



Transport
Canada

Transports
Canada

REQUEST FOR INFORMATION (RFI)

To The Vehicle Telematics Industry

No.T8080-190099

Closing Date and Time: June 7, 2019 2:00 pm (EDT)

1. DISCLAIMER

This RFI is not to be construed as a solicitation for tenders or proposals. No contract or other form of commitment will be entered into based on responses to this RFI. This RFI is not considered as authorization by Transport Canada (TC) to undertake any work that would result in costs to TC.

Nothing in this RFI shall be construed as a commitment from TC to issue an RFP for this commodity. TC may use non-proprietary information provided in its review and/or in the preparation of any formal RFP. All responses will be held by TC on a confidential basis (subject to applicable federal legislation) and remain the property of TC once they have been received. TC may reproduce or photocopy or transcribe the response and any non-proprietary supporting documentation for the purpose of its review and/or inclusion in any resulting RFP document.

TC reserves the right to change, at any time, any or all parts of the requirements, as it deems necessary. TC also reserves the right to revise its procurement approach, as it considers appropriate, either based upon information submitted in response to this RFI or for any other reason it deems appropriate.

Responses to this RFI will not be used to pre-qualify or otherwise restrict participation in any future procurement process (e.g. an RFP). Responses will not be formally evaluated. TC will not reimburse any expenditure incurred in preparing responses and participating in the presentation sessions related to this RFI.

2. RFI FORMAT

The RFI contains general questions about the vehicle telematics industry, and what TC should be targeting with regards to developing a multi-year service contract to provide vehicle network decoding expertise and database population. Respondents should note that this list of questions is not exhaustive, and respondents are invited to provide any additional information that might prove useful and/or beneficial to TC.

3. RESPONSES

The supplier is requested to provide a contact name, email address and telephone number when submitting their response. Respondents are requested to submit responses by email to Natasha Blackstein at natasha.blackstein@tc.gc.ca by June 7, 2019, 14h: 00, Eastern Daylight Time (EDT). It is recommended that all electronic submissions contain a read receipt option to confirm that the email was received; otherwise respondents should contact the contracting authority at (343) 550-2321 to confirm.

4. INQUIRIES

All enquiries regarding this RFI must be submitted via email to natasha.blackstein@tc.gc.ca

5. BACKGROUND

Canada's transportation system strives to be safe, efficient, accessible, reliable and clean. Transport Canada's ecoTECHNOLOGY for Vehicles Program (TC-eTV) works in collaboration with governments, industry and academia to test and evaluate the safety and environmental performance of advanced vehicle technologies in Canada. Results from TC-eTV test programs help develop codes, standards and regulations that government and industry require to introduce these technologies in Canada in a safe and timely manner.

eTV's projects regularly deal with vehicle data, which may be collected from on-board sensors and communication networks (e.g. CAN). Ongoing projects would benefit from fleet data collection, and upcoming projects will require the use of network signal decoding, telematics, and data management services.

The scope of the service in question includes:

- light- and heavy-duty vehicles and engines;
- internal combustion engines, electric and other alternative fuel powertrains;
- data on powertrain, electrical systems, automated systems, HVAC systems, emission control systems, and tires
- basic vehicle network signal decoding and single vehicle telematics to comprehensive decoding and fleet-level telematics;

The purpose of this RFI is to gather information from the vehicle data logging and telematics industry in order to inform TC of the potential suppliers and their ability to meet the needs of TC with respect to vehicle network decoding and telematics. Responses to this RFI will help TC set up a suitable procurement strategy to support eTV and its partners' research needs.

6. QUESTIONS TO SUPPLIERS

1. What is the cost basis and what are the costs for vehicle telematics services that your company provides, specifically regarding:
 - Number and type of signals decoded (e.g. battery voltage, AEB status, NOx emissions)
 - Capture rate and volume of data collected and uploaded
 - Number of vehicles tracked
 - Data management and processing
 - Data analysis and reporting
 - Hardware installation to connect with vehicle networks
 - Other important considerations affecting cost?

2. What are the tasks associated with vehicle telematics that your company performs (your response may describe past experiences)? For example:
 - Signal decoding
 - Data uploading
 - Data storage
 - Analysis and reporting
 - Other?

3. How quickly can signal decoding and installation and commissioning of telematics devices be completed once requested?
4. Does your company have access to existing databases of signals decoded? If so, how does this affect costs and ability to perform the tasks?
5. Do you have the capacity to capture signals from the following vehicle systems?
 - Vehicle speed, GPS, motor RPM and torque
 - Fuel consumption, NO_x concentration, O₂ concentration, PM/PN concentration, Exhaust flow rate, exhaust temperature, coolant temperature
 - HDV Tire Pressure Measurement System (TPMS) and Automatic Tire Inflation System (ATIS)
 - EV cells and battery voltages, current, temperature
 - HVAC (heating and AC energy, ambient and cabin temperatures)
 - Automatic Driver Assistance Systems (ADAS) and Connected & Automated Vehicle (CAV) status, warning, and activation, such as:
 - Automated Emergency Braking (AEB), and headway monitoring
 - Blind Spot Detection (BSD)
 - Lane-Keep Assist (LKA)
 - Adaptive Cruise Control (ACC)
 - V2V Basic Safety Messages (BSM)
6. What modifications, if any, need to be performed on the vehicles to access the system signals listed in (5)?