors		-	●	●
ENT_USDOT_TERM_LEASE_TRK	USDOT Lease Trk Total		-	●	●
ENT_USDOT_TOTAL_TRUCK	USDOT Total Straight Trucks	Total number of trucks self-reported by the entity as being either owned or leased.	-	●	●
ENT_USDOT_TOTAL_TRACT	USDOT Total Tractors		-	●	●
ENT_USDOT_TOTAL_TRK	USDOT Total Trks		-	●	●
ENT_USDOT_TOTAL_PWR	USDOT Total Power Units	Total number of power units self-reported by the entity. This may include buses, limos, and smaller vehicles.	-	●	●
ENT_USDOT_TOTAL_TRAIL	USDOT Total Trailers	Total number of trailers self-reported by the entity to be either owned or leased.	●	●	●

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<b>Estimated Ratios</b> (Based on the Self-Reported information)					
ENT_USDOT_TRACT_RATIO	USDOT Tractor Ratio	Percent (ratio) of total trucks that are self-reported as tractors (e.g. formatted in database as 0.75).	-	●	●
ENT_USDOT_LEASE_RATIO	USDOT Leased Operators / Eq Ratio	<p>Percent (ratio) of total trucks that are self-reported as leased. Leased can represent either, or both, leased vehicles or leased owner-operators.</p> <p>As a general business rule:</p> <p>* <b>For-Hire Entities</b> - A For-Hire entity with a high "Leased Operators / Eq Ratio" may have a large percent of their fleet comprised of Owner-Operators. While a For-Hire entity may also lease equipment, often they are leasing Owner-Operators to operate under their authority.</p> <p>* <b>Private Entities</b> - A Private entity with a high "Leased Operators / Eq Ratio" may have a large percent of their fleet which is leased through a leasing company. This is because a Private entity's leases are typically equipment leases.</p>	●	●	●
ENT_USDOT_LEASE_PROPENSITY	USDOT Leased Operators / Eq Propensity	<p>Based on the percent of the total trucks an entity self-reports as leased, each entity is placed into one of the following buckets to represent their propensity to lease vehicles or owner-operators.</p> <p>A. 75% Plus            B. 50% To Under 75%            C. 25% To Under 50%            D. Less Than 25%            U. Unknown</p>	-	●	●
ENT_TRAIL_TO_PWR_RATIO	USDOT Trailer to Pwr Unit Ratio	Ratio of total self-reported trailers to total self-reported power units (e.g. formatted in database as 0.75).	-	●	●
ENT_MLG_CALENDAR_YEAR	USDOT Annual Vehicle Miles Travelled (VMT)	Number of miles travelled in the most recent year reported by the entity. Also known as VMT (Vehicle Miles Travelled) for the FMCSA CSA BASICS.	-	●	●
ENT_AVG_MILES_PWR_UNIT	USDOT Average Miles Per Power Unit	The total miles reported by the entity divided by the total power units reported.	-	●	●

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<b>VIN Activity</b> (Based on distinct and valid VIN activity identified with the entity in the last rolling 24-months)					
EQT_CLASS_3_UNITS	Class 3	Count of distinct and valid VIN's, by GVWR class, associated with the entity in the last rolling 24 months.	-	●	●
EQT_CLASS_4_UNITS	Class 4		-	●	●
EQT_CLASS_5_UNITS	Class 5		-	●	●
EQT_CLASS_6_UNITS	Class 6		-	●	●
EQT_CLASS_7_UNITS	Class 7		-	●	●
EQT_CLASS_8_UNITS	Class 8		-	●	●
EQT_CLASS_3TO8_UNITS	Class 3 - 8		●	●	●
EQT_CLASS_ALL_UNITS	All Classes	Count of distinct and valid VIN's, for all Classes of equipment, associated with the entity in the last rolling 24 months. This is one of the data elements used in assigning the estimated power units.	-	●	●
<b>Equipment Propensity</b> (Based on distinct and valid VIN activity identified with the entity in the last rolling 24-months)					
EQT_CLASS_AVG_OPERATED	Avg GVWR Class Operated	For all Class 3 - 8 distinct and valid VIN's associated with the entity in the last rolling 24 months, this is the average GVWR Class of those VIN's. For example, an entity with a value of 7.8 would mean almost all their VIN's identified in operation are Class 8	●	●	●
EQT_MODEL_AVG_AGE	Avg Model Age	Numeric value for the average model age of all distinct and valid Class 3 through 8 VINs, associated with the entity, in the last rolling 24 months.	●	●	●
EQT_MODEL_AVG_AGE_PROPENSITY	Avg Model Age Propensity	Based on the average model age of all distinct and valid class 3 through 8 VINs, associated with the entity, in the last rolling 24 months, each entity is placed into one of the following groups: A. Less Than 5 Yrs B. 5 To Under 8 Yrs C. 8 To Under 12 Yrs D. 12 To Under 20 Yrs E. 20 Yrs and Older U. Unknown	-	●	●
EQT_PREV_OP_VIN_RATIO	Prev. Oper. VIN Ratio	Percent (ratio) of distinct and valid Class 3 through 8 VINs, associated with the entity in the last rolling 24 months, that had previously been associated with a different entity (e.g. formatted in database as 0.75).	●	●	●
EQT_PREV_OP_VIN_PROPENSITY	Prev. Oper. VIN Propensity	Based on the propensity to operate VINs that were previously associated with another entity, each entity is grouped into one of the following groups: A. High (60% or more) B. Med (20% to less than 60%) C. Low (1 to less than 20%) D. None (0%) U. Unknown (no valid VIN information available to calculate)	-	●	●
<b>Vehicle Brand Propensity</b> (Based on distinct and valid VIN activity identified with the entity in the last rolling 24-months)					
EQT_BRAND_FREIGHTLINER	Brand - Freightliner	Count of distinct and valid Class 3 through 8 VINs, by manufacturer, associated with the entity, in the last rolling 24 months. These fifteen manufacturer's are the ones with the most activity in our database. However, information on other manufacturers is available in the Online Tool or as custom data pulls (i.e. Autocar).	-	●	●
EQT_BRAND_INTL	Brand - Intl		-	●	●
EQT_BRAND_PETERBILT	Brand - Peterbilt		-	●	●
EQT_BRAND_KENWORTH	Brand - Kenworth		-	●	●
EQT_BRAND_VOLVO	Brand - Volvo		-	●	●
EQT_BRAND_FORD	Brand - Ford		-	●	●
EQT_BRAND_MACK	Brand - Mack		-	●	●
EQT_BRAND_CHEVROLET	Brand - Chevy		-	●	●
EQT_BRAND_GMC	Brand - GMC		-	●	●
EQT_BRAND_STERLING	Brand - Sterling		-	●	●
EQT_BRAND_ISUZU	Brand - Isuzu		-	●	●
EQT_BRAND_WEST_STAR	Brand - Western Star		-	●	●
EQT_BRAND_HINO	Brand - Hino		-	●	●
EQT_BRAND_DODGE	Brand - Dodge		-	●	●
EQT_BRAND_MITSUBISHI	Brand - Mitsubishi		-	●	●



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<b>Engine Brand Propensity</b> (Based on distinct and valid VIN activity identified with the entity in the last rolling 24-months)					
EQT_ENG_CUMMINS	Eng - Cummins	Count of distinct and valid Class 3 through 8 VINs, by engine manufacturer, associated with the entity in the last rolling 24 months. These thirteen engine manufacturer's are the ones with the most activity in our database. However, information on other manufacturers is available in Online Tool or as custom data pulls (i.e. Autocar).	-	●	●
EQT_ENG_CAT	Eng - Cat		-	●	●
EQT_ENG_DETROIT	Eng - Detroit Diesel		-	●	●
EQT_ENG_NAVISTAR	Eng - Navistar		-	●	●
EQT_ENG_MACK	Eng - Mack		-	●	●
EQT_ENG_VOLVO	Eng - Volvo		-	●	●
EQT_ENG_MERCEDES	Eng - Mercedes		-	●	●
EQT_ENG_ISUZU	Eng - Isuzu		-	●	●
EQT_ENG_HINO	Eng - Hino		-	●	●
EQT_ENG_PACCAR	Eng - Paccar		-	●	●
EQT_ENG_GM	Eng - GM		-	●	●
EQT_ENG_FORD	Eng - Ford		-	●	●
EQT_ENG_UD_NISSAN	Eng - UD		-	●	●
<b>Vocational Attachments Financed</b> (Based on UCC-1 Financing Statements in the last rolling 60-months)					
UCC_VOCATIONAL_TOTAL	Vocational Attach. Financed	Sum of the five vocational attachments fields listed below (Cement Mixers, Dump Bodies, Refuse Bodies, Construction Trailers, Dump Trailers).	-	●	●
UCC_CEMENTMIXER_UNITS	Cement Mixer Attach.	Total count of new and used cement mixer bodies that have been financed through a UCC filing in the last rolling 60 months.	-	-	●
UCC_DUMPBODY_UNITS	Dump Body Attach.	Total count of new and used dump bodies that have been financed through a UCC filing in the last rolling 60 months.	-	-	●
UCC_REFUSEBODY_UNITS	Refuse Body Attach.	Total count of new and used refuse bodies that have been financed through a UCC filing in the last rolling 60 months.	-	-	●
UCC_CONSTRL_UNITS	Constr. Trailers	Total count of new and used construction trailers that have been financed through a UCC filing in the last rolling 60 months.	-	-	●
UCC_DUMPTRIL_UNITS	Dump Trailers	Total count of new and used bottom dump, tilt dump or end dump trailers that have been financed through a UCC filing in the last rolling 60 months.	-	-	●
<b>Off-Road Equipment Financed</b> (Based on UCC-1 Financing Statements in the last rolling 60-months)					
UCC_CE_UNITS	Construction Units Financed	Total count of distinct serial numbers for new and used stand-alone construction equipment (i.e. Wheel Loader, Excavator, Skid Steer Loader, Concrete Paver, etc.) that have been financed through a UCC filing in the last rolling 60 months.	-	-	●
UCC_AG_UNITS	Agriculture Units Financed	Total count of distinct serial numbers for new and used stand-alone construction equipment (i.e. Combine, Baler, Utility Tractor, etc.) that have been financed through a UCC filing in the last rolling 60 months.	-	-	●
UCC_LG_UNITS	Logging Units Financed	Total count of distinct serial numbers for new and used stand-alone construction equipment (i.e. Feller Buncher, Skidder, Chipper, etc.) that have been financed through a UCC filing in the last rolling 60 months.	-	-	●
UCC_OFFROAD_UNITS	Off-Road Units Financed	Total Count of Construction, Agriculture and Logging units that have been financed through UCC filing in the last rolling 60 months.	●	●	●
UCC_OFFROAD_UNIT_RANGE	Off-Road Units Financed Range	Based on the total count of Construction, Agriculture and Logging units that have been financed through a UCC filing in the last rolling 60 months, each entity is placed into one of the following buckets: A. 50 Plus B. 20 - 49 C. 10 - 19 D. 5 - 9 E. 1 - 4 U. Zero or Unknown	-	●	●

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<b>Market Segments</b>					
SEGMENT_CONCRETE_MIXER	Segment - Concrete Mixer	Our analytics team analyzes various attributes associated with each entity and applies a flag to those entities that exhibit behavior signifying they may operate at least one piece of equipment in the Concrete Mixer segment. Sample criteria include: * Equipment Financed (e.g. Concrete Mixer Attachment; Concrete Paver; etc.) * Primary SIC Codes (e.g. Ready-mixed concrete; Concrete Pumping, etc.) * Cargo Hauled (e.g. Cement; Ready-mix concrete) * Company Name (e.g. contains key words such as "Cement")	-	●	●
SEGMENT_DUMP	Segment - Dump	Our analytics team analyzes various attributes associated with each entity and applies a flag to those entities that exhibit behavior signifying they may operate at least one piece of equipment in the Dump segment. Sample criteria include: * Equipment Financed (e.g. Excavator; Tracked Paver; Compactor, etc.) * Primary SIC Codes (e.g. Construction sand and gravel; Paving Mixtures; etc.) * Cargo Hauled (e.g. Dirt, Sand, Gravel; etc.) * Company Name (e.g. contains key words such as "Grading")	-	●	●
SEGMENT_HEAVY_HAUL	Segment - Heavy Haul	Our analytics team analyzes various attributes associated with each entity and applies a flag to those entities that exhibit behavior signifying they may operate at least one piece of equipment in the Heavy Haul segment. Sample criteria include: * Equipment Financed (e.g. Dozer; Motor Grader; etc.) * Primary SIC Codes (e.g. Bridge sections, prefabricated, highway; etc.) * Cargo Hauled (e.g. Crane; Heavy Equipment; etc.) * Company Name (e.g. contains key words such as "Heavy Machinery")	-	●	●
SEGMENT_REFUSE	Segment - Refuse	Our analytics team analyzes various attributes associated with each entity and applies a flag to those entities that exhibit behavior signifying they may operate at least one piece of equipment in the Refuse segment. Sample criteria include: * Equipment Financed (e.g. Dozer; Motor Grader; etc.) * Primary SIC Codes (e.g. Garbage collection and transport; etc.) * Cargo Hauled (e.g. Garbage; Household Trash; etc.) * Company Name (e.g. contains key words such as "Waste")	-	●	●
<b>FMCSA Safety Rating</b>					
ENT_SFTY_RATING_DESC	FMCSA - Safety Rating	Description of the measure of the carrier's compliance with the Federal Motor Carrier Safety Regulations (FMCSR).	-	●	●
ENT_SFTY_EFFECTIVE_DATE	FMCSA - Safety Rating Effective Date	Date of Safety/Compliance Review that generated the safety rating.	-	●	●
<b>CSA - Compliance Safety &amp; Accountability BASICS</b>					
CSA_UNSAFE_DRIV_BASIC_ALERT_SCORE	CSA - Unsafe Driving	Current Unsafe Driving Overall BASIC Indicator. A "Yes", or a flag, indicates the roadside performance percentile is over threshold and/or the entity has had a serious violation within the previous 12 months.	As a result of the FAST Act bill passed on Dec. 4, 2015, these CSA data elements are no longer available.		
CSA_FATIGUE_DRIV_BASIC_ALERT_SCORE	CSA - Hours of Service	Current Fatigued Driving (Hours-of-Service) BASIC Indicator. A "Yes", or a flag, indicates the roadside performance percentile is over threshold and/or the entity has had a serious violation within the previous 12 months.			
CSA_DRIV_FIT_BASIC_ALERT_SCORE	CSA - Driver Fitness	Current Driver Fitness BASIC Indicator. A "Yes", or a flag, indicates the roadside performance percentile is over threshold and/or the entity has had a serious violation within the previous 12 months.			
CSA_CONTR_SUBST_BASIC_SCORE	CSA - Controlled Substance	Current Controlled Substances and Alcohol BASIC Indicator. A "Yes", or a flag, indicates the roadside performance percentile is over threshold and/or the entity has had a serious violation within the previous 12 months.			
CSA_VEH_MAINT_BASIC_ALERT_SCORE	CSA - Vehicle Maint.	Current Vehicle Maintenance BASIC Indicator. A "Yes", or a flag, indicates the roadside performance percentile is over threshold and/or the entity has had a serious violation within the previous 12 months.			
CSA_ANY_BASIC_ALERT_SCORE	CSA - Any Basic Alert	Identifies whether the entity currently has any of the 5 BASIC alerts. A "Yes", or a flag, indicates the roadside performance percentile is over threshold and/or the entity has had a serious violation within the previous 12 months.			

Field Schema	Field Description (Alias)	Description / Comments	Lead List	Score-card <sup>1</sup>	Score-card Plus <sup>1</sup>
<b>Inspection Violations - Summary</b>					
INSP_TOTAL	Inspection Total	Total count of distinct inspections during the last rolling 24 months.	-	●	●
INSP_VIOL_TOTAL	Inspection Violation Total	Total count of violations during the last rolling 24 months.	-	●	●
INSP_VIOL_RATIO	Inspection Violation Ratio	Percent (ratio) of violations to inspections in the last rolling 24 months.	●	●	●
INSP_VIOL_RATIO_GROUP	Inspection Violation Ratio Group	Based on the entity's inspection violation ratio, each entity is placed into one of the following groups to signify the relative violation ratio as it relates to other active entities (thresholds are based on the distribution analysis of active entities): A. No Violations B. Very Low C. Low D. Med E. High U. No Inspections	-	●	●
<b>Inspection Violations - Unsafe Driving</b>					
INSP_VIOL_TOTAL_UNSAFE_DRIVING	Unsafe Driving Violation Total	Total count of all Unsafe Driving related violations in the last rolling 24 months.	-	●	●
INSP_VIOL_TOTAL_UNSAFE_DRIVING_RATIO	Unsafe Driving Violation Ratio	Percent (ratio) of total violations, in the last 24 rolling months, that are Unsafe Driving related.	-	●	●
INSP_VIOL_TOTAL_UNSAFE_DRIVING_RATIO_RELATIVE_GROUP	Unsafe Driving - Relative Pain Point	Based on the entity's Unsafe Driving Violation Ratio, each entity is placed into one of the following buckets to signify the relative significance of Unsafe Driving Violations to their total violations (thresholds are based on the distribution analysis of active fleets with 10+ estimated power units): A. High B. Med C. Low U. Unknown	-	●	●
INSP_VIOL_DRIVER_FAILURE_TO_OBEY_TRAFFIC_CONTROL_DEVICE	Driver - Failure to Obey Traffic Control Device	Total count of violations, in the last rolling 24 months, in each of the individual violation categories.	-	-	●
INSP_VIOL_DRIVER_FAILURE_TO_YIELD_RIGHT_OF_WAY	Driver - Failure to Yield Right of Way		-	-	●
INSP_VIOL_DRIVER_FOLLOWING_TOO_CLOSE	Driver - Following Too Close		-	-	●
INSP_VIOL_DRIVER_IMPROPER_LANE_CHANGE	Driver - Improper Lane Change		-	-	●
INSP_VIOL_DRIVER_IMPROPER_PASSING	Driver - Improper Passing		-	-	●
INSP_VIOL_DRIVER_IMPROPER_TURNS	Driver - Improper Turns		-	-	●
INSP_VIOL_DRIVER_RADAR_DETECTORS	Driver - Radar Detectors		-	-	●
INSP_VIOL_DRIVER_RECKLESS_DRIVING	Driver - Reckless Driving		-	-	●
INSP_VIOL_DRIVER_SEAT_BELT	Driver - Seat Belt		-	-	●
INSP_VIOL_DRIVER_SPEEDING	Driver - Speeding		-	-	●
INSP_VIOL_DRIVER_TRAFFIC_ENFORCEMENT	Driver - Traffic Enforcement		-	-	●

Field Schema	Field Description (Alias)	Description / Comments	Lead List	Score-card <sup>1</sup>	Score-card Plus <sup>1</sup>
<b>Inspection Violations - Hours-of-Service</b>					
INSP_VIOL_TOTAL_HOURS_OF_SERVICE	Hours-of-Service Total Violations	Total count of all Hours of Service related violations in the last rolling 24 months.	-	●	●
INSP_VIOL_TOTAL_HOURS_OF_SERVICE_RATIO	Hours-of-Service Violation Ratio	Percent (ratio) of total violations, in the last 24 rolling months, that are Hours or Service related.	-	●	●
INSP_VIOL_TOTAL_HOURS_OF_SERVICE_RATIO_RELATIVE_GROUP	Hours-of-Service - Relative Pain Point	Based on the entity's Hours of Service Violation Ratio, each entity is placed into one of the following buckets to signify the relative significance of Hours of Service Violations to their total violations (thresholds are based on the distribution analysis of active fleets with 10+ estimated power units): A. High B. Med C. Low U. Unknown	-	●	●
INSP_VIOL_DRIVER_10_15_HOURS	Driver - 10/15 Hours	Total count of violations, in the last rolling 24 months, in each of the individual violation categories.	-	-	●
INSP_VIOL_DRIVER_60_70_80_HOURS	Driver - 60/70/80 Hours		-	-	●
INSP_VIOL_DRIVER_ALL_OTHER_HOURS_OF_SERVICE	Driver - All Other Hours of Service		-	-	●
INSP_VIOL_DRIVER_FALSE_LOG_BOOK	Driver - False Log Book		-	-	●
INSP_VIOL_DRIVER_NO_LOG_BOOK_LOG_NOT_CURRENT	Driver - No Log Book/Log Not Current		-	-	●
INSP_VIOL_DRIVER_STATE_LOCAL_HOURS_OF_SERVICE	Driver - State/Local Hours of Service		-	-	●
<b>Inspection Violations - Driver Fitness</b>					
INSP_VIOL_TOTAL_DRIVER_FITNESS	Driver Fitness Violation Total	Total count of all Driver Fitness related violations in the last rolling 24 months.	-	●	●
INSP_VIOL_TOTAL_DRIVER_FITNESS_RATIO	Driver Fitness Violations Ratio	Percent (ratio) of total violations, in the last 24 rolling months, that are Driver Fitness related.	-	●	●
INSP_VIOL_TOTAL_DRIVER_FITNESS_RATIO_RELATIVE_GROUP	Driver Fitness - Relative Pain Point	Based on the entity's Driver Fitness Violation Ratio, each entity is placed into one of the following buckets to signify the relative significance of Driver Fitness Violations to their total violations (thresholds are based on the distribution analysis of active fleets with 10+ estimated power units): A. High B. Med C. Low U. Unknown	-	●	●
INSP_VIOL_DRIVER_MEDICAL_CERTIFICATE	Driver - Medical Certificate	Total count of violations, in the last rolling 24 months, in each of the individual violation categories.	-	-	●
INSP_VIOL_DRIVER_DISQUALIFIED_DRIVERS	Driver - Disqualified Drivers		-	-	●
<b>Inspection Violations - Controlled Substance</b>					
INSP_VIOL_TOTAL_CONTROLLED_SUBSTANCE	Controlled Substance Violation Total	Total count of all Controlled Substance related violations in the last rolling 24 months.	-	●	●
INSP_VIOL_TOTAL_CONTROLLED_SUBSTANCE_RATIO	Controlled Substance Violations Ratio	Percent (ratio) of total violations, in the last 24 rolling months, that are Controlled Substance related.	-	●	●
INSP_VIOL_TOTAL_CONTROLLED_SUBSTANCE_RATIO_RELATIVE_GROUP	Controlled Substance - Relative Pain Point	Based on the entity's Controlled Substance Violation Ratio, each entity is placed into one of the following buckets to signify the relative significance of Controlled Substance Violations to their total violations (thresholds are based on the distribution analysis of active fleets with 10+ estimated power units): A. High B. Med C. Low U. Unknown	-	●	●
INSP_VIOL_DRIVER_ALCOHOL	Driver - Alcohol	Total count of violations, in the last rolling 24 months, in each of the individual violation categories.	-	-	●
INSP_VIOL_DRIVER_DRUGS	Driver - Drugs		-	-	●

Field Schema	Field Description (Alias)	Description / Comments	Lead List	Score-card <sup>1</sup>	Score-card Plus <sup>1</sup>
<b>Inspection Violations - Vehicle Maintenance</b>					
INSP_VIOL_TOTAL_VEH_MAINT	Vehicle Maint. Violation Total	Total count of all Vehicle Maintenance related violations in the last rolling 24 months.	-	●	●
INSP_VIOL_TOTAL_VEH_MAINT_RATIO	Vehicle Maint. Violations Ratio	Percent (ratio) of total violations, in the last 24 rolling months, that are Vehicle Maintenance related.	-	●	●
INSP_VIOL_TOTAL_VEH_MAINT_RATIO_RELATIVE_GROUP	Vehicle Maint. - Relative Pain Point	Based on the entity's Vehicle Maintenance Violation Ratio, each entity is placed into one of the following buckets to signify the relative significance of Vehicle Maintenance Violation Ratio to their total violations(thresholds are based on the distribution analysis of active fleets with 10+ estimated power units): A. High B. Med C. Low U. Unknown	-	●	●
INSP_VIOL_VEHICLE_ALL_OTHER_BRAKE_VIOLATIONS	Vehicle - All Other Brake Violations	Total count of violations, in the last rolling 24 months, in each of the individual violation categories.	-	-	●
INSP_VIOL_VEHICLE_ALL_OTHER_VEHICLE_DEFECTS	Vehicle - All Other Vehicle Defects		-	-	●
INSP_VIOL_VEHICLE_BRAKES_OUT_OF_ADJUSTMENT	Vehicle - Brakes out of adjustment		-	-	●
INSP_VIOL_VEHICLE_COUPLING_DEVICES	Vehicle - Coupling Devices		-	-	●
INSP_VIOL_VEHICLE_EMERGENCY_EQUIPMENT	Vehicle - Emergency Equipment		-	-	●
INSP_VIOL_VEHICLE_EXHAUST_DISCHARGE	Vehicle - Exhaust Discharge		-	-	●
INSP_VIOL_VEHICLE_FRAMES	Vehicle - Frames		-	-	●
INSP_VIOL_VEHICLE_FUEL_SYSTEMS	Vehicle - Fuel Systems		-	-	●
INSP_VIOL_VEHICLE_LIGHTING	Vehicle - Lighting		-	-	●
INSP_VIOL_VEHICLE_LOAD_SECUREMENT	Vehicle - Load Securement		-	-	●
INSP_VIOL_VEHICLE_PERIODIC_INSPECTION	Vehicle - Periodic Inspection		-	-	●
INSP_VIOL_VEHICLE_STEERING_MECHANISM	Vehicle - Steering Mechanism		-	-	●
INSP_VIOL_VEHICLE_SUSPENSION	Vehicle - Suspension		-	-	●
INSP_VIOL_VEHICLE_TIRES	Vehicle - Tires		-	-	●
INSP_VIOL_VEHICLE_WHEELS_STUDS_CLAMPS	Vehicle - Wheels/Studs/Clamps		-	-	●
INSP_VIOL_VEHICLE_WINDSHIELD	Vehicle - Windshield	-	-	●	

Field Schema	Field Description (Alias)	Description / Comments	Lead List	Score-card <sup>1</sup>	Score-card Plus <sup>1</sup>
<b>Inspection Violations - Hazardous Materials</b>					
INSP_VIOL_TOTAL_HAZMAT	Hazmat Violation Total	Total count of all Hazmat related violations in the last rolling 24 months.	-	●	●
INSP_VIOL_TOTAL_HAZMAT_RATIO	Hazmat Violations Ratio	Percent (ratio) of total violations, in the last 24 rolling months, that are Hazmat related.	-	●	●
INSP_VIOL_TOTAL_HAZMAT_RATIO_RELATIVE_GROUP	Hazardous Materials - Relative Pain Point	<p>*** Possible Future Data Element ***</p> <p>Based on the entity's Hazmat Violation Ratio, each entity is placed into one of the following buckets to signify the relative significance of Hazmat Violation Ratio to their total violations (thresholds are based on the distribution analysis of active fleets with 10+ estimated power units):</p> <p>A. High B. Med C. Low</p>	-	●	●
INSP_VIOL_HAZMAT_ACCEPTING_SHIPMENT_IMPROPERLY_MARKED	Hazmat - Accepting Shipment Improperly Marked	Total count of violations, in the last rolling 24 months, in each of the individual violation categories.	-	-	●
INSP_VIOL_HAZMAT_ALL_OTHER_HAZMAT_VIOLATIONS	Hazmat - All Other Hazmat Violations		-	-	●
INSP_VIOL_HAZMAT_EMERGENCY_RESPONSE	Hazmat - Emergency Response		-	-	●
INSP_VIOL_HAZMAT_IMPROPER_BLOCKING_AND_BRACING	Hazmat - Improper Blocking and Bracing		-	-	●
INSP_VIOL_HAZMAT_IMPROPER_PLACARDING	Hazmat - Improper Placarding		-	-	●
INSP_VIOL_HAZMAT_NO_REMOTE_SHUTOFF_CONTROL	Hazmat - No Remote Shutoff Control		-	-	●
INSP_VIOL_HAZMAT_NO_RETEST_AND_INSPECTION_CARGO_TANK	Hazmat - No Retest and Inspection (Cargo Tank)		-	-	●
INSP_VIOL_HAZMAT_SHIPPING_PAPER	Hazmat - Shipping Paper		-	-	●
INSP_VIOL_HAZMAT_USE_OF_NON_SPECIFICATION_CONTAINER	Hazmat - Use of Non-Specification Container		-	-	●
<b>Inspection Violations - Other</b>					
INSP_VIOL_TOTAL_OTHER	Other Violation Total	Total count of all Other violations in the last rolling 24 months.	-	●	●
INSP_VIOL_TOTAL_OTHER_RATIO	Other Violations Ratio	Percent (ratio) of total violations, in the last 24 rolling months, that are in the Other category	-	●	●
INSP_VIOL_DRIVER_SIZE_AND_WEIGHT	Driver - Size and Weight	Total count of violations, in the last rolling 24 months, in each of the individual violation categories.	-	-	●
INSP_VIOL_DRIVER_ALL_OTHER_DRIVER_VIOLATIONS	Driver - All Other Driver Violations		-	-	●
INSP_VIOL_UNKNOWN	Unknown		-	-	●

Field Schema	Field Description (Alias)	Description / Comments	Lead List	Score-card <sup>1</sup>	Score-card Plus <sup>1</sup>
<b>Accident Summary</b>					
ACC_TOTAL_COUNT	Accident Total	Total count of accidents in the last rolling 24 months.	●	●	●
ACC_TO_PWR_EST_RATIO	Accident Ratio (Est.)	This estimated ratio is the total accidents per 100 estimated power units. The Randall-Reilly analytics team calculates this ratio by taking the total count of accidents in the last rolling 24 months, and dividing that number by 2 to get an annualized value. The annualized accident value is then divided by the estimated power units and multiplied by 100 to get the Estimated Accident Ratio. Note: If the power unit total self-reported to the USDOT is greater than the Est Power Unit total, then we will use the USDOT value in the calculation.	-	●	●
ACC_RATIO_GROUP	Accident Ratio (Est.) Group	Based on the estimated accident to power unit ratio, each entity is placed into one of the following marketing buckets. These buckets are intended to help our client's more quickly identify entities that may benefit from their solutions; and it's not intended to be used for any other purpose. A. High B. Med C. Low	●	●	●
ACC_FATALITY_COUNT	Accidents w/Fatalities	Total count of accidents involving a fatality in the last rolling 24 months.	-	●	●
ACC_FATALITY_TOTAL	Accidents Total Fatalities	Total fatality count in the last rolling 24 months.	●	●	●
ACC_INJURY_COUNT	Accidents w/Injuries	Total count of accidents involving an injury in the last rolling 24 months.	-	●	●
ACC_INJURY_TOTAL	Accidents Total Injuries	Total injury count in the last rolling 24 months.	●	●	●
ACC_PROPERTY_COUNT	Accidents w/Property Damage	Total count of accidents involving property damage in the last rolling 24 months.	-	●	●
ACC_TOWAWAY_COUNT	Accidents w/Tow-Away	Total count of accidents involving a tow-away in the last 24 months.	-	●	●
ACC_ROLLOVER_COUNT	Accidents w/Rollover	Total count of rollover accidents in the last 24 months.	-	●	●
<b>User Defined Fields</b>					
UDFGEO1	User Defined Field(s) by Geography	For an additional fee, the Randall-Reilly Analytics Team can incorporate a client's Territory Assignments into the data results. The Territory User Defined Fields (UDF) functionality allows a client to append their own territory related information onto the BI records (i.e. Salesperson's Name, Branch, Territory Name, etc.). Territory assignments can be defined by either: 1. State 2. County (Fips Code) 3. Zip Code --- coming in 2015	②	②	②
UDFGEO2			②	②	②
UDFGEO3			②	②	②
UDFGEO4			②	②	②
UDFRRID1	User Defined Field(s) by the Entity's RRID	For an additional fee, the Randall-Reilly Analytics Team can match a client's database to the RigDig BI database and append data from the client's system onto each matched entity. For example, for each client account that is matched to an BI entity we can append the client's unique identifier (i.e. Salesforce Id). Additionally, where there is a match we can append a "Yes" and where there is not a match a "No" to signify whether the entity is the client's customer or not.	-	-	③
UDFRRID2			-	-	③
UDFRRID3			-	-	③
UDFRRID4			-	-	③

- ① The data elements outlined in the "Scorecard" and "Scorecard Plus" file formats are available as additional purchased solutions.
- ② The integration of the client's territory assignments into RigDig Online, and into a custom data feed, is available as an additional purchased solution.
- ③ The integration of the client's custom data elements into a custom data feed is available as an additional purchased solution.

Field Schema	Field Description (Alias)	Description / Comments	Lead List	Score-card <sup>1</sup>	Score-card Plus <sup>1</sup>
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## Equipment | VIN Information

Equipment   VIN Information			Eqt Export	Prosp. Profile	Data Feed
EQT_VIN_SN	VIN	The 17-digit Vehicle Identification Number (VIN). ④ The equipment export includes the count of VIN's with identical attributes, while the Prospect Profile shows the first 8 digits of the VIN.	④	④	-
EQT_MAKE	Eqt Brand	The equipment make defined through our VIN decode process (e.g. Freightliner, Mack, Peterbilt).	●	●	-
EQT_MODEL_YEAR	Eqt Model Year	The equipment model year defined through our VIN decode process.	●	●	-
EQT_MODEL	Eqt Model	The equipment model defined through our VIN decode process.	●	●	-
EQT_GVWR_CLASS	GVWR Class	The equipment GVWR defined through our VIN decode process.	●	●	-
EQT_TYPE	Eqt Type	The equipment type defined through our VIN decode process.(e.g. Truck Tractor, Straight Truck, Bus)	●	●	-
EQT_ENGINE_MFR	Engine Brand	Manufacturer of the factory-installed engine for that specific VIN (e.g. Cummins, Detroit Diesel).	●	●	-
EQT_ENGINE_SERIES_CODE	Engine Series Code	Series code for factory-installed engine for that specific VIN (e.g. DD15, ISX).	●	●	-
EQT_ENGINE_TYPE	Engine Type	Type of factory-installed engine for that specific VIN (e.g. L6, 14.8L).	●	●	-
EQT_FUEL_TYPE	Fuel Type	Fuel type for factory-installed engine for that specific VIN	●	-	-
EQT_DRIVE_LINE_TYPE	Drive Line	Type of factory-installed drive line for that specific VIN (e.g. 6x4).	●	-	-
EQT_BRAKE_SYSTEM	Brake System	Type of factory-installed brake system for that specific VIN (e.g. Air, Hydraulic).	●	-	-
EQT_DOMRA_ENT	Eqt DOMRA w/Entity	The Date of Most Recent Activity ("DOMRA") that a specific VIN was associated with an entity. As a standard business rule, we provide equipment level information based on the valid VIN's each entity has operated in the last rolling 24 months. Note: In the Online Tool, we also provide the ability to filter search results for the last 12 rolling months.	-	-	-
EQT_DOMRA_VIN	Eqt DOMRA	The Date of Most Recent Activity ("DOMRA") for the VIN.	-	-	-
EQT_OUT_OF_FLEET_FLAG	Eqt Out-of-Fleet Flag	We monitor the activity for each VIN and track the entities that are operating the VIN. As soon as we identify a VIN is operated by a new entity (RRID), we will flag the historical records to indicate that VIN is now being operated by a new entity. This allows our clients to quickly identify the VIN's which may no longer be in an entity's fleet.	-	●	-