

Technical Specifications

In order to expedite evaluation of the proposals, proposers are required to respond on a copy of the requirement list. The proposer should respond to all requirements contained in this section in the format shown here, unless a specifically stated exception applies. For each requirement, the proposer should indicate whether the proposed system meets the functionality of the requirement by marking an “X” in the appropriate column. If an explanation is required, or would be helpful, enter it in the "Comment" field. If and expanded note is needed, type “**See Explanation**” in the “Comment” column where the requirement is described, and respond on a separate piece of paper, identifying the response with the requirement number. Respond to each requirement as follows.

Column Heading	Description
STD	The required function or feature is a standard feature of the proposer’s product, as currently sold.
CST	The function or feature requires customization to perform the required function.
NON	The function or feature is non-supported in the standard version of the proposer’s product, and the proposer will not incorporate the required function.

#	Description	STD	CST	NON	Comment
	System Functionality				
1.	Unit displays a screen to allow the driver to log the vehicle into or out of service.				
2.	System transmits individual trip assignments from the Trapeze system to vehicle MDC units before the service day and as actions are taken in dispatch, with no additional keystrokes required by dispatchers beyond those required to take the action in Trapeze. Trip data include trip id, passenger name, scheduled number of riders and attendants, pickup time or window, pickup and drop off addresses, cities and apartment numbers, appointment time, equipment, fare payment expected, text messages (e.g., door-to-door, stair-assist, attendant required, meal/rest break time, no earlier/later than time), etc.				
3.	Visual alert to driver of important messages (e.g., schedule changes, door-to-door, stair-assist, attendant required, meal/rest break time, no earlier/later than time, etc.)				
4.	System provides "Trip List" summary screen and "Trip Details" screen. At a minimum, the summary should include: <ul style="list-style-type: none"> a) Pickup/Drop off Designation b) Address c) Scheduled Time d) Appointment Time if Applicable 				

#	Description	STD	CST	NON	Comment
	e) Type of Equipment				
5.	System transmits trip insertions or cancellations from the Trapeze system to vehicle MDC units as these actions are taken in dispatch, and with no additional keystrokes required by dispatchers.				
6.	System transmits the entire Trapeze comment field, to give the driver special information regarding a stop or a passenger, for example, requirements for level of care of the passenger, instructions for finding a particular stop location, or other information.				
7.	System allows the driver to indicate the actual means and amount of fare payment, e.g. cash, pass, or Smart Card, and full or non-payment, or amount paid.				
8.	System allows the driver to transmit the actual number of riders and attendants or companions boarded for each trip.				
9.	System transmits, following the press of a function key by the driver, the time that the vehicle arrived at the pick-up location, and its XY coordinates, and enters this information into the Trapeze “arrive” field for the “+” record of the trip..				
10.	System transmits, following swipe of the rider’s ID card by the driver, the time that the passenger(s) indicated for the pickup location has boarded, and enters this information into the Trapeze “collect” field for the “+” record of the trip. System shall have a fall-back method for driver to enter rider ID and record event, in case the				

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	ID card is not readable or is missing				
11.	System transmits, following the press of a function key by the driver, the time that the vehicle arrives at the dropoff location, and its XY coordinates, and enters this information into the Trapeze “arrive” field for the “-“ record of the trip.				
12.	System transmits, following swipe of the rider’s ID card by the driver, the time that the passenger(s) has de-boarded at the drop off location and that the vehicle is en route to its next scheduled location, and enters this information into the Trapeze “collect” field for the “-” record of the trip. System shall have a fall-back method for driver to enter rider ID and record event, in case the ID card is not readable or is missing				
13.	System records and transmits the vehicle’s odometer reading at each scheduled event in Trapeze (beginning and end of route, arrive and collect for each scheduled pickup or dropoff, breaks, lunch, out of service and refuel stops.				
14.	In the event that an MDC unit is unable to successfully transmit arrive or collect times and XY coordinates for any scheduled event, system stores the time and location of all schedule events relating to the pickup or dropoff and transmits this information as soon as transmission is possible, with the original event time.				

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15.	System assists driver in tracking the amount of time required between arriving at a location and requesting dispatch to “no-show” a trip.				
16.	Amount of time allowed for a “no-show” is configurable by the transit agency.				
17.	System allows the driver to notify dispatch that a passenger has not appeared at the indicated pick-up location within the specified time.				
18.	System allows dispatch to notify driver that the trip is considered a “no-show”.				
19.	System allows the driver to inform dispatch that a scheduled passenger has canceled their trip while the vehicle is at the pick-up location.				
20.	System allows the driver to request dispatch approval to execute stop instructions out of the order shown on the MDC screen.				
21.	System allows dispatch to approve out-of-order stop instructions.				
22.	Using AVL and mapping capabilities, system provides the operator with a computer-generated map showing the vehicle’s location relative to the intended destination.				
23.	Using AVL and mapping capability, system provides the operator with audible driving instructions to their next destination with real-time map update, similar to Garmin				

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	or TomTom.				
24.	MDC capable of displaying real-time traffic conditions.				
25.	AVL map data updated every 6 months via USB port or Wi-Fi.				
26.	System allows the driver to transmit appropriate traffic condition and/or weather information to dispatch.				
27.	System allows dispatch to transmit traffic condition and/or weather information to a single vehicle, the entire fleet or to vehicles within certain areas.				
28.	System allows the driver to notify dispatch of a delay en route or in boarding/ deboarding a passenger and the reason for the delay through use of codes for issues such as traffic, weather, no parking, passenger incident, wheelchair securement delay, etc.				
29.	System notifies driver of a new trip order or revised order or other dispatch message and requires positive acknowledgment by operator if received within a specified number of minutes or stops of the current location.				
30.	System prevents driver from executing any further function through the MDC before acknowledging new instructions.				
31.	System allows vehicle operator to “undo” or erase their last MDC transmission to correct an error.				

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32.	System allows text messages only between dispatch and vehicle. System shall not allow vehicle to vehicle direct communications.				
33.	System allows the driver to request a break or lunch from dispatch.				
34.	System allows the driver to use codes and/or text comments to indicate a problem in the schedule, add driving directions, changes in passenger mobility aids, etc.				
35.	System provides dispatch with a means of requesting an operator to extend their scheduled work shift and for the operator to confirm their acceptance of this change.				
36.	System captures necessary operational data which improves reporting and may also support some driver payroll-related indicators.				
37.	System prevents manipulation of data transmitted by the MDC to Trapeze PASS				
	<i>Maintenance Reporting</i>				
38.	System allows drivers who have breakdowns or vehicle problems to notify their dispatch center of the nature of the problem and their location.				
39.	System obtains basic data on vehicle condition and fluid use from daily entries by vehicle operator.				

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<i>Safety/Security</i>					
40.	System allows the driver to send a “silent” incident report, alerting dispatch to an emergency on-board the vehicle and transmitting the vehicle’s location without passengers being aware that a message has been sent.				
41.	System allows the driver to notify dispatch of an accident as a priority transmission with only a few key-strokes.				
42.	System allows driver to alert dispatch to an emergency situation and indicate the type of emergency response which is needed, e.g. police, fire, paramedic.				
43.	MDC disables driver input while vehicle is in motion, allowing only AVL map display update and audio driving directions.				
<i>Training Functions</i>					
44.	System allows new drivers to use pre-planned “training tours,” which can be dispatched automatically through the MDC for road training and area familiarization.				
<i>Operational Aides</i>					
45.	System allows the driver to alert dispatch to situations with a specific boarding and to request dispatch direction (situations might include no-fare, excess packages, oversize wheelchairs, etc.).				
46.	System allows the driver to request that dispatch call the next passenger, alerting them to the impending arrival of				

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	the vehicle.				
	<i>On-board Hardware Environmental Requirements</i>				
47.	<p>System is capable of operation on 12 VDC nominal electrical system:</p> <ol style="list-style-type: none"> 1. with an operating range of 9 to 24 VDC; 2. Be able to withstand sustained voltage levels of up to 24 VDC for up to ten (10) minutes; 3. Shall not suffer corruption of data when the power dips below 9 VDC; 4. Shall not be damaged by transient power spikes; i.e., very high (10 times nominal voltage), short duration (up to 10 milliseconds [ms]) peak voltage; and 5. The Contractor shall provide independent laboratory test results demonstrating that these equivalents have been met. 				
48.	System is suitable for operation in a rugged environment and is able to withstand vibrational stresses as specified in MIL-STD-810E 514.4. Provide shock and vibration test information for each component.				
49.	System is suitable for operating and storage in San Francisco, California, and is able to withstand the following. Provide test information for each component.				
	a) Storage temperatures in excess of +60°C (MIL-STD-810E 501.3.I)				

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	b) Operating temperatures in excess of +35°C (MIL-STD-810E 501.3 II)				
	c) Storage temperatures lower than of -20°C (MIL-STD-810E 502.3 I)				
	d) Operating temperatures lower than of +5°C (MIL-STD-810E 502.3 II)				
	e) Sudden changes to operating temperatures (MIL-STD-810E 503.3).				
50.	System is able to survive a humidity test and is able to withstand corrosion and salt fog as specified in MIL-STD-810E 509.3 I. Provide test information for each component				
51.	System is able to survive moisture and water spilled on the keyboard/display as specified in MIL-STD-810E 512.1. Provide test information.				

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52.	<p>The Contractor shall provide independent test laboratory results demonstrating that the on-board equipment has met the following environmental specifications.</p> <ol style="list-style-type: none"> 1. Operating Temperatures between 15 degrees Fahrenheit (°F) and +120°F during normal operations; 2. Storage Temperatures between – 4°F and +175°F; 3. Humidity: 98% / 151°F profile per Society of Automotive Engineers (SAE) 1455 or approved equivalent standard; 4. Shock: 18g of 2 ms; 5. Operating Vibration: 3-axis 10-500 Hertz (Hz) per SAE 1455 or approved equivalent standard; 6. Endurance Vibration: 3-axis 28 - 800 Hz per SAE 1455 or approved equivalent standard; and <p>Dust and Water Ingress: Protected to Ingress Protection 54 for all equipment inside the vehicle; Ingress Protection 65 for any equipment mounted outside the vehicle such as antennas.</p>				
53.	<p>On-board devices shall meet 47 CFR Part 15 of Federal Communications Commission (FCC) rules and regulations related to generation of and susceptibility to Radio Frequency Interference (RFI).</p>				

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54.	<p>Protection shall be provided against RFI and Electromagnetic Interference (EMI) emission sources, as well as internal conductive or inductive emissions.</p> <p>The Contractor, at its sole expense, shall be responsible for conducting any RFI and EMI tests necessary to demonstrate compliance with these requirements. Alternatively, the Contractor may request a waiver of certain tests by providing certificates of compliance for identical equipment tested and certified as part of another project.</p>				
55.	<p>Unless otherwise approved, all devices, cables and connectors shall be shielded and grounded.</p>				
56.	<p>All cables shall be labeled and all labels shall be non-metallic and shall resist standard lubricants and cleaning solvents.</p>				
57.	<p>When components shall be connected to each other through individual wires, the wiring shall be incorporated into a wiring “harness,” where each branch of each circuit can be separated from others for troubleshooting.</p>				
58.	<p>All mobile devices shall be fused or contain supplemental (to the vehicle circuit breakers) circuit breakers. Fuses or circuit breakers shall clearly indicate when they have been tripped.</p>				
	<p><i>MDC Hardware Specifications</i></p>				
59.	<p>The MDC shall be an integrated driver display and virtual keypad, and shall be designed to provide a single point of</p>				

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	initialization and operation for all data communications/AVL electronic systems on-board paratransit vehicles.				
60.	The MDC shall be designed for simple and intuitive use by operators from varied educational backgrounds. The MDC shall not be configured in such a way as to require computer literacy from the operators.				
61.	The MDC screen shall be readable by the driver without leaving the seat of the vehicle.				
62.	The MDC display shall be a durable touch screen with a proven life of no less than 10 years.				
63.	The touch screen shall have electro-static glass.				
64.	The MDC has a minimum screen size of 3.5” by 4.5”.				
65.	The MDC shall have a screen resolution of 640 x 480 (VGA) or higher.				
66.	The screen is illuminated for night operation with a low-glare setting.				
67.	The screen is visible in bright sunlight and may be viewable by operators wearing polarized lenses.				
68.	The MDC shall include brightness and contrast adjustments, and Veolia is interested in any capabilities to auto-adjust (within designated ranges) brightness and contrast based on ambient light conditions.				

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69.	The MDC display shall have controls to allow the operator to adjust backlight, brightness, contrast, and volume settings within configurable limits. In no event shall such controls allow the screen to be set such that the text is unreadable, or volume cannot be comfortably heard by an operator. Default settings and range limits shall be set via configuration data and shall not be modifiable by the operator. The MDC shall revert to default settings whenever there is a new logon.				
70.	MDC screen shall have a service life of 10 years in normal transit use that includes frequent activation of the same area of the screen (e.g. a request to talk icon). If an overlay or film is utilized, the Contractor shall identify in its proposal the expected useful life of the overlay or film and recommendations for maintenance;				
71.	The MDC provides a virtual keypad for entry of numeric data and additional keys to support the proposed application, which may be used by operators using gloves.				
72.	The MDC provides cursor control and buffer control functions such as delete character/message, enter/transmit, and scroll up/down message/buffer.				
73.	The MDC provides the ability to control display and keyboard brightness.				
74.	The MDC has a magnetic swipe card reader capable of reading CR80 type cards with ½” 2750oe Lam Mag strip.				

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75.	The MDC provides a USB v2.0 compliant port or other means of loading program modifications and maps, and as an alternative means of loading daily manifests and unloading completed (end of shift) detail information.				
76.	In the event of a communication failure, data unloaded via alternative means is capable of being processed by the Trapeze system.				
77.	The MDC interfaces to the odometer for odometer mileage information.				
78.	The MDC has sufficient capacity for efficient operation of the application.				
79.	The MDC provides the ability to accommodate normal growth for the next five years.				
80.	The MDC is a programmable device with a 16 bit or more processor.				
81.	The MDC is capable of retaining all transactions and messages for one (1) full driver shift up to 12 hours in duration.				
82.	The MDC has a screen suitable for displaying extended text messages and graphics such as street, campus and apartment maps, and rider ID photographs transmitted by PASS.				
83.	The MDC display shall include functionality to display different font sizes, colors and styles on the screen.				

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84.	The MDC display shall include functionality to display text and icon-based messages, jpg images and key labels				
85.	The MDC shall display at a minimum, current system time, Wireless Network status and New Message indicator as part of its normal in-service display.				
86.	<u>Touch screen shall not require use of a stylus.</u>				
87.	Data collection and/or transmission use algorithms that are based on the status of vehicle, status of pickup, last reporting time, distance traveled and other factors.				
88.	Unless otherwise approved, internal (to the on-board equipment) batteries shall not be used to maintain parameter information or data in on-board equipment when it is in its powered down state. Internal batteries may be used for certain very limited functions such as maintaining the operation of a real-time clock when the equipment is powered down provided that such batteries have a minimum life of four (4) years when the equipment is stored in inventory, and eight (8) years of life when the equipment is in operation.				
89.	All data shall be maintained in non-volatile memory. All storage shall be solid-state. No disks or hard drives shall be permitted, though removable memory cards will be permitted.				
90.	All exterior connectors and exposed ports shall be protected and designed for use in a mobile environment subjected to dirt, water, oil, and cleaning solvents.				

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91.	Equipment of the same type must be identical in mounting characteristics and inter-unit cabling across the entire fleet, so that a replacement piece of equipment is installable without modification in any vehicle in which it might be used. This requirement does not apply to mounting brackets that may be unique to each vehicle type and configuration.				
92.	The MDC shall contain a small speaker and audio output to provide audio alerts. The MDC shall include a volume control for these functions. All tones generated by the MDC shall be configurable by Veolia, for the tones: default volume (low, medium, high), frequency, duration, and ability to play two distinct tones.				
93.	<p>The Contractor shall provide the following installation hardware:</p> <ol style="list-style-type: none"> 1. Fixed brackets and associated hardware for the MDC. The brackets shall reduce movement caused by vibration. 2. Cabling for connections to the applicable on-board equipment, antennas, power, and ignition switch. 				
94.	All wires and cables shall be durable and free of breakage due to bending or vibrations.				
95.	All wiring harnesses shall be limited to no more than three (3) cables per bundle.				
	<i>MDC Functional Requirements</i>				
96.	Data shall not be corrupted due to short-term power interruptions (e.g. vehicle startup or power-down.), including complete loss of vehicle power.				

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97.	The MDC shall not “freeze up” in the event that power is applied in the incorrect order (ignition sense versus continuous power on the load side of the master switch), or due to short-term power interruptions (e.g. vehicle startup or power-down), including complete loss of vehicle power.				
98.	The vehicle ignition switch shall control the MDC power. The POWER key shall not be able to turn off the MDC when vehicle is moving.				
99.	The MDC shall include functionality to receive and process software updates (operating system and application), firmware updates, and configuration parameters over the air. It shall not be necessary for a technician to connect a laptop to, or physically access an MDC in order to apply such changes.				
	<i>AVL Specifications</i>				
100.	The GPS receiver has at least 8 channels with an update rate of at least once per second.				
101.	The GPS receiver has a position accuracy for: <ul style="list-style-type: none"> • 10 second update -- 20 meters • 1 second update -- 5 meters 				
102.	The GPS receiver has a Time to First Fix (TTFF) from each of the following states: <ul style="list-style-type: none"> • Cold start -- less than 90 seconds • Warm Start – less than 30 seconds • Hot start – less than 15 seconds 				

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	<ul style="list-style-type: none"> • Reacquisition – less than 1 second 				
103.	The proposer uses a low profile patch antenna for the GPS receiver.				
104.	The AVL system is able to identify that the vehicle is more than a predetermined distance from the expected XY coordinates when the driver presses the arrive function for a scheduled location.				
105.	The AVL system is able to send the location of a vehicle after it has sat in one location for a specified period of time.				
106.	The AVL system is able to automatically adjust the frequency of vehicle polling or transmission when a vehicle is behind schedule.				
	<i>Smart Card Interface</i>				
107.	The system is capable of supporting Smart Card technology in the future.				
108.	If the proposed MDC has the capability of processing the Smart Card application, the system provides 1) a standard input/output port (RS232, RS485 or J1708) to interface to a Smart Card Reader, 2) the ability to field upgrade the MDC’s memory, if necessary, to process the Smart Card application, 3) the ability to field upgrade the disk capacity to store all or a subset of the Smart Card application software, rider database and tables, and the data collected each day, 4) the ability to update the rider database and tables and 5) the ability to off-load the Smart Card data that is collected each day.				
109.	If the proposed MDC does not have the capability of processing the Smart Card application, the system includes a standard input/output port (RS232, RS485 or J1708) in order to use the MDC as a display unit for the				

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	Smart Card Read/Processor.				
	<i>Radio/Modem Interface</i>				
110.	The System Design Document shall include a comprehensive interface description and Interface Control Document describing how all requisite functionality and interfaces will be provided.				
111.	The CDPD radio/modem communicates with the MDC via a serial port with a DB9 connector.				
112.	The system shall be able to receive and transmit the entire day's worth of manifest data via the CDPD network at least 98% of the time.				
	<i>Data Communication Requirements</i>				
113.	Cellular Network - The MDC shall capable of cellular network data communications based on any of the commercially-available cellular technologies. Veolia reserves the right to elect a carrier proposed by Contractor and require an alternative in the event that the proposed carrier's service does not reasonably appear to be adequate.				
114.	The data communications system shall provide consistent, reliable data communications throughout the entire San Francisco Paratransit geographic service area. The Proposer shall include coverage maps providing evidence of such coverage, <u>as well as a description of the data used to develop these maps.</u>				
115.	A cellular network to internet gateway shall control communications between the MDC and Veolia's PASS servers.				
116.	Both the local maintenance support and Contractor's remote support shall have access to the WAN gateway.				

#	Description	STD	CST	NON	Comment												
117.	The data communications system shall provide sufficient bandwidth to manifest, text messaging, vehicle location, and other messages without affecting vehicle pull-out or normal operation.																
118.	The communications network shall support interactive, two-way messaging without appreciable (to the operator) delay.																
119.	The Proposer shall include in its Proposal a data traffic analysis showing estimated data loads by communications type (e.g. vehicle location, event reporting, messaging, overhead, etc.), including loading for initial manifest download.																
	<i>Network Hardware Requirements</i>																
120.	All network components shall be industry standard 19”rack mounted.																
121.	Servers shall use MS Windows 2008 Server operating system.																
122.	<p>Servers shall be Dell Power Edge or approved equal which meets or exceeds the following:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 20%;">Base Unit:</td> <td>PE R710 with Chassis for Up to 8, 2.5-Inch Hard Drives (224-8461)</td> </tr> <tr> <td>Processor:</td> <td>PowerEdge R710 Shipping (330-4124)</td> </tr> <tr> <td>Memory:</td> <td>64GB Memory (16x4GB), 1333MHz Dual Ranked RDIMMs for 2 Processors,Optimized (317-7370)</td> </tr> <tr> <td>Monitor:</td> <td>Embedded Broadcom, GB Ethernet NICS with TOE (430-1764)</td> </tr> <tr> <td>Video Card:</td> <td>E5506 Xeon Processor, 2.13GHz 4M Cache, 800MHz Max Mem (317-1207)</td> </tr> <tr> <td>Video Memory:</td> <td>E5506 Xeon Processor, 2.13GHz</td> </tr> </table>	Base Unit:	PE R710 with Chassis for Up to 8, 2.5-Inch Hard Drives (224-8461)	Processor:	PowerEdge R710 Shipping (330-4124)	Memory:	64GB Memory (16x4GB), 1333MHz Dual Ranked RDIMMs for 2 Processors,Optimized (317-7370)	Monitor:	Embedded Broadcom, GB Ethernet NICS with TOE (430-1764)	Video Card:	E5506 Xeon Processor, 2.13GHz 4M Cache, 800MHz Max Mem (317-1207)	Video Memory:	E5506 Xeon Processor, 2.13GHz				
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	Video Memory:				
	Hard Drive:				
	Hard Drive Controller:				
	Floppy Disk Drive:				
	Modem:				
	CD-ROM or DVD-ROM Drive:				
	Sound Card:				
	Speakers:				
	Documentation Diskette:				
	Documentation Diskette:				
	Additional Storage Products:				
	Feature				
	Feature				
	Service:				

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	<table border="1"> <tr> <td data-bbox="310 233 562 367">Service:</td> <td data-bbox="562 233 1058 367">Basic: Business Hours (5X10) Next Business Day On Site Hardware Warranty Repair Initial Year (993-2100)</td> </tr> <tr> <td data-bbox="310 367 562 435">Service:</td> <td data-bbox="562 367 1058 435">Dell Hardware Limited Warranty Extended Year (993-8458)</td> </tr> <tr> <td data-bbox="310 435 562 535">Service:</td> <td data-bbox="562 435 1058 535">Dell Hardware Limited Warranty Plus On Site Service Initial Year (993-8447)</td> </tr> <tr> <td data-bbox="310 535 562 701">Service:</td> <td data-bbox="562 535 1058 701">DECLINED CRITICAL BUSINESS SERVER OR STORAGE SOFTWARE SUPPORT PACKAGE-CALL YOUR DELL SALES REP IF UPGRADE NEED (993-8459)</td> </tr> <tr> <td data-bbox="310 701 562 834">Service:</td> <td data-bbox="562 701 1058 834">Basic support covers SATA Hard Drive for 1 year only regardless of support duration on the system (994-4019)</td> </tr> <tr> <td data-bbox="310 834 562 902">Misc:</td> <td data-bbox="562 834 1058 902">High Output Power Supply Redundant, 870W (330-3475)</td> </tr> <tr> <td data-bbox="310 902 562 1003">Misc:</td> <td data-bbox="562 902 1058 1003">146GB 10K RPM SA SCSI 6Gbps 2.5in Hotplug Hard Drive (342-2014)</td> </tr> <tr> <td data-bbox="310 1003 562 1104">Misc:</td> <td data-bbox="562 1003 1058 1104">Power Cord, NEMA 5-15P to C13, 15 amp, wall plug, 10 feet / 3 meter (310-8509)</td> </tr> <tr> <td data-bbox="310 1104 562 1205">Misc:</td> <td data-bbox="562 1104 1058 1205">Power Cord, NEMA 5-15P to C13, 15 amp, wall plug, 10 feet / 3 meter (310-8509)</td> </tr> <tr> <td data-bbox="310 1205 562 1305">Misc:</td> <td data-bbox="562 1205 1058 1305">146GB 10K RPM SA SCSI 6Gbps 2.5in Hotplug Hard Drive (342-2014)</td> </tr> </table>	Service:	Basic: Business Hours (5X10) Next Business Day On Site Hardware Warranty Repair Initial Year (993-2100)	Service:	Dell Hardware Limited Warranty Extended Year (993-8458)	Service:	Dell Hardware Limited Warranty Plus On Site Service Initial Year (993-8447)	Service:	DECLINED CRITICAL BUSINESS SERVER OR STORAGE SOFTWARE SUPPORT PACKAGE-CALL YOUR DELL SALES REP IF UPGRADE NEED (993-8459)	Service:	Basic support covers SATA Hard Drive for 1 year only regardless of support duration on the system (994-4019)	Misc:	High Output Power Supply Redundant, 870W (330-3475)	Misc:	146GB 10K RPM SA SCSI 6Gbps 2.5in Hotplug Hard Drive (342-2014)	Misc:	Power Cord, NEMA 5-15P to C13, 15 amp, wall plug, 10 feet / 3 meter (310-8509)	Misc:	Power Cord, NEMA 5-15P to C13, 15 amp, wall plug, 10 feet / 3 meter (310-8509)	Misc:	146GB 10K RPM SA SCSI 6Gbps 2.5in Hotplug Hard Drive (342-2014)				
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123.	Provide secure connection to Veolia's Trapeze PASS-MON servers using Cisco VPN, SSL via https, or other approved equal																								

Certification of Response to Technical Specifications

Signature

Date

Printed Name

Name of Firm