

Corrigendum- 1 for GPS

Sub: Tender No. **TNHSP/EMRI GHS/TN/SCM/003/2026-27**

Venue: EMRI GHS, 1stFloor, Conference Hall, DMS Campus, Chennai-06.

Date: 27th May 2026 @ 03.00 PM

For GPS

S.no	Other queries raised by vendor	Remarks
1	<p>AIS-140 Compliance Requirements: As per the tender conditions, AIS-140 compliant GPS tracking devices are required for all ambulances. Kindly confirm whether AIS-140 compliance alone is sufficient, or if VLTD and VAHAN certifications are also mandatory along with the device? Please clarify</p>	<p>We would like to clarify that AIS-140 compliance is the primary mandatory requirement for the GPS tracking devices to be deployed in ambulances, as per the applicable MoRTH standards and tender conditions. AIS-140 compliant devices must be duly type-approved by authorised testing agencies (ARAI/ICAT or equivalent) and should include all mandated features such as real-time tracking, emergency/panic button functionality, and secure data transmission. Further, since AIS-140 devices function as Vehicle Location Tracking Devices (VLTD), compliance with VLTD specifications is inherently covered under AIS-140 certification. However, integration and mapping with VAHAN or the designated State Transport backend system, wherever required under applicable State Transport Department guidelines, shall be ensured as part of system integration and operational deployment. Accordingly, AIS-140 certification is mandatory, and VLTD functionality is inherent within it. VAHAN/system integration requirements, if specified by the State authority, shall also be complied with during implementation</p>
2	<p>Device Mapping and Replacement Process: Once an AIS-140 device is installed and registered on the government portal, it is mapped to a specific vehicle registration number and cannot be transferred or reused for another vehicle's certification. Kindly clarify the process for handling such replacements under the contract.</p>	<p>We would like to further clarify the process of tagging and untagging of AIS-140 devices by the State Transport Authorities.</p> <p>The tagging (mapping) and untagging (de-mapping) of a device is a system-controlled process carried out in the VAHAN/state transport backend by the authorized RTO or designated system administrator, based on defined procedures and validation checks.</p> <ul style="list-style-type: none"> •Tagging: When an AIS-140 device is installed in a vehicle, the device IMEI/UID is linked (tagged) to the vehicle registration number in the VAHAN/state system, enabling live tracking and compliance monitoring. •Untagging: In cases such as vehicle scrappage, change of ownership, device failure, or replacement, the existing device is de-mapped (untagged) from the vehicle registration number through authorized action in the system. <p>Upon successful untagging, the device becomes available for reassignment only as per the rules and permissions defined by the State Transport Authority and system policies.</p> <p>It is further clarified that the bidder/service provider shall have no authority to independently tag or untag devices in the statutory system. The bidder's role shall be limited to providing necessary technical support, installation, replacement, and coordination assistance to facilitate timely updating of records in coordination with the concerned RTO/system authority.</p> <p>Accordingly, all tagging and untagging actions remain strictly under the control of the State Transport Department/RTO and are executed as per applicable regulatory procedures.</p>
3	<p>Connectivity Issues in Remote Areas: In remote and hilly areas with poor network coverage, devices may store data offline and transmit it once comes to the best network. Kindly confirm whether no penalties will be imposed for up to 15 vehicles under such circumstances. We will share the list of such locations; request you to also confirm the acceptable time window for data restoration.</p>	<p>Penalties will be imposed as AIS-140 devices are of Dual E-Sim facility, select telecoms which networks available. Kindly refer Page 29 -3a.</p>

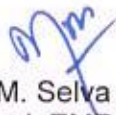
4	<p>Device Loss or Damage: Kindly clarify the responsibility in cases where the GPS device is lost, stolen, or damaged, and confirm whether the replacement cost will be borne by the EMRI?</p>	<p>Actual cost borne by the EMRI GHS for lost, stolen, or physical damage of the device.</p>
5	<p>GPS vs Vehicle Odometer Variance: We request clarification on the acceptable variance between GPS readings and vehicle odometer readings. Additionally, we request consideration to increase the permissible variance up to 10% for vehicles operating in hilly terrain.</p>	<p>As Per Tender Norms</p>
6	<p>Clarification on Ownership and Regulatory Compliance: As per AIS 140 norms and transport authority regulations, GPS tracking devices are required to be purchased and registered in the name of the vehicle owner/operator for integration with VAHAN and compliance validation. In a rental model, the ownership of the device remains with the vendor/supplier rather than the vehicle owner. Query: How does EMRI propose to ensure compliance with AIS 140 norms when devices are deployed on a rental basis and are not owned by the respective vehicle owners</p>	<p>We would like to clarify that the proposed rental model is fully compliant with AIS 140 norms and applicable transport authority regulations. The ownership model of the GPS device does not impact AIS 140 compliance, provided the devices are AIS 140 certified, properly installed, and mapped to the respective vehicle details in the prescribed regulatory systems. Under the proposed arrangement, all devices will be duly registered/tagged against the respective vehicles and integrated with the required backend/VAHAN-compliant platforms as mandated by the state transport authorities. Further, The bidder/vendor should ensure the below requirements.</p> <ul style="list-style-type: none"> •Deployment of AIS 140 certified devices only. •Compliance with all statutory integration and reporting requirements. •Maintenance of installation records and authorization documentation. <p>Therefore, although the devices are provided on a rental basis for operational and maintenance efficiency, regulatory compliance under AIS 140 norms shall be fully ensured at all times.</p>
7	<p>Fitness Certificate & RTO Compliance: As per Motor Vehicle regulations, issuance or renewal of a Fitness Certificate requires AIS 140 device details to be mapped in the VAHAN system under the vehicle owner's credentials. Query: In a rental arrangement, where device ownership is not transferred, how is the bidder expected to facilitate or ensure Fitness Certificate issuance/renewal</p>	<p>We would like to clarify that the proposed rental arrangement will not affect the issuance or renewal of Fitness Certificates under applicable Motor Vehicle regulations. Under the proposed model, although the AIS 140 devices are supplied and maintained by the vendor on a rental basis, the devices will be properly installed, activated, and mapped against the respective vehicle registration numbers in the VAHAN/RTO system as per prescribed regulatory requirements. The compliance process is based on valid AIS 140 certification, device integration, and vehicle mapping, and is not dependent on commercial ownership of the device. The bidder/vendor shall facilitate the following to ensure smooth Fitness Certificate issuance/renewal:</p> <ul style="list-style-type: none"> •Provision and installation of AIS 140 certified devices compliant with statutory norms. •Vehicle-wise mapping of device IMEI/UID details in the required VAHAN/RTO platform. •Submission/support of required installation certificates and compliance documentation. •Coordination with the vehicle owner/operator and authorized agencies, wherever required, for regulatory validation. •Continuous maintenance of active connectivity and operational compliance throughout the contract period. <p>Accordingly, the rental model shall not create any hindrance in obtaining or renewing Fitness Certificates, as all regulatory and integration requirements under AIS 140 norms will be duly complied with.</p>
8	<p>Scope Limitation in Rental Model: Under a rental/service model, the bidder can provide services such as tracking, monitoring, data transmission, and maintenance. However, statutory compliance activities like RTO registration, VAHAN mapping, and ownership declaration are beyond the scope of a rental service provider. Query: Kindly clarify whether any statutory compliance responsibilities (RTO registration, VAHAN integration, fitness certification support) are expected from the bidder despite the rental model constraints</p>	<p>we would like to clarify that under the proposed Rental/Service Model, the bidder's scope primarily includes supply, installation, tracking & monitoring, data transmission, maintenance, and system integration of AIS 140 compliant GPS devices. Activities such as RTO Registration, VAHAN Mapping approval, Fitness Certificate issuance/renewal, and Ownership Declaration are statutory compliance processes governed by the respective vehicle owner/operator and the concerned Government/RTO authorities. However, considering the operational requirements of the project, the bidder/vendor shall provide necessary technical assistance and coordination support to facilitate compliance activities, including:</p> <ul style="list-style-type: none"> • Supply and installation of AIS 140 certified GPS devices. • Providing device IMEI/UID details and technical information required for vehicle mapping. • Issuance of Installation Certificates and related compliance documents. • Technical support for VAHAN/RTO integration processes. • Providing necessary documentation and system support for Fitness Certificate issuance/renewal. • Maintaining device functionality, connectivity, and AIS 140 compliance throughout the contract period. <p>It is further clarified that the responsibility for statutory approvals, registrations, and certifications shall remain with the respective RTO/Government authorities and vehicle owner/operator. Accordingly, while the bidder is expected to extend necessary technical and documentation support for compliance facilitation, the bidder shall not be held solely responsible for statutory approvals or regulatory actions beyond the scope of the rental/service model.</p>

9	<p>Liability and Compliance Risk: There is a potential risk of non-compliance arising from the structural limitation of rental deployment, which is beyond the control of the bidder.</p> <p>Query: Kindly clarify how EMRI intends to allocate liability in case AIS 140 compliance requirements (such as VAHAN mapping or Fitness Certificate linkage) are not fulfilled due to the rental nature of devices</p>	<p>We would like to clarify that AIS-140 compliance requirements are primarily dependent on certified device functionality, proper installation, and successful integration with the designated VAHAN/state backend systems, and not on the ownership or rental model of the device.</p> <p>Under the proposed rental/service model, the bidder's responsibility is limited to the supply, installation, maintenance, and continuous operational availability of AIS-140 certified devices, along with providing necessary technical support for system integration and compliance facilitation.</p> <p>bidder has duly fulfilled its obligations related to device certification, installation, maintenance, and system support.</p> <p>However, any non-compliance arising directly due to failure of device performance, improper installation, or non-adherence to AIS-140 operational standards within the bidder's scope shall remain the responsibility of the bidder.</p> <p>In summary, liability is determined based on scope of control and responsibility, and the rental model does not alter statutory compliance obligations of the competent authorities.</p>
10	<p>OEM Empanelment Constraint – Tamil Nadu Transport Department: It is understood that the Tamil Nadu Transport Department has empanelled only a limited number (approximately 14–15) of AIS 140 device OEMs/manufacturers, and such empanelment is typically vehicle-category specific rather than universal.</p> <p>Query: Kindly clarify whether EMRI will permit bidders to participate with Manufacturer Authorization Forms (MAF) from OEMs/manufacturers who are: oNot empanelled with the Tamil Nadu Transport Department, but oApproved under MoRTH AIS 140 norms and integrated with the centralized VAHAN portal</p>	<p>we would like to clarify that bidders may participate with Manufacturer Authorization Forms (MAF) issued by OEMs/manufacturers whose AIS 140 devices are duly approved/certified as per MoRTH AIS 140 norms and technically integrated with the centralized VAHAN system. However, the bidder shall ensure that the proposed devices comply with all applicable statutory requirements, operational compatibility, and regulatory provisions prevailing in the State of Tamil Nadu during the contract period.</p> <p>It is further clarified that:</p> <ul style="list-style-type: none"> • Preference/compliance shall be based primarily on AIS 140 certification, functional compliance, and successful integration capability with VAHAN/RTO systems. • The bidder shall be responsible for ensuring that the proposed OEM/device is acceptable for deployment and operational use under the applicable Tamil Nadu Transport Department regulations. • In case any specific empanelment/approval is mandated by the concerned State Transport Authority for particular vehicle categories, the same shall be complied with by the bidder/vendor without any additional liability on EMRI. <p>Accordingly, participation with OEMs not specifically empanelled with the Tamil Nadu Transport Department may be considered, provided the devices are AIS 140 compliant, VAHAN integrated, and otherwise acceptable under applicable statutory and operational requirements.</p>
11	<p>Server Hosting Responsibility & Uptime Accountability: As per the RFP, this project is structured as a rental/service model, wherein the end-to-end responsibility (including infrastructure, uptime, and performance) typically lies with the service provider. However, as mentioned in Page No. 31 & 32 of the RFP, it is stated that EMRI will provide the server infrastructure for hosting the application.</p> <p>Queries: oIn case the server infrastructure is provided and controlled by EMRI, who will be responsible for system uptime, availability, and performance-related SLAs? oHow will downtime or performance issues be attributed, especially when they arise due to server-side constraints beyond the bidder's control</p>	<p>EMRI shall provide server infrastructure exclusively for the purpose of storing Historical and AVL data in real time. The scope of the infrastructure provided by EMRI is strictly limited to this function. The uptime and operational availability of these servers shall remain under the responsibility of EMRI.. Refer Page No : 31 Clause 6 (D)</p> <p>All other aspects—including application hosting, Real-time Dashboard, Mobile APK, customized APIs, supporting infrastructure, deployment architecture, performance management, availability and uptime commitments, data backup, and all related responsibilities—shall remain under the scope of the bidder/vendor</p>
12	<p>Software Security & Source Code Confidentiality Hosting bidder-developed applications on infrastructure controlled by EMRI may require deeper access levels, which could potentially expose proprietary application architecture and sensitive components.</p> <p>Query: Kindly clarify how EMRI intends to safeguard the bidder's intellectual property, including source code confidentiality, application security, and protection against unauthorized access, given that the hosting environment is not under the bidder's control</p>	<p>EMRI will not provide hardware infrastructure for deployment of server-side applications, and on-premises hosting is not within EMRI's scope. The complete responsibility for server infrastructure, application hosting, deployment architecture, security controls, and associated infrastructure management shall remain under the bidder/vendor scope. Accordingly, protection of application architecture, source code confidentiality, intellectual property, and hosting security controls shall be managed by the respective bidder/vendor.</p>

13	<p>As per the tender, authorized dealers of AVLS/GPS manufacturers are eligible to participate. However, another clause states that the bidder should be listed in the Approved VLTD Manufacturer list of TN-RTO. (Page N.4 & 5). Hence, kindly clarify whether an Authorized Dealer/Channel Partner of a TN-RTO empaneled OEM can participate in the tender against a valid Manufacturer Authorization Form (MAF) issued by the approved OEM</p>	<p>Bidder device should be in the listed in Approved VLTD Manufacturer in TN-RTO</p>
14	<p>With reference to Clause viii, it is mentioned that experience in Government projects/reputed organizations and approval by Transport Authorities of any State in India are preferable. (Page No.4). In this regard, kindly clarify whether bidders having experience in AVLS/VLTD projects executed for Government organizations, PSUs, or reputed institutions (other than directly awarded by RTO/Transport Department) are also eligible to participate in the tender.</p>	<p>The bidder must have the experience in Supply and Maintenance of GPS. REFER PAGE 4 -Vii .</p>
15	<p>As AIS 140 devices are to be provided on a rental basis, kindly clarify the process in cases where vehicles are dismantled, condemned, removed, or contracts are terminated during the project period. Since AIS 140 devices once mapped on the VAHAN/MoRTH portal cannot be remapped to another vehicle, kindly confirm how such devices will be reused or how the bidder will recover the device cost in such cases</p>	<p>We would like to further clarify the process of tagging and untagging of AIS-140 devices by the State Transport Authorities. The tagging (mapping) and untagging (de-mapping) of a device is a system-controlled process carried out in the VAHAN/state transport backend by the authorized RTO or designated system administrator, based on defined procedures and validation checks. •Tagging: When an AIS-140 device is installed in a vehicle, the device IMEI/UID is linked (tagged) to the vehicle registration number in the VAHAN/state system, enabling live tracking and compliance monitoring. •Untagging: In cases such as vehicle scrappage, change of ownership, device failure, or replacement, the existing device is de-mapped (untagged) from the vehicle registration number through authorized action in the system. Upon successful untagging, the device becomes available for reassignment only as per the rules and permissions defined by the State Transport Authority and system policies. It is further clarified that the bidder/service provider shall have no authority to independently tag or untag devices in the statutory system. The bidder's role shall be limited to providing necessary technical support, installation, replacement, and coordination assistance to facilitate timely updating of records in coordination with the concerned RTO/system authority. Accordingly, all tagging and untagging actions remain strictly under the control of the State Transport Department/RTO and are executed as per applicable regulatory procedures.</p>
16	<p>The tender mentions that only bidders having support and service network across Tamil Nadu are eligible to participate</p>	<p>As per tender norms</p>
17	<p>Upon reviewing the tender documents, particularly BOQ (Price Bid Format), we observed that the "BASIC RATE" for the GPS Device on a rental basis is required to be quoted. However, the BOQ format does not explicitly specify the rental frequency applicable for the quoted rate</p>	<p>Rental per device per month</p>

The due date of tender will remain same:

- 1.) Late date and time for submission of tender bid 11th June 2026 at 2.00 PM
- 2.) Date and time of opening of Tender bid 11th June 2026 at 3.00 PM


 Mr. M. Selva Kumar
 State Head, EMRI GHS, TN