

APPENDIX DD

DOCUMENT IDENTIFIER (DI) CODES

A. GENERAL

The DI code is used on all data records. It is a means of identifying the functional area system (transportation, supply), to the related document and the intended purpose of the document (Transportation Control and Movement Document (TCMD), manifest, tracer, or In transit Data Card). The most current versions of the following codes are available at the TMDS web site at: <https://tmds03.scott.af.mil/>.

B. TCMD AND MANIFEST DIs

1. The DIs for TCMDs and manifests are constructed according to the type of shipment, the type of information contained on the transaction, and whether the transaction is a TCMD or manifest. The first position entry (always a "T") and the second position entry (indicating the type of shipment) are the same on both a TCMD and a manifest. For consolidated shipments, the second position indicates the hazardous potential of the shipment, if any; otherwise the code represents the predominant contents by weight for water and by cube for air. The third position (indicating the type of information on the record) varies between the different types of transactions, i.e., TCMDs, air manifests, and water manifests. The three entries for the three positions are listed sequentially below.

- a. Table of TCMD and Manifest DIs.

First Position: Always "T". **NOTE:** A Document Identifier with "R" in the first position is reserved for simulated mobilization exercises. No physical movement of materiel is required. The "R" is for simulation use only.

Second Position: Type of Shipment (or transaction)

- | | |
|---|--|
| A | Manifest Header (see Paragraph C below, for third position) |
| B | Accompanied baggage |
| C | Defense Courier Service |
| D | Intraservice use only |
| E | Ammunition and explosives |
| F | Unaccompanied baggage |
| G | Mail from postal concentration centers |
| H | Household goods |
| I | Reserved |
| J | Hazardous materials (except ammunition and explosives or consumer commodities ORM-D) |
| K | In transit data (not a TCMD or manifest document) |

L	Dunnage and lashing gear
M	Tracer action (not a TCMD or manifest document)
N	Reserved
O	Reserved
P	Privately owned vehicles
Q	Reserved
R	Reserved
S	Shipment challenge (not a TCMD or manifest document)
T	Reserved
U	Equipment in sets or systems
V	Government vehicles, trailers, wheeled guns, and aircraft
W	Reserved
X	Shipments (including ORM-D) not otherwise covered above
Y	Reserved
Z	Reserved

Third Position: Prime and Trailer Entry Identification

- b. When a TCMD must be corrected or canceled completely, a new TCMD is submitted using the original DI. If the needed correction is in the DI, two new TCMDs must be submitted, one with the old DI to cancel and one with the correct DI. In addition, depending on the TCMD format being used, the following entries are made:
- (1) Automated Record. Corrections or Cancellations. Depending on the computer software package used to generate the TCMD, corrections and cancellations can be electronically transmitted in the same manner as the TCMD.
 - (2) DD Form 1384, Manual TCMD. Corrections or cancellations. Annotate “corrected copy” or “cancellation” in the remarks section (Block 31).
 - (3) Electrically Transmitted Message. Corrections or cancellations. Add the word “correction” or “cancellation” to the subject of the message, e.g., TCMD CORRECTION.

C. MANIFEST HEADER DIs

When a TCMD is compiled into a manifest, the “header” entries are made using the following DIs:

<u>Code</u>	<u>Description</u>
TAA	Air manifest header
TAB	Air cargo pallet header
TAJ	Ocean cargo manifest header
TAT	Air Cargo Truck Manifest header (Air Mobility Command [AMC] use only)

D. SHIPMENT TRACING, STATUS, DIVERSION, HOLD, AND DISPOSITION DIs

The first two positions of the DI for tracing, status, diversion, hold and disposition documents are always “TM”. The third position of the DI identifies the type of document as follows:

<u>Code</u>	<u>Description</u>
TM1	Request for transportation status
TM2	Shipment diversion authorization
TM3	Shipment hold authorization
TMA	Transportation status (automated response)
TMB	Diversion confirmation
TMC	Shipment hold acknowledgment
TMJ	Transportation status (abbreviated response)
TMK	Diversion denial
TML	Shipment hold denial
TMS	Disposition instructions
TMT	Disposition request

E. IN TRANSIT DATA CARD DIs

The first two positions of the DI for the submission of in transit data are always “TK.” The third position of the DI identifies the activity preparing the document and type of data it contains. The DI is selected from the following list:

<u>Code</u>	<u>Description</u>
TK1	Prepared by initial intratheater airlift terminal showing hour/day shipment unit is received and forwarded.
TK2	Prepared by intermediate intratheater airlift terminal showing hour/day shipment unit is received and forwarded.
TK3	Prepared by final intratheater airlift terminal showing hour/day shipment unit is received and delivered to the Continental United States (CONUS) consignee.
TK4	Prepared by shipping activities showing in transit data on Bill of Lading shipments within CONUS, shipments to domestic consignees, and overseas intratheater and retrograde shipments.
TK6	Prepared by AMC Aerial Port of Debarkation (APOD) showing hour/day shipment unit is received at an APOD and forwarded to the ultimate consignee.
TK7	Prepared by the Military Surface Deployment and Distribution Command Operations Center or Ocean Cargo Clearance Authority (OCCA) showing hour/day each export shipment unit is received/lifted from the CONUS by the Military Sealift Command. The OCCA entries include the date of overseas vessel discharge.
TK9	Prepared by the Seaport of Debarkation (SPOD), this format indicates the receipt (day of year) at the SPOD to vessel discharge (day of year) at the SPOD.

Table DD-1. Table of TCMD and Manifest DIs

Prime Data ATCMD	Air Manifest	Water Manifest	
0	-	J	Prime document for Release Unit shipment (including empty SEAVAN, CONEX, etc.), not in a consolidation container.
1	A	J	Prime document for Less than Release Unit shipment (including empty SEAVAN, CONEX), not in a consolidation container
2	B	K	Prime document (header) for loaded Roll on/ Roll Off (RO/RO), SEAVAN, MILVAN or Air Pallet (463L).
3	C	L	Prime document (header) for CONEX, Unitized Pallet Load, or other Consolidation Container containing multiple shipment units.
4	D	M	Prime document for shipment units consolidated in a container (CONEX, SEAVAN, MILVAN, 463L Pallet, RO/RO, or Unitized Pallet Load).

Prime Data ATCMD	Air Manifest	Water Manifest	
Trailer Data			
5	E	N	Trailer document for cargo with outsize dimensions.
6	F	O	Trailer document for identifying ammunition round count and coding data peculiar to ammunition, explosives, and other hazardous material.
7	G	P	Trailer document for listing the Net Explosive Weight and lot number of ammunition and explosives.
8	H	Q	Trailer document for listing personal property ownership information.
9	I	R	Trailer document for listing miscellaneous information both in general and as specifically identified in Appendix M.

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