

Rosmerta Autotech Private Limited				
SR No.	EOI SECTION	EOI CLAUSE	Query	Response
1	2	Product Description in EOI Name : EOI for the Supply, Installation and Maintenance of Digital Meters with Printer, GPS Device and Panic Button Integrated with Overhead Display Board in Passenger TAXI	In the published EOI we have observed at many places the equipment is mentioned as Digital Fare Meter, Digital Meter, etc. We suggest the following to avoid any confusion or ambiguity that in EOI product name shall be read as "Single integrated device having GPS/GPRS, Digital Fare Meter, LCD Display, Receipt Printer and Panic Button with overhead display as accessory for Taxi's." The Short form in various section may be used as "Integrated GPS, GPRS Digital Fare Meter"	Refer Revised EOI
2	4.1	Background and Empanelment Process : It is proposed that the bidder quoting L1 rates will be given exclusive supply rates for initial 3 months. Subsequently, all bidders qualifying through the RFP and agreeing to match the L1 rates will be empanelled with the DOT for supply of the meters. The DOT reserves the right to restrict the number of vendors in the empanelment process.	The exclusivity of the 3 Month is too less a time and numbers which can be sold in initial 3 months period against expected huge resistance from the Taxi owners is doubtful. This lack of clarity in estimating volume may lead to higher pricing and purpose of tendering and getting best price may be defeated. Suggest you to assure that the L1 bidder is allowed with exclusive sale right for minimum 3 months and minimum 60% sale of total estimated volume. Once both crosses the limit (3 months exclusive sale and minimum 60% volume), other qualified bidders matching L-1 price will be empanelled with the DOT will be allowed to sale. The DOT reserves the right to restrict the number of vendors in the empanelment process. This process can be easily measured by GEL application CTRS.	Refer Revised EOI
3	5	Scope of Work : Maintenance of the installed meters to run smoothly for a period of 1 year under warranty which is mandatory.	We would like to share with department that as these devices are combined "Integrated GPS, GPRS Digital Fare Meter", it will be expensive. Hence it is important that the EOI and RFP condition should ensure that the manufacturers are committed to continue with product and service support for minimum 5 years. Further to avoid future over charging, RFP must ask for quote indicating post warrantee comprehensive annual AMC (including connectivity renewal) for next 4 years (renewal on yearly basis).	Refer Revised EOI
4	8 (ii)	Technical Bid Format All documents as per Eligibility Criteria : The vendor should be a Company registered in India under the Indian Companies Act 1956 or a Registered Partnership Firm or a Sole Proprietary Firm.	This is to bring in department attention that the project is large in scale with minimum 5 years' service support commitment and also have huge Social Liability of Public safety. It is not a onetime sale product. We would strongly suggest to consider to avoid Proprietary or partnership firms and only reputed Indian Manufacturing Company of "Integrated GPS, GPRS Digital Fare Meter" registered under Indian Companies Act should be allowed to bid.	Retained as per EOI.
5	8 (iii)	The vendor should be an Original Equipment Manufacturer holding valid TAC or an Authorized Dealer of Established OEM of Digital Fare Meters.	This is to share that the Digital Fare Meter manufacturing doesn't need TAC and they are manufactured under license from Legal Metrology departments. The make and model needs to be duly tested, approved and sealed by Controller, Weights and Measures, State Legal Metrology Department. The product is "Integrated GPS, GPRS Digital Fare Meter" and also involves service commitment for minimum 5 years, hence only OEMs of "Integrated GPS, GPRS Digital Fare Meter" should only be considered. Considering the need of service commitment for 5 years as mentioned in above query point no 3 & 4, no application from Dealer or consortium should be allowed. So it may be amended as - The vendor should be an Original Equipment Manufacturer of "Integrated GPS, GPRS Digital Fare Meter" holding valid manufacturing license from Department of Legal Metrology.	Refer Revised EOI

6	8.1 (v)	The vendor should have sold at least 1,000 nos. of Digital Meters cumulatively within the last three financial years.	Manufacturers making only Digital metre may not necessarily have the capability of making advanced GPS/GPRS Device with AIS-140 compliance. There are many state where implementation of an "Integrated GPS, GPRS Digital Fare Meter" deployment is done / ongoing and in the market there are many OEM manufacturers providing the same who logically can go for AIS-140 certifications. Hence, experience "Integrated GPS, GPRS Digital Fare Meter" should only be considered. Secondly, Considering L-1 bidder need to supply about 10 thousand devices within 3 months, at least they should have cumulative supply credential of 10,000 devices. So department should seek past experience of supply of "Integrated GPS, GPRS Digital Fare Meter" of minimum 10,000 Nos	Refer Revised EOI
7	8.1 (v)	Copy of the work/ supply orders/ invoices raised for the sale of 1,000 nos. of Digital Meters shall be enclosed.	Kindly refer our query against point no 6 regarding difference in Only Digital Fare meter and the departments requirement. This clause may be amended as - Copy of the work/ supply orders/ invoices raised for the sale of 10,000 nos. of "Integrated GPS, GPRS Digital Fare Meter" shall be enclosed	Retained as per EOI.
8	8.1 (vi)	The vendor should have an average turnover of Rs. 5 crores in last three financial years(2014-15, 2015-16, and 2016-17).	We like to share, considering the high volume and estimated contract value, the turnover criteria is too low. The estimated project cost would be 50 Crores and as per the CVC guideline department should seek minimum average turnover of Rs. 25 crores of last three years.	Refer Revised EOI
9	3.1.1.22	Device shall be dust, temperature, vibration, water splash resistant, IP 65/IP 54 rated or better, tamper proof as per Section 6.	For accommodating fare meter components like printer/display some of the specification of AIS140 needs to be diluted (example AIS-140 is IP-65 and here you are allowing IP54 as per metering industry standard) Similarly, the testing guidelines like Salt Spray test (refer EOI page no 57, point 6), Vibration test (Page 51), Damp Heat test (Page-56), which is as per AIS-140 also may need to be diluted for "Integrated GPS, GPRS Digital Fare Meter" with LCD display and printer DOT/GEL need to evaluate whether and how such dilution will be certified as AIS-140 compliant by the test agencies	The mentioned tests are applicable to the GPS/GPRS with panic button components only
10	24	POC date: 05th February 2018 (up to 3.30 p.m.) DOT/GEL reserves the right to test the samples of Digital Fare Meter submitted by the Vendor as a POC and get it tested. If the Digital Fare Meter fails in the type testing, it may form a ground enough to bar the vendor from participating in the RFP.	Type of Device department is exploring through this EOI is a Digital Fare Meter with integrated GPS/GPRS as per the latest guideless of AIS 140. AIS-140 being a new standard to come in effect from April,2018, It is a new innovative approach and No State has yet initiated the same so far. The closest readymade devices available in the market & deployed commercially is a "Integrated GPS, GPRS Digital Fare Meter with printer & LCD" which should be considered during the scheduled POC evaluation and for final RFP submission, AIS140 compliant GPS enabled Digital Fare Meter sample may be asked for as a mandatory condition.	POC along with certification has to be submitted at RFP stage

11	Annexure-C, Clause iv	iv. Install Embedded SIM with identified MSP The successful vendor should have a tie up with reputed mobile service providers (registered with TRAI) to procure and supply the GPS/GPRS SIM, which will have a good network coverage within the state of Goa so that the data sent by all digital meters is received and recorded in the CTRS	AIS-140 compliance requires Embedded SIMs with multi-network profile capabilities. Such Services are also provided by Virtual Network Operators(VNOs) and M2M Service Providers. Hence the clause may be amended as - The successful vendor shall have a tie up with reputed TSPs / VNOs / M2MService Providers (SPs) registered with the DoT for subscriptions and supply of AIS-140 compliant SIM cards. The SP(s) should ensure a good network coverage in the state of Goa. The SIM cards and Subscription Lifecycle Management Services shall be compliant to AIS-140, TEC Specifications and DoT / TRAI Guidelines for M2M Services and Service Providers.	Refer Revised EOI
National Meter Mfg. Co.				
1	3.1.1 (i)	Device shall have a provision to integrate with an overhead display board.	Over head display : The tenders mentions over head display as part of the product. Is it to be supplied bundled with the fare meter?. If Yes, what are the specifications.Kindly provide complete specifications as such. Roof light size to be specified in the document	Refer Revised EOI
2	8.1 (iii-a)	a) If the vendor is an OEM, Copy of Manufacturer License and Capacity Documents issued by Statutory Authority for establishing manufacturing capacity of Digital Fare Meters along with a copy of valid TAC shall be submitted.	Capacity Documents issued by Statutory Authority for establishing manufacturing capacity of Digital Fare Meters. We are based in Maharashtra where Stamping of meters is conducted under RTO appointed agencies and not under legal metrology. Therefore there isn't any statutory body.From whom we can collect this data. Only a undertaking to this effect can be provided.	Refer Revised EOI
3	8.1 (v)	The vendor should have sold at least 1,000 nos. of Digital Meters cumulatively within the last three financial years.	The vendor should have sold at least 1,000 nos. of Digital Meters cumulatively within the last three financial years. Our recommendation: Quality comes with expertise and experience. It is better to entertain companies having experience in sales of Digital Meters with Printer, Gps and Gprs. Since there is great technical expertise required in developing such taximeter as proposed in the tender document in contrast to developing a basic taximeter.	Refer Revised EOI
4	8.1 (vi)	The vendor should have an average turnover of Rs. 5 crores in last three financial years(2014-15, 2015-16, and 2016-17).	Turnover of companies rises with respect to the no. of different products manufactured by them. i.e If a company fits the 15Cr. Requirement does not conform If the total sales is from selling taximeters only. We are a focused company manufacturing only taximeters with varied market across India and abroad. Hence we Deserve to get qualified for this tender. We therefore request you to kindly reduce the average turnover limit to 3 crores for last 3 years. Hope you will consider as Most of the companies fall under the category of SSI.	Refer Revised EOI
5	3.1.1.14	Device shall have an Embedded SIM.	We have conducted all the tests as per Chennai Tender from ARAI only exception being external SIM. Will you accept the same reports? Kindly confirm	Certification as per specifications has to be submitted at RFP Stage
6	3 (6)	Last date to submit POC 05th February 2018 (upto 3.30 p.m.)	Since the Pre- EOI opening conference is scheduled for 29th January 2018 most of the things will get finalised on same date. How is it possible to submit the POC in week's time.? Will the date be extended?	Refer Revised EOI
7	NA		No security between device to server communications. All the current IoT projects are implementing TLS 1.2 security between the device and the server. If simple TCP/IP socket communication is implemented, it is vulnerable to attacks.	Retained as per EOI.

8	NA		If the GPS or GPRS function of the device is not working in the taxi meter during start of Trip and this failure is diagnosed internally by the taxi meter, it should beep continuously with 5 second period and should be stop beeping after recovery from the failure. If this kind of failure persists for 10 successive Trips, the device should display "Do not use this Taxi as the meter is not functioning" and the metering function shall be locked internally by the device till the fault has been rectified.	This will be handled in the CTRS application
9	NA		Include OBD-II communication between Fare meter and the Vehicle to measure distance as an option because, the installation can be easy and it does not require K-factor setting.	Retained as per EOI.
10	NA		In addition to the standard tariff based on kilometers and waiting time, the device should have an option of selecting Government approved package tariffs. The Package tariff will be 4 hr 40 km / 6 hr 60 km / 8 hr 80 km and the tariff for this shall be decided by government. If the time or distance crossed the set limit in the package, the same shall be changed accordingly based on tariff provided	The tariff calculation pattern will be informed to the empanelled bidder and may change as per the rules / notifications/orders. The vendor has to ensure the changes are affected during the AMC and supply period and the complete lifetime of the device.
11	NA		Requirement of Hooter if Panic Button is pressed, is not explained well in the document	Integration with speakers has to be done which should send a alarm siren / buzzer/ hooter on press of panic button
12	NA		Seat sensor to be fixed on each passenger seat and the same shall be interfaced with taxi meter to know the passenger count.	Retained as per EOI.
13	3.1.1.15	Device shall be designed to operate between 8VDC and 32VDC using vehicle battery input voltage range 12 /24Volts.	Device shall be designed to operate 12V DC and or 24 V DC.	Refer Revised EOI
14	4.1	Table below (Table 4A) contains the listing of fields that the vehicle tracking devices would be required to send to the Backend Control Centre. The first 3 fields (Start character, Header for VLT with Emergency Buttons and Vendor ID, who has supplied the device) must be fixed in position as well as format (Header part of frame). Rest all other fields are required to be present in the location data sent by the devices to the backend, but can be in any sequence or with any separator between fields. The data value can be either in American Standard Code for Information Interchange (ASCII) or in HEX format. Device must transmit the Login message whenever it establishes (re-establishes after disconnection) its connectivity with Server with the specified fields. Login Message will carry following information:	Specify fixed format and headers to make parsing easy at the server end.	Will be informed during RFP submission
15	4.1 (Table 4A)		Please provide sample data packet for better understanding.	Examples are given wherever applicable
16	4.1 (Table 4A - (5))	Specify the packet type NR = Normal EA = Emergency Alert TA = Tamper Alert (Optional) HP = Health Packet IN = Ignition On IF = Ignition Off BD = Vehicle Battery Disconnect BR = Vehicle Battery Reconnect BL = Internal Battery Low TS= Trip Start TE= Trip End	Keep Ignition ON/OFF as optional. Add "Printing" event also to know whether driver providing fare receipt to customers.	Refer Revised EOI
17	4.1 (Table 4A - (18))	H = Hired, A = Available, R = Retired / Off Duty	Add Power OFF status here so it will be easy to know the status of Meter from one variable.	Retained as per EOI.
18	4.1 (Table 4A - (21))	Unique ID for each trip	Trip ID 4 or 6 Digit.	Retained as per EOI.

KPIT Technologies				
1	3.1.1 (i)	Device shall have a provision to integrate with an overhead display board.	Who will provide over head display, kindly clarify. Please share specifications of over head display if vendor is expected to supply the same.	Refer Revised EOI
2	8.1 (v)	The vendor should have sold at least 1,000 nos. of Digital Meters cumulatively within the last three financial years.	We request to modify the clause as below: The vendor should have sold at least 1,000 nos. of Digital Meters or GPS device cumulatively within the last three financial years	Refer Revised EOI
3	8.1 (vi)	The vendor should have an average turnover of Rs. 5 crores in last three financial years (2014-15, 2015-16, and 2016-17).	Considering volume & size of business we request to modify clause as below: The vendor should have an collective turnover of Rs. 20 crores in last three financial years (2014-15, 2015-16, and 2016-17).	Refer Revised EOI
4	EOI DOCUMENT/5	Last date and time for online submission of the completed EOI documents. 05th February 2018 (upto 3.30 p.m.)	We request to extend the submission date by 4 weeks	Date already extended , refer Corrigendum II and revised EOI
5	Technical bid format, Point Vii	Technical compliance certificate for GPS/GPRS	We request you to kindly consider AIS 140 certification for the same. As per the reference Notification issued by MoRTH	Certifications as per attached specifications have to be submitted
6	NA		Consortium : We request to allow at least consortium of three members to participate in the EOI considering multiple technologies involved & scope of project. This will ensure GEL best services available by experts in different industries	Refer Revised EOI
7	NA		Positive Networth : We request to add Positive net worth clause in eligibility to ensure best services for entire duration of project: The vendor should have Positive networth in last financial year (2016-17)	Retained as per EOI.
8	8.1 (iii)	The vendor should be an Original Equipment Manufacturer holding valid TAC or an Authorized Dealer of Established OEM of Digital Fare Meters.	As the project involves two sub-systems which are GPS/GPRS & fare meter, we request to modify criteria as below: "The vendor should be an Original Equipment Manufacturer holding valid TAC or an Authorized Dealer of Established OEM of Digital Fare Meters or GPS device."	Refer Revised EOI
9	8.1 (iv)	The vendor should have minimum of 2 years of existence in the manufacture or sale of the Electronic Digital Fare Meters as on 31.03.2017	We request to modify the clause as below: The vendor should have minimum of 2 years of existence in the manufacture or sale of the Electronic Digital Fare Meters or GPS device as on 31.03.2017	Refer Revised EOI
Vindhya Appliances				
1	EOI DOCUMENT/5	Last date and time for online submission of the completed EOI documents. 05th February 2018 (upto 3.30 p.m.)	Is Goa Electronics Limited considering to extend the last date of Submission of Technical Bid from February 5, 2018.	Date already extended , refer Corrigendum II and revised EOI
2	NA		Kindly provide the port address and Server IP address for the purpose of submission of date for POC	Will be provided during the submission of RFP.
3	NA		Please clarify if two or more than two companies can bid for the project as a consortium? We would like to request you that a joint bidding or a consortium be permitted. Since it is a new concept being introduced by any state in the country, we humbly submit that a consortium be permitted to bid for the project so that more companies can participate and the state of Goa not only gets the best vendor but also at a competitive price in the interest of Taxi owners.	Refer Revised EOI
Vodafone India				
1	3.1.1.3	Device shall be capable of transmitting data to Backend Control Server (Government authorized server) via Wide Area (Mobile) Communications network (GSM/GPRS) as per Communication Protocol in Section 4.	Please confirm whether APN based secured communication required or simple internet based SIM required	Retained as per the specifications mentioned in the EOI.

2	3.1.1.21	<p>The Device GPRS module shall have:</p> <ul style="list-style-type: none"> • Multi slot GPRS with In - built Quad-band GPRS module/Modem • GPRS class 10 or above • Support Embedded SIM to cater to the automotive operational requirement such as vibration, temperature and humidity and provide long life span with at least 10 years life and more than 1 million read/write cycles • GPRS module & SIM shall support <ul style="list-style-type: none"> o SMS, Data (GPRS, TCP/IP) and o Support multiple network OTA switching (on-demand/automatic) capabilities. 	<p>Please elaborate the setup expected from "Supports multiple network OTA switching" ? Switching of network OTA is not yet approved by DOT. In case required please share the DoT confirmation for the same</p>	<p>Retained as per EOI.</p>
3	3.1.2.4	<p>On pressing of Emergency button, the system implementing VLT function shall send emergency Alert (Alert ID 10 as mentioned in Subsection 4.2.1 of Communication Protocol Section 4) to the Backend Control Server (Government authorized server) as per the Communication Protocol mentioned in Section 4. In the absence of GPRS network, the alert shall be sent as SMS message along with vehicle location data to configured control centre number. The SMS shall consist of parameters as given in Sub-section 4.2.2.</p>	<p>In cases where network is not available then SMS will be only sent once the vehicle reaches the network area. Please confirm our understanding</p>	<p>Kindly refer section 4.2.2 of the Messages & Alerts under Devices section to understand the concept</p>
4	3.1.3	<p>Configuration of Device Parameters Over the Air (OTA) The device shall support at least the below parameters to be configurable over the air (through SMS and GPRS). The updation shall be allowed only over an 'authenticated' channel:</p> <ol style="list-style-type: none"> 1. Setting/ Change of the Primary or Secondary IP and port number 2. Setting/ Change of the APN 3. Set configuration parameter like sleep time, over speed limit, harsh braking, harsh acceleration, rash turning threshold limits etc. 4. Emergency control SMS Centre Number(s) 5. Configuring the vehicle registration number 6. Configuring the frequency of data transmission in normal / Ignition state / OFF state sleep mode/ Emergency state, etc. 7. Configuring the time duration for Emergency state 8. Capability to reset the device 9. Command to get the IMEI of the device <p>Configurable commands must involve the following features:</p> <ul style="list-style-type: none"> ☒ SET: For setting the parameters. ☒ GET: For enquiring regarding the parameters such as mobile number, GSM strength, vehicle number and other important parameters. ☒ CLR: For clearing certain commands, alarms, alerts etc. <p>After each SET, GET, CLR command the device should send alert to Backend Control Centre, as mentioned in Section 4 Alert 12, giving the details of Mode, mobile no/ IP of control centre sending commands.</p>	<p>This is for the device and not for the Telecom service provider</p>	<p>Retained as per EOI.</p>
5	ANNEXURE - D	<p>Monitoring of SLA's Monitoring of the SLA stringently will be the job of GEL. GEL will monitor all the SLA's as per the agreement which will be signed and ensure that compliance is done by each and every vendor empanelled. In case of non adherence to the SLA by the OEM, GEL will submit the detailed report to the department of transport for the blacklisting of the OEM if needed.</p>	<p>Please Share the SLA Required</p>	<p>Will be mentioned in RFP</p>
6	NA		<p>How much data will require per SIM per month</p>	<p>Will be mentioned in RFP</p>

7	NA		Can we establish MPLS backhaul with private APN or Ip whitelisting	Retained as per EOI.
8	NA		At which locations we need to carry these data like GEL- data & app server, Transport deptt and police Control room.	As mentioned in the overview document & detailed scope
9	NA		Vodafone can give GDSP advantages like 1) Goa Transport can control all the SIM cards 2) Keep SIM cards in different stages (Idle/ testing/ Suspend/Live) 3) Different commercials for different stages of the SIM card	Not Applicable
Ace Pan Fuel Technology Pvt. Ltd				
1	3 (6)	Last date to submit POC 05th February 2018 (upto 3.30 p.m.)	Kindly let us know the day when fare to be calibrated, night fare, initial fare, fare per km, waiting charges and the server IP and port address where to send the data during POC.	Will be provided in RFP.
Xpert Gas Equipments Private Limited				
1	8.1 (vi)	The vendor should have an average turnover of Rs. 5 crores in last three financial years(2014-15, 2015-16, and 2016-17).	The EOI mentions that a bidder should have an average turnover of Rs. 5 crore for 3 years. Is it average Rs. 5 crore per year for a period of 3 years or is it gross turnover of Rs. 5 crore for 3 years.	It is a average turnover of 5 crores cumulative for the last 3 years
2	3 (6)	Last date to submit POC 05th February 2018 (upto 3.30 p.m.)	What is the Day fare to be calibrated?What is the night fare to be calibrated? What is the Initial fare to be calibrated?What is the fare per km fare in day?What is the fare Per km fare in night? What are the waiting charges? What is the Server IP and port address where we have to send data at time of POC?	Will be provided during the submission of RFP.
3	EOI DOCUMENT/5	Last date and time for online submission of the completed EOI documents. 05th February 2018 (upto 3.30 p.m.)	Is there any likelihood of extension of the last date of 5 th February 2018 for submission of technical bid	Date already extended , refer Corrigendum II and revised EOI
4	NA		Can a distributor/vendor and a manufacturer of digital meter bid jointly or as a consortium? In case a consortium is eligible to bid, will their combined credentials be taken into account for purpose of eligibility criteria related to turnover and number of meters sold? For example, a manufacturer may have been in the business of manufacturing digital fare meters for the last more than 10 years and has sold more than 10000 meters and also has all approvals for the product but does not have the required turnover of Rs. 5 crores in the last 3 years. This company's distributor has a turnover of over Rs. 10 crore. Will such a manufacturer and the distributor company be eligible to bid jointly or as a consortium?	Refer Revised EOI
Smart Technology Systems				
1	8.1 (vi)	The vendor should have an average turnover of Rs. 5 crores in last three financial years(2014-15, 2015-16, and 2016-17).	Can you reduce the eligibility criteria of 5 Cr average turnover for last three years to 3 Cr average?	Refer Revised EOI
R C Edwards & Co Pvt Ltd				
1	8.1 (vi)	The vendor should have an average turnover of Rs. 5 crores in last three financial years(2014-15, 2015-16, and 2016-17).	Turnover: Company manufacturing taxi meter and GPS system manufacturing company that have developed the same may be considered together for purposes of Rs. 5 Crores total Turnover for last 3 years.	Refer Revised EOI
2	Annexure-C, Clause (i)	i. Pre Requisites, Stamping and Checks before delivery of Device	Suggest that stamping prior to sale and annual stamping be done in Goa. This will be efficient and convenient for all concerned.	Refer Revised EOI
3	NA		What is the tentative time frame to start supply of meters?	Will be provided during the submission of RFP.
4	NA		Certification for the GPS: Please clarify what specifications has to be approved by these agencies for GPS	As per the specifications mentioned in ANNEXURE B, certifications and tests need to be submitted by the agencies
5	NA		It is suggested that GEL test and approve the GPS specification in the manner done by DIMTS	Retained as per EOI.

6	Annexure-C, Clause (iv)	Install Embedded SIM with identified MSP	SIM card: Requested for clarity on embedded SIM. We suggest that the SIM should be similar to those used by other GPS devices.	Refer Revised EOI
Atlanta Systems Pvt.Ltd				
1	3.1.1 (i)	Device shall have a provision to integrate with an overhead display board.	What kind of display board needed	Refer Revised EOI
2	3.1.1.14	Device shall have an Embedded SIM.	Is Embedded SIM to supporting multi network	Refer Revised EOI
3	vii(b)	Compliance Certificate from any one of the agencies namely ARAI/ICAT/IIP/CIRT/ any NABL accredited lab to be submitted	Can we will get the compliance certificate from any NABL accredited Lab,like -SPECTRO Analytical Labs Ltd. Delhi, Amit Test and Calibration Centre ,Delhi etc	Certification from any NABL accredited Lab is accepted
4	xiii	The vendor should submit the prooposed Digital Meter as the proof of concept which will be tested by the DOT / GEL as per the requirements	kindly clarify the proposed Digital Meter shall be submitted by us with the EOI without certification. As all the certification will take time	Refer Revised EOI
5	3.1.1(e)	Device shall have an internal antenna; however if in case of integrated systems with vehicle / after market OEM approved kits if the fitment location prevents the internal antenna from functioning then, then external antenna shall be provided	Is external GPS antenna is required as option in lieu of internal antenna	Yes.
6	3.1.1.7	Device shall have an internal back-up battery to support 4 hour of normal operations (to be tested for positional record transmission at a frequency of 60sec)	On battery backup printer operation is needed or not	Required
7	5.4	Power Supply The vehicle tracking device will be installed on vehicles in which the power supply voltage from vehicle battery is widely varying(12V,24V etc) and also the power supply is not as stable as in case of fixed locations,especially during engine startup and braking when the voltage can fall to as low as 9V.Typically electronic devices are very sensative to power surges and spikes,and equipment may fail if they do not receives stable power supply.The devices will need to have a resilient power supply unit that can withstand such fluctuation and the devices also need to have power backup so that they continue to function for some duration when the vehicle battery is not functional or is disconnected from the device. Vehicle power interface shall have 1)One common ground linked to vehicle chasis 2)One permanent power supply(12/24V) connected to the vehicle battery 3)One non-permanent power line(12/24V) connect to the battery after ignition	What will be the power line connection structure	The specifications are in conjunction with the AIS 140 standards. In addition to the normal connections, an additional of "One non-permanent power line(12/24V) connect to the battery after ignition" connection is asked which will be operational only after ignition