



EUMA/2026/09 Framework Contract for Vehicle Tracking System Services

This document contains an overview of clarification requests asked by tenderers, and the replies from EUMA.

No.	Reference	Clarification Request from Tenderer	Answer from EUMA
1	Terms of Reference	We kindly request clarification regarding the two vehicles that will be used during the four-week pilot testing phase. The identification of the pilot vehicles is essential for the timely procurement, configuration and testing of the correct vehicle-specific equipment. The selected vehicle make, model, production year and vehicle category directly affect: • Whether vehicle data can be obtained through a direct FMS, J1939, OBD-II or CAN-Bus connection; • Whether an additional CAN interface, such as LV-CAN200, ALL-CAN300 or an equivalent adapter, will be required; • Whether the vehicle is already covered by the standard supported vehicle database; • Whether vehicle-specific CAN signal analysis, configuration or additional engineering support may be necessary; • The required cabling, installation method and antenna arrangement; • Whether satellite communication equipment must be included and tested.	Car 1: • Toyota • Land Cruiser 76 Hardtop 10 seater, 5 door , HZJ76L-RKMRS-A1 • 10/2025 • Soft-skin • JTEEB71J30F038699 • 1HZ-1120058 • OBD-II (no CAN-Bus) • Yes, we will need to test the satellite communication and automatic GSM-to-satellite fallback Car 2: • Toyota • Land Cruiser Prado BX 2.8L Turbo Diesel 7 seats Auto ,GDJ250L-GNTUY-A1 • 02/2026 • Soft-Skin • JTEARCAJ90K049605 • 1GD-9730383 • CAN-Bus



		We therefore kindly request the following information for each of the two pilot vehicles: • Make; • Model; • Production year; • Soft-skin or armoured classification; • VIN or detailed vehicle variant information, where disclosure is permitted; • Engine or powertrain variant, where available; • Available FMS, J1939, CAN-Bus or OBD-II interface information, where known; • Whether satellite communication and automatic GSM-to-satellite fallback are expected to be demonstrated during the pilot test. We would also appreciate confirmation of whether at least one of the pilot vehicles will be an armoured vehicle and whether the pilot configuration must include the complete satellite communication solution.	• Yes, we will need to test the satellite communication and automatic GSM-to-satellite fallback For testing / proof of concept purpose we will not use armored vehicles. The pilot configuration must include the full / complete package.
2	Terms of Reference	Please clarify the anticipated schedule of the pilot phase and the amount of advance notice period that will be provided to the selected tenderers before installation and testing. This information is necessary to ensure that the	There will be a notice period of 2-3 weeks for delivering and installing the equipment before the beginning of the test / proof of concept phase.



		required equipment can be sourced, programmed and delivered in time.	The indicative timeframe for the request of equipment for the test phase for eligible bidders is mid-September 2026. The test phase is estimated to finish towards end October/beginning November 2026.
3	Terms of Reference/Budget Breakdown	For the preparation of the final fleet-wide configuration and financial proposal, we would also appreciate receiving the complete list covering the 100 vehicles, including make, model, year and vehicle category. If the complete vehicle list cannot be disclosed during the tender stage, an anonymised fleet matrix showing the vehicle make, model, year, soft-skin/armoured category and quantity of each configuration would be sufficient for preliminary technical and financial planning. The requested information will enable us to prepare the pilot equipment correctly, avoid unsuitable or unnecessary hardware procurement, and ensure that the pilot system can be evaluated under the intended operational conditions.	Please see attachment titled “List of EUMA Vehicle Fleet”