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RETOURNER LES SOUMISSIONS À:

Bid Receiving - PWGSC / Réception des
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11 Laurier St. / 11, rue Laurier
Place du Portage, Phase III
Core 0B2 / Noyau 0B2
Gatineau, Québec K1A 0S5
Bid Fax: (819) 997-9776

**LETTER OF INTEREST
LETTRE D'INTÉRÊT**

Comments - Commentaires

Vendor/Firm Name and Address
Raison sociale et adresse du
fournisseur/de l'entrepreneur

Issuing Office - Bureau de distribution
Vehicles & Industrial Products Division
140 O'Connor, Tower East
4th Floor
140 O'Connor, Tour Est
4ème étage
Ottawa
Ontario
K1A 0S5

Title - Sujet NMSO Telematics for fleet managers	
Solicitation No. - N° de l'invitation E60HP-21TELM/A	Date 2021-02-08
Client Reference No. - N° de référence du client E60HP-21TELM	GETS Ref. No. - N° de réf. de SEAG PW-\$\$HP-944-79699
File No. - N° de dossier hp944.E60HP-21TELM	CCC No./N° CCC - FMS No./N° VME
Solicitation Closes - L'invitation prend fin at - à 02:00 PM Eastern Daylight Saving Time EDT on - le 2021-02-26 Heure Avancée de l'Est HAE	
F.O.B. - F.A.B. Plant-Usine: <input type="checkbox"/> Destination: <input type="checkbox"/> Other-Autre: <input type="checkbox"/>	
Address Enquiries to: - Adresser toutes questions à: Lafrenière, Marc-O.	Buyer Id - Id de l'acheteur hp944
Telephone No. - N° de téléphone (613) 296-4786 ()	FAX No. - N° de FAX () -
Destination - of Goods, Services, and Construction: Destination - des biens, services et construction: Specified Herein Précisé dans les présentes	

Instructions: See Herein

Instructions: Voir aux présentes

Delivery Required - Livraison exigée See Herein – Voir ci-inclus	Delivery Offered - Livraison proposée
Vendor/Firm Name and Address Raison sociale et adresse du fournisseur/de l'entrepreneur	
Telephone No. - N° de téléphone Facsimile No. - N° de télécopieur	
Name and title of person authorized to sign on behalf of Vendor/Firm (type or print) Nom et titre de la personne autorisée à signer au nom du fournisseur/ de l'entrepreneur (taper ou écrire en caractères d'imprimerie)	
Signature	Date

REQUEST FOR INFORMATION

TELEMATICS SUPPORT SERVICES

1. NATURE OF REQUEST FOR INFORMATION

This is a Request for Information (RFI) and not a bid solicitation.

The Logistics, Electrical and Electronics, Fuel, and Transportation Directorate (LEFTD) part of the Commercial and Alternative Acquisition Management Sector (CAAMS) of Acquisition Branch at Public Services and Procurement Canada (PSPC) is requesting industry feedback regarding the renewal of the National Master Standing Offer for Telematics Support Services.

There is currently a National Master Standing Offer (NMSO) in place for Fleet Telematics Support Services that will end on August 31, 2021. In order to renew these services, PSPC is planning to solicit and issue a new National Master Standing Offer (NMSO).

By using a list of specific questions (see Section 7 of the RFI), the objectives of this RFI are to:

- Modernize procurement practices so that they are simpler, less administratively burdensome,
- Solicit industry knowledge and expertise regarding best practices that would increase the likelihood of a successful outcome
- Gather information to assist in the Development of the RFSO.

NATURE OF REQUEST FOR INDUSTRY COMMENTS

This RFI is neither a call for tender nor a Request for Proposal (RFP). No agreement or contract will be entered into based on this RFI. The issuance of this RFI is not to be considered in any way a commitment by the Government of Canada, nor as authority to potential respondents to undertake any work that could be charged to Canada. This RFI is not to be considered as a commitment to issue a subsequent solicitation or award contract(s) for the work described herein.

NATURE AND FORMAT OF RESPONSES REQUESTED

Respondents are encouraged to identify, in the information they share with Canada, any information that they feel is proprietary, third party or personal information. Please note that Canada may be obligated by law (e.g. in response to a request under the Access of Information and Privacy Act) to consider disclosing proprietary or commercially-sensitive information provided by respondent (for more information: <http://laws-lois.justice.gc.ca/eng/acts/a-1/>).

Participation in this RFI is encouraged, but is not mandatory. There will be no supplier list created as a result of this RFI. Similarly, participation in this RFI is not required for the participation in any potential subsequent solicitation.

The RFI closing date is **by 2:00 pm Eastern Daylight Savings time on February 26th, 2021**. Information received before that date will be reviewed and considered when developing the Request for Standing Offer.

RESPONSE COSTS

Respondents will not be reimbursed for any cost incurred by participating in this RFI.

2. BACKGROUND OF THIS REQUEST FOR INFORMATION

Public Services and Procurement Canada (PSPC) is seeking information on the telematics service.

PSPC has a National Master Standing Offer (NMSO) for Telematics Support Services which is set to expire August 31, 2021.

The Government of Canada requires the provision of a full range of Telematics Support Services for the management of department/agency fleet operations and life cycle management.

Telematics Support Services includes:

- Issue and administer: a data logging device, as specified in Annex A – Statement of Work;
- Provide Canada, access to a Telematics Information System, as specified in Annex A – Statement of Work; and

3. POTENTIAL SCOPE OF WORK AND CONSTRAINTS

If a follow-on solicitation occurs, it would be published on BuyandSell.gc.ca in the form of a Request for Standing Offers (RFSO).

4. LEGISLATION, TRADE AGREEMENTS AND GOVERNMENT POLICIES

The following is some of the legislation, trade agreements and government policies that could impact any subsequent RFSO to the RFI:

- a) Comprehensive Land Claim Agreements (CLCAs)
- b) Procurement Strategy for Aboriginal Businesses (PSABs)
- c) Contract Security Program
- d) Policy on Government Security
- e) The Privacy Act
- f) Policy on the management of information technology

5. QUESTIONS TO THE INDUSTRY

Canada is seeking answers to the following questions:

A. Statement of Work and Appendices

Security related questions

1. Do Telematics Service provider give a list of any safety/ security certificates they have including what they are for.
2. The supplier must fully demonstrate that they meet the Government of Canada requirement for the information that is protected during use, transit and while at rest
 - SOC, CSA, ISO, FedRAMP certifications
 - Encryption standards employed
 - Sovereignty of information
 - Two factor authentication (2FA) or multi-factor authentication (MFA)
 - How system assurance is achieved and maintained
3. Does the Telematics Service offers a secure environment for the following items and explain how:
 - a) Data logging devices (vehicle to device, device to FMIS, FMIS access by user)
 - b) Telematics Information Management Services
Definition
 - c) Other Telematics Support Services
Definition
4. What level of cybersecurity do Telematics devices have?
5. How do Telematics Services providers ensure a continued security of their services?

Offered services related questions

6. Are the following categories of service appropriate to cover the different types of Telematics Support Services that may be provided? Please provide a definition for each along with a description of how your services meet each category.
 - a) A data logging device
 - b) Telematics Information Management Services
Definition

- c) Informing the transition to lower-carbon vehicles (PHEVs, BEVs, FCEVs, HEVs, other)
 - d) Fleet KPI reporting and Benchmarking
 - e) Fleet right-sizing
 - f) Informing of pending vehicle maintenance requirements
 - g) Fleet Card management and Public EV Charging subscription management
 - h) Fleet organizations structures i.e.: regional fleet, provincial fleet, central fleet, organizational fleet.
 - i) Other Telematics Support Services
Definition
 - j) Electronic logging Devices (ELD's) for commercial vehicles
7. What is the list of telematics support services that are typically provided by Telematics Support Services firms to clients (governmental and non-governmental)? What services are the most frequently requested by clients?
8. Referring to the categories defined in the above Question 6); what are the typical services offered under each of these categories?
9. Referring to category 2) telematics information management service as defined above in Question 6); is there a demand by clients for the industry to provide these type of service for a variety of vehicle technologies and classes such as:
- a) Battery Electric Vehicles
 - b) Plug-in Hybrid Electric Vehicles
 - c) Hybrids
 - d) Class C, D, E, F, G Vehicles
10. If so, what is typically requested and for which service?
11. Do the devices offer accurate VIN decoding for Make, Model, Model Year and Powertrain profile, for all makes and models available in Canada from model year 2000 to current and is there any verification to ensure the accuracy of the VIN decoding?
12. What information is captured directly from the vehicles CAN bus system?

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13. Do the Telematics Services have the capability to transfer captured data to a third party i.e. SAP or other FMIS, explain how it integrates with a Fleet Management Services and what additional fees will be charged on both ends of the transfer.
 14. If Telematics data can be transferred into a Fleet Management Service or SAP system, how would the data be transferred? Are there any other aspects for the transfer of external data into the Fleet Management Service that should be considered, i.e. own a licence?
 15. If Telematics data can be transferred into a Fleet Management Service or SAP system, would the data be pushed out as a file or the client picks it up on an API (which is more robust and secure and allows 2 systems to talk to each other in real time)?
 16. Does the System have the capability to report on Days of Use and Odometer data for a time frame specified by the user via the fleet management information system? Can the user generate reports for any given period of time i.e. prior year, prior month or current week?
 17. Departments and Agencies will require the ability to track vehicle charging events from both departmental/agency electrical charging stations and external third party charging stations. How would a Telematics Service track this type of charging?
 18. Are Telematics Services able to offer an on-line carpool reservation system which includes automated key management by the vendor or third party?
 19. Can GPS on the devices be toggled on and off?
 20. Does the Telematics Service offer any support for the installation of the devices?
 21. Can the telematics devices be used in conjunction with other OBD2 devices?
 22. Can the signal emitted from the telematics device interfere with other onboard tracking and communication hardware?
 23. Is the data to be captured as detailed in Annex "B" clear and understandable?
 24. Will the fleet management information system have the capability to capture data from on-board OEM's telematics services?

If so will the telematics service provider be able to have a rate structure for data capture only?
 25. How are the different types of rates/fees typically charged to clients in relation to the types of services offered? Are they monthly or per day or per device or a flat rate?

Electronic Logging Devices (ELDs) for Commercial Vehicles questions

26. Is your telematics devices and supporting software capable of meeting Transport Canada's electronic logging device (ELD) mandate requirements? Is your telematics device approved by Transport Canada to meet ELD mandate requirements?
27. Describe how your device and software supports Hours of Service (HOS), Driver Vehicle Inspection Reporting, and driver identification.
28. What equipment is required to be installed in the vehicle in order to capture data for compliance with commercial vehicle regulations?
29. In order to capture Hours of Service (HOS), Driver Vehicle Inspection Reporting, and driver identification, do drivers need to have a tablet installed in the vehicle or is your solution available on a mobile app such as a cell phone? Explain the benefits of each solution if applicable.
30. Following a Driver Vehicle Inspection, it would be beneficial if mechanics could be automatically notified if a defect existed. Does your solution have the capability to send notifications, such as to individual emails or to the data management platform? If yes, explain.
31. Are drivers able to share data electronically with law enforcement officials during road-side inspections?
32. How do we, as administrators of commercial vehicles and their drivers, access the management software?
33. Explain how data is transmitted from our drivers to your network. Explain where the data is retained, where your servers are located (ie, what country). Explain how data is encrypted in order to protect the security of the data.
34. Are there additional costs for ELD data management over and above basic telemetric data?
35. Are your devices capable of capturing data unique to electric vehicles such as, but not limited to, kWh usage, battery health, state of charge at beginning and end of trips, % of electrical usage?
36. What is your experience in providing ELD solutions? Describe your company's experience in ELDs, number of years in business, number of customers and willing to give references, number of employees and engineers, security policy, other partners.

37. Can the Telematics Service provide reports structured around when vehicles are moving (as opposed to when vehicles are stopped)?

38. Does the Telematics Service offer the possibility to extract reports on:

- Frequency of road patrols performed;
- Frequency of road winter maintenance activity, from the moment the plow touches the road until the end of the activity, including direction of travel?

B. Cost efficiencies and environmental savings

39. What are the environmental impacts that are normally considered for the provision of the services as described for this requirement?

6. FORMAT OF RESPONSES

(a) Cover Page: If the response includes multiple volumes, respondents are requested to indicate on the front cover page of each volume the title of the response, the solicitation number, the volume number and the full legal name of the respondent.

(b) Title Page: The first page of each volume of the response, after the cover page, should be the title page, which should contain:

- (i) the title of the respondent's response and the volume number;
- (ii) the name and address of the respondent;
- (iii) the name, address and telephone number of the respondent's contact;
- (iv) the date; and
- (v) the RFI number.

(c) Numbering System: Respondents are requested to prepare their response using a numbering system corresponding to the one in this RFI. All references to descriptive material, technical manuals and brochures included as part of the response should be referenced accordingly.

(d) Number of Copies: Canada requests that respondents submit one (1) paper version and one (1) electronic copies, in PDF format, of their response (on a USB key).

7. RESPONSE COSTS

Canada will not reimburse any respondent for expenses incurred in responding to this RFI.

8. TREATMENT OF RESPONSES

(a) Use of Responses: Responses will not be formally evaluated. However, the responses received may be used by Canada to develop or modify procurement strategies or any draft documents contained in this RFI. Canada will review all

responses received by the RFI closing date. Canada may, in its discretion, review responses received after the RFI closing date.

(b) Review Team: A review team composed of representatives of PSPC that will review the responses. Canada reserves the right to hire any independent consultant, or use any Government resources that it considers necessary to review any response. Not all members of the review team will necessarily review all responses.

(c) Confidentiality: Respondents should mark any portions of their response that they consider proprietary or confidential. Canada will handle the responses in accordance with the Access to Information Act.

(d) Follow-up Activity: Canada may, in its discretion, contact any respondents to follow up with additional questions or for clarification of any aspect of a response. Canada reserves the right to invite any or all respondents to present their submissions to this RFI and/or perform a product demonstration.

9. ENQUIRIES

This is not a bid solicitation. Accordingly, Canada will not respond to enquiries in writing or by circulating answers to all potential suppliers. However, Respondents who have questions should submit them to:

Marc-Olivier Lafrenière
Public Services and Procurement Canada
Logistics, Electrical and Electronics, Fuel and Transportation Directorate
140 O'Connor Street – 4th Floor
Ottawa, Ontario KIA OS5

Telephone: 613-296-4786
E-mail: Marc-olivier.Lafreniere@tpsgc-pwgsc.gc.ca

10. SUBMISSION OF RESPONSES

Potential suppliers are not required to submit information under this RFI to qualify for any future bid solicitations for this requirement. Documents may be submitted in either official language of Canada. All written responses to this RFI should be submitted to:

Marc-Olivier Lafrenière
Public Services and Procurement Canada
Logistics, Electrical and Electronics, Fuel and Transportation Directorate
140 O'Connor Street – 4th Floor
Ottawa, Ontario KIA OS5

Solicitation No. - N° de l'invitation
E60HP-21TELM/A
Client Ref. No. - N° de réf. du client
E60HP-21TELM

Amd. No. - N° de la modif.
File No. - N° du dossier
hp.E60HP-21TELM

Buyer ID - Id de l'acheteur
hp
CCC No./N° CCC - FMS No./N° VME

Telephone: 613-296-4786

E-mail: Marc-olivier.Lafreniere@tpsgc-pwgsc.gc.ca

Responsibility for timely delivery: Each Respondent is solely responsible for ensuring its response is delivered on time to the correct location.

STATEMENT OF WORK

STATEMENT OF WORK AND SUBMISSION OF OFFER Electronic Fleet Data Collection (Vehicle Telematics) Program

1. Introduction

Vehicle Telematics addresses the needs of Client Departments to have the ability to wirelessly transmit data from the vehicle to either the Offeror's Fleet Management Information System (FMIS) or a 3rd party software application. Under this program, the Offeror would typically provide a service that captures data originating from the OBD port in a vehicle or other means as emerging technologies become available. This information must be transmitted wirelessly. The method of wireless data transfer will depend on the need of the Client Department, e.g. cellular, satellite or Wi-Fi. The level of information required will depend on the need of the Department.

2. Background

The federal fleet accounts for approximately 25,000 vehicles. Currently fleet operators use logbooks to report on vehicle mileage and fuel usage. However, these logs are often forgotten and/or filled out inaccurately. The Government of Canada (GoC) is exploring opportunities to enhance its environmental outcomes in federal procurement, including reducing its carbon footprint in its own operations. The Electronic Fleet Data Collection (Vehicle Telematics) Program is a tool that will identify opportunities to maximize fleet utilisation.

3. Terms

“**Vehicle Telematics**” refers to the *Electronic Fleet Data Collection (Vehicle Telematics) Program*

“**Client Departments**” refers to *all Government Departments, Agencies*

“**Technical Department**” refers to *NRCan*

4. Requirements

4.1. Telematics Description

The telematics system includes a vehicle data logging device installed in a vehicle that allows the sending, receiving and storing of telemetry data. It connects via the vehicle's own onboard diagnostics (OBDII) or CAN-BUS port with a SIM card, and an onboard modem enables communication through a wireless network.

4.2. Telematics Features and Benefits

1. The device collects GPS data as well as an array of other vehicle-specific data and transmits it via GPRS (General Packet Radio Service), 4G mobile data and cellular network or satellite communication to a centralized server. The server interprets the data and enables it to be displayed for end users via secure websites and apps optimized for smartphones and tablets.

2. The telematics data captured can include location, speed, idling time, harsh acceleration or braking, fuel consumption, vehicle faults, and more for conventional, alternative fuel and partially/ zero-emission vehicles. When analyzed for particular events and patterns, this information can provide in-depth insights across an entire fleet.

5. Objectives

The objectives of the Standing Offer is to have an Offeror or multiple Offeror's deliver the telematics services and associated components, and provide technical support and oversight services.

6. Offeror

6.1. Offeror Responsibilities

The Offeror must provide the products and services identified in Section 5 to assist the Client Department in the implementation of the telematics services.

6.2. Deliverables

The Offeror(s) must provide:

- A Licence for Client Departments requesting the use of the services for the duration of the contract to capture various data as indicated in annex "A";
- Cloud access to the service data software for the duration of the Licence period;
- Training materials, in digital format; and
- Database Report, in digital format, compatible with our credit card service provider.

6.3. Installation and Configuration

The Offeror(s) must:

- Provide GPS device that connect to the ODB
- Grant software access to each client;
- Configure user's access;
- Provide technical support for but not limited to: the installation procedures, faulty devices or FMIS issues.

6.4. Training

Client Department

The Offeror(s) must provide training webinar sessions upon a client department request

6.5. Technical Support

The Offeror(s) must provide remote technical support to the Client Department during the contract period via telephone at 1-888-222-2222, Monday to Friday during normal business hours of 09:00 a.m. to 17:00 p.m., Eastern Standard Time, excluding statutory holidays, and by

E-mail at techsupport@000000.com, with a maximum turnaround time of 24 hours for the duration of the Contract.

6.6. Language

All deliverables and support provided by the Offeror(s) to Canada must be in both English and French languages.

6.7. Security

It is the responsibility of the Offeror(s) to ensure all Offeror Resources hold the identified required level(s) of Security Clearance. Other mandatory qualifications may include:

- FedRAMP certification
- FIPS 140-2 validation
- ISO certification
- Two factor authentication (2FA) or multi-factor authentication (MFA)
- Strong and robust security policies

6.8. Price structure

Quantity	Activities	Purchasing prices	Leasing Prices
Less than 500 devices	Device & 1 year License package.		
	One(1) year renewal License package *Can be managed monthly		
	Shipping and handling to client departments		
	Installation of the device		
	Fleet report and database upload to credit card service provider		
Between 500 to 750 devices	Device & 1 year License package.		

	One(1) year renewal License package *Can be managed monthly		
	Shipping and handling to client departments		
	Installation of the device		
	Fleet report and database upload to credit card service provider		
Over 750 devices	Device & 1 year License package.		
	One(1) year renewal License package *Can be managed monthly		
	Shipping and handling to client departments		
	Installation of the device		
	Fleet report and database upload to credit card service provider		
No device required	One(1) year renewal License package *Can be managed monthly		
	Shipping and handling to client departments		
	Fleet report and database upload to credit card service provider		

Annex "B"

Logged Vehicle Data to be captured

Data	Vehicles Supported	Log Type	Curve Threshold
Brake Pedal	Heavy, light	On accident	Log created if value of previously recorded doesn't equal current
Driver Seatbelt	Heavy, light	On state change	Log created if current/past log don't match as well as we haven't gone over the number of logs per trip
Passenger Occupancy	Light	On state change	Log created if status has changed or have not made a log since IGN on
Passenger Violation	Light	On state change	Requires change in status as well as the status to become "PASSENGER_IN_VIOLATION"
Odometer	Heavy, light	on ignition on and ignition off	Odometer units must be verified as well as Mileage has to be greater than 0. For low resolution require GPS odometer
Gear	Heavy, light	on state change	Current/Last Gear must be different as well as must be going into/out of reverse park or have all gear changes enabled
Engine Hours	Heavy, light	on ignition off	Engine Data must be reported as greater than 0 and Engine snapshot must be enabled
Engine Oil Pressure	Heavy, light	curve based	Engine RPM >450, coolant temperature >125 degrees and the oil pressure <= 12 Psi
Engine Oil Pressure Low Warning Light	Heavy, light	on state change	Pressure lower than 12psi, as well as not in UPS modem, is a low priority warning light
Trip Fuel Used	Heavy, light	on ignition off	If Trip fuel has been saved and is valid the log will be generated
Trip Idle Fuel Used	Heavy, light	on ignition off	If Trip idle fuel has been saved and is valid the log will be generated
Generic Engine Status	Heavy, light	for hybrid, engine on/off (not ignition)	N/A
Accident Data Upload Event	Heavy, light	after 10 seconds of a potential accident event	Accident level event detected by accelerometer and that less than the maximum of 4 accident level events. GPS logging must also be enabled
Engine Warning Light	Heavy, light	on state change, only log if light is on for more than 1 minute	Must be validated by the filter generic data. Must have received a sufficient number of engine data parameter codes, will then be saved as a low priority warning light.

Instantaneous Voltage Curve	Heavy, light	curve based	Will send a voltage curve if it is detected as a "crank voltage", Well also send a voltage curve for a UPS crank
Airbag Warning Light	Heavy, light	on state change	Must be validated by the filter generic data. Must have received a sufficient number of engine data parameter codes, will then be saved as a low priority warning light.
Tire Warning Light	heavy, light	on state change	Must be validated by the filter generic data. Must have received a sufficient number of engine data parameter codes, will then be saved as a low priority warning light.
ABS Warning Light	heavy, light	on state change	Must be validated by the filter generic data. Must have received a sufficient number of engine data parameter codes, will then be saved as a low priority warning light.
Left Turn Signal	heavy	on state change	Must be validated by the generic data filter. It must also pass through the debounce function. The master switch "enable turn signals" must be on.
Right Turn Signal	heavy	on state change	Must be validated by the generic data filter. It must also pass through the debounce function. The master switch "enable turn signals" must be on.
Flashing Amber Light	heavy	on state change	Must be validated by the generic data filter. It must also pass through the debounce function. The master switch "Enable Bus Data" must be on.
Flashing Red Light	heavy	on state change	Must be validated by the generic data filter. It must also pass through the debounce function. The master switch "Enable Bus Data" must be on.
Generic Access Door	heavy	on state change	Must be validated by the generic data filter. It must also pass through the debounce function. The master switch "Enable Bus Data" must be on.
Parking Brake	heavy, light	on state change	Master Switch Engine snapshot as well as Enable Brake must be enabled. Passed through engine snapshot.
Cab Interior Temperature	light	curve based	Master switch "Enable Air Temperature" enabled then the temperature will be added to the engine curve once the message is received.
Outside Temperature	light	curve based	Must be within range of -40 to 215 degrees C, must have Enable Air

			temperature and engine snapshot. Temperature must be flagged as valid.
Fuel Units	heavy, light	curve based	Master switch Enable Fuel must be enabled, Fuel must also have been filtered already
Charge State	light	curve based	Enable Hybrid Electric must be enabled. Request will be sent and then added to curve.
Battery Temperature	light	curve based	Enable Hybrid Electric must be enabled. Temperature must be validated then temperature will be added to the curve.
Hybrid Detected	heavy, light	after hybrid architecture has been observed	After tags found if an EV/Hybrid is detected log will be generated
Cruise Control Enabled	heavy	on state change	N/A
Cruise Control Active	heavy, light	on state change	N/A
Engine Oil Level Low Warning Light	light	on state change, only log if light is on for longer than 1 minute	N/A
Engine Oil Change Warning Light	light	on state change, only log if light is on for longer than 1 minute	N/A
Engine Oil Temperature	heavy, light	curve based	N/A
Engine Hot Warning Light	light	on state change, only log if light is on for longer than 1 minute	N/A
Reduced Power Warning Light	light	on state change, only log if light is on for longer than 1 minute	N/A
Starting Disabled Warning Light	light	on state change, only log if light is on for longer than 1 minute	N/A
Check Fuel Cap Warning Light	light	on state change, only log if light is on for longer than 1 minute	N/A
Fuel Tank Capacity	light	only once after acquired	N/A
Change Fuel Filter Warning Light	light	on state change, only log if light is on for longer than 1 minute	N/A

Clean Exhaust Filter Warning Light	light	on state change, only log if light is on for longer than 1 minute	N/A
Water In Fuel Warning Light	light	on state change, only log if light is on for longer than 1 minute	N/A
Fuel Filter Life Remaining	light	curve based	N/A
Vehicle Remote Start Engine Running	light	on state change	N/A
Engine Oil Life Remaining	light	curve based	N/A
Transmission Oil Temperature	heavy, light	curve based	N/A
Tire Pressure	light	curve based	N/A
Second Row Right Seatbelt Buckled	needs verifying	on state change	N/A
Second Row Left Seatbelt Buckled	needs verifying	on state change	N/A
Fuel Alcohol Consumption	light	curve based	N/A
Transmission Oil Change Warning Light	light	on state change	N/A
Traction Control System Enabled	light	on state change	N/A
Fuel Level	heavy, light	curve based and on ignition off	N/A
Coolant Temperature	heavy, light	curve based and on ignition off	N/A
Brake Temperature	light	curve based	N/A
Coolant Level	heavy	curve based	N/A
Washer Fluid Level	heavy	curve based	N/A
Engine Oil Level	heavy, light	curve based	N/A
Protect Lamp Dash Warning Light	heavy	on state change	N/A
Amber Lamp Dash Warning Light	heavy	on state change	N/A
Red Lamp Dash Warning Light	heavy	on state change	N/A
Engine Speed (RPM)	heavy, light	curve based	N/A
Idle Shutdown Timer Active	heavy	on state change	N/A
Idle Shutdown Timer Override Active	heavy	on state change	N/A

Idle Shutdown Timer Enabled	heavy	on state change	N/A
Engine Has Shut Down By Idle Timer	heavy	on state change	N/A
Driver Alter Active For Idle Shutdown	heavy	on state change	N/A
Max Road Speed Limit	heavy	curve based	N/A
Max Road Speed Limit Enabled	heavy	on state change	N/A
Cruise High Speed Limit	heavy	curve based	N/A
Average Fuel Economy	heavy, light	on ignition off	N/A
Total Idle Hours	heavy, light	on ignition off	N/A
Total Idle Fuel Used	heavy, light	on ignition off	N/A
Total Fuel Used	heavy, light	on ignition on, on ignition off	N/A
PTO Hours	heavy	on ignition off	N/A
Transmission Oil Level	heavy	curve based	N/A
PTO Active	heavy	on state change	N/A
PTO On	heavy	on state change	N/A
Four Wheel Drive Active	light	on state change	N/A
Tire Pressure	heavy	curve based	N/A
Door Open (any or specific)	heavy	on state change	N/A
Brake Lining Remaining	heavy	curve based	N/A
Starter Brush Life Remaining	heavy	curve based	N/A
Starter Current	heavy	curve based	N/A
Cab Dome Light	heavy	on state change	N/A
Cargo Dome Light	heavy	on state change	N/A
Park Light Status	heavy	on state change	N/A
Headlight Status	heavy, light	on state change	N/A
Hazard Light Status	heavy	on state change	N/A
High Beam Light Status	heavy	on state change	N/A
Fuel Type Gas	light	log once after a response has been received	N/A
Fuel Type Diesel	light	log once after a response has been received	N/A
Hydraulic Pressure	heavy	curve based	N/A
Hydraulic Temperature	heavy	curve based	N/A
Analog Auxiliary Device (IOX)	heavy, light	curve based	N/A

Solicitation No. - N° de l'invitation
E60HP-21TELM/A
Client Ref. No. - N° de réf. du client
E60HP-21TELM

Amd. No. - N° de la modif.
File No. - N° du dossier
hp.E60HP-21TELM

Buyer ID - Id de l'acheteur
hp
CCC No./N° CCC - FMS No./N° VME

Tire Temperature	heavy	curve based	N/A
Engine Road Speed	heavy, light	curve based	N/A
Total Fuel Used	heavy, light	on ignition on, on ignition off	N/A
Total Idle Fuel Used	heavy, light	on ignition on, on ignition off	N/A
Engine Derate Active	heavy	on state change	N/A
Vehicle Angle Of Inclination	heavy, light	on ignition off, curve based	N/A
Vehicle Active	heavy, light	on ignition on, on ignition off	N/A
Tractor ID	heavy	once on ignition on	N/A
Injection Control Pressure	heavy	N/A	N/A

ANNEX "C"
BASIS OF PAYMENT

Quantity	Activities	Purchasing prices	Leasing Prices
Less than 500 devices	Device & 1 year License package.		
	One(1) year renewal License package *Can be managed monthly		
	Shipping and handling to client departments		
	Installation of the device		
	Fleet report and database upload to credit card service provider		
Between 500 to 750 devices	Device & 1 year License package.		
	One(1) year renewal License package *Can be managed monthly		
	Shipping and handling to client departments		
	Installation of the device		
	Fleet report and database upload to credit card service provider		

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Over 750 devices	Device & 1 year License package.		
	One(1) year renewal License package *Can be managed monthly		
	Shipping and handling to client departments		
	Installation of the device		
	Fleet report and database upload to credit card service provider		
No device required	One(1) year renewal License package *Can be managed monthly		
	Shipping and handling to client departments		
	Installation of the device		
	Fleet report and database upload to credit card service provider		