

PROPOSAL BY



## RFP for Electric Vehicle Charging Infrastructure

**Solicitation Number: 20-20**

Brett Sisson

2020

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# I – Master Agreement General Terms and Conditions

A signed PDF copy of this Master Agreement has been attached to this RFP.

# II– NCPA Administration Agreement

A signed PDF copy of this Administration Agreement has been attached to this RFP.

# III – Vendor Questionnaire

A filled out PDF copy of the Vendor Questionnaire has been filled out and attached to this RFP.

# Tab 1 – Master Agreement

## General Terms and Conditions

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- ◆ Customer Support
  - The vendor shall provide timely and accurate technical advice and sales support. The vendor shall respond to such requests within one (1) working day after receipt of the request.
  
- ◆ Disclosures
  - Respondent affirms that he/she has not given, offered to give, nor intends to give at any time hereafter any economic opportunity, future employment, gift, loan, gratuity, special discount, trip, favor or service to a public servant in connection with this contract.
  - The respondent affirms that, to the best of his/her knowledge, the offer has been arrived at independently, and is submitted without collusion with anyone to obtain information or gain any favoritism that would in any way limit competition or give an unfair advantage over other vendors in the award of this contract.
  
- ◆ Renewal of Contract
  - Unless otherwise stated, all contracts are for a period of three (3) years with an option to renew for up to two (2) additional one-year terms or any combination of time equally not more than 2 years if agreed to by Region 14 ESC and the vendor.
  
- ◆ Funding Out Clause
  - Any/all contracts exceeding one (1) year shall include a standard “funding out” clause. A contract for the acquisition, including lease, of real or personal property is a commitment of the entity’s current revenue only, provided the contract contains either or both of the following provisions:
  - Retains to the entity the continuing right to terminate the contract at the expiration of each budget period during the term of the contract and is conditioned on a best efforts attempt by the entity to obtain appropriate funds for payment of the contract.
  
- ◆ Shipments (if applicable)
  - The awarded vendor shall ship ordered products within seven (7) working days for goods available and within four (4) to six (6) weeks for specialty items after the receipt of the order unless modified. If a product cannot be shipped within that time, the awarded vendor shall notify the entity placing the order as to why the product has not shipped and shall provide an estimated shipping date. At this point the participating entity may cancel the order if estimated shipping time is not acceptable.
  
- ◆ Tax Exempt Status
  - Since this is a national contract, knowing the tax laws in each state is the sole responsibility of the vendor.



◆ Payments

- The entity using the contract will make payments directly to the awarded vendor or their affiliates (distributors/business partners/resellers) as long as written request and approval by NCPA is provided to the awarded vendor.

◆ Adding authorized distributors/dealers

- Awarded vendors may submit a list of distributors/partners/resellers to sell under their contract throughout the life of the contract. Vendor must receive written approval from NCPA before such distributors/partners/resellers considered authorized.
- Purchase orders and payment can only be made to awarded vendor or distributors/business partners/resellers previously approved by NCPA.
- Pricing provided to members by added distributors or dealers must also be less than or equal to the pricing offered by the awarded contract holder.
- All distributors/partners/resellers are required to abide by the Terms and Conditions of the vendor's agreement with NCPA.

◆ Pricing

- All pricing submitted shall include the administrative fee to be remitted to NCPA by the awarded vendor. It is the awarded vendor's responsibility to keep all pricing up to date and on file with NCPA.
- All deliveries shall be freight prepaid, F.O.B. destination and shall be included in all pricing offered unless otherwise clearly stated in writing

◆ Warranty

- Proposals should address each of the following:
  - Applicable warranty and/or guarantees of equipment and installations including any conditions and response time for repair and/or replacement of any components during the warranty period.
  - Availability of replacement parts
  - Life expectancy of equipment under normal use
  - Detailed information as to proposed return policy on all equipment

◆ Indemnity

- The awarded vendor shall protect, indemnify, and hold harmless Region 14 ESC and its participants, administrators, employees and agents against all claims, damages, losses and expenses arising out of or resulting from the actions of the vendor, vendor employees or vendor subcontractors in the preparation of the solicitation and the later execution of the contract.

◆ Franchise Tax

- The respondent hereby certifies that he/she is not currently delinquent in the payment of any franchise taxes.

◆ Supplemental Agreements

- The entity participating in this contract and awarded vendor may enter into a separate supplemental agreement to further define the level of service requirements over and above the minimum defined in this contract i.e. invoice requirements, ordering requirements, specialized delivery, etc. Any supplemental agreement developed as a result of this contract is exclusively between the participating entity and awarded vendor.

◆ Certificates of Insurance

- Certificates of insurance shall be delivered to the Public Agency prior to commencement of work. The insurance company shall be licensed in the applicable state in which work is being conducted. The awarded vendor shall give the participating entity a minimum of ten (10) days' notice prior to any modifications or cancellation of policies. The awarded vendor shall require all subcontractors performing any work to maintain coverage as specified.

◆ Legal Obligations

- It is the Respondent's responsibility to be aware of and comply with all local, state, and federal laws governing the sale of products/services identified in this RFP and any awarded contract and shall comply with all while fulfilling the RFP. Applicable laws and regulation must be followed even if not specifically identified herein.

◆ Protest

- A protest of an award or proposed award must be filed in writing within ten (10) days from the date of the official award notification and must be received by 5:00 pm CST. Protests shall be filed with Region 14 ESC and shall include the following:
  - Name, address and telephone number of protester
  - Original signature of protester or its representative
  - Identification of the solicitation by RFP number
  - Detailed statement of legal and factual grounds including copies of relevant documents and the form of relief requested
- Any protest review and action shall be considered final with no further formalities being considered.

◆ Force Majeure

- If by reason of Force Majeure, either party hereto shall be rendered unable wholly or in part to carry out its obligations under this Agreement then such party shall give notice and full particulars of Force Majeure in writing to the other party within a reasonable time after occurrence of the event or cause relied upon, and the obligation of the party giving such notice, so far as it is affected by such Force Majeure, shall be suspended during the continuance of the inability then claimed, except as hereinafter provided, but for no longer period, and such party shall endeavor to remove or overcome such inability with all reasonable dispatch.
- The term Force Majeure as employed herein, shall mean acts of God, strikes, lockouts, or other industrial disturbances, act of public enemy, orders of any kind of government of the

United States or any civil or military authority; insurrections; riots; epidemics; landslides; lighting; earthquake; fires; hurricanes; storms; floods; washouts; droughts; arrests; restraint of government and people; civil disturbances; explosions, breakage or accidents to machinery, pipelines or canals, or other causes not reasonably within the control of the party claiming such inability. It is understood and agreed that the settlement of strikes and lockouts shall be entirely within the discretion of the party having the difficulty, and that the above requirement that any Force Majeure shall be remedied with all reasonable dispatch shall not require the settlement of strikes and lockouts by acceding to the demands of the opposing party or parties when such settlement is unfavorable in the judgment of the party having the difficulty.

◆ Prevailing Wage

- It shall be the responsibility of the Vendor to comply, when applicable, with the prevailing wage legislation in effect in the jurisdiction of the purchaser. It shall further be the responsibility of the Vendor to monitor the prevailing wage rates as established by the appropriate department of labor for any increase in rates during the term of this contract and adjust wage rates accordingly.

◆ Miscellaneous

- Either party may cancel this contract in whole or in part by providing written notice. The cancellation will take effect 30 business days after the other party receives the notice of cancellation. After the 30th business day all work will cease following completion of final purchase order.

◆ Open Records Policy

- Because Region 14 ESC is a governmental entity responses submitted are subject to release as public information after contracts are executed. If a vendor believes that its response, or parts of its response, may be exempted from disclosure, the vendor must specify page-by-page and line-by-line the parts of the response, which it believes, are exempt. In addition, the respondent must specify which exception(s) are applicable and provide detailed reasons to substantiate the exception(s).
- The determination of whether information is confidential and not subject to disclosure is the duty of the Office of Attorney General (OAG). Region 14 ESC must provide the OAG sufficient information to render an opinion and therefore, vague and general claims to confidentiality by the respondent are not acceptable. Region 14 ESC must comply with the opinions of the OAG. Region 14 ESC assumes no responsibility for asserting legal arguments on behalf of any vendor. Respondent are advised to consult with their legal counsel concerning disclosure issues resulting from this procurement process and to take precautions to safeguard trade secrets and other proprietary information.

# Process

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Region 14 ESC will evaluate proposals in accordance with, and subject to, the relevant statutes, ordinances, rules, and regulations that govern its procurement practices. NCPA will assist Region 14 ESC in evaluating proposals. Award(s) will be made to the prospective vendor whose response is determined to be the most advantageous to Region 14 ESC, NCPA, and its participating agencies. To qualify for evaluation, response must have been submitted on time, and satisfy all mandatory requirements identified in this document.

- ◆ Contract Administration
  - The contract will be administered by Region 14 ESC. The National Program will be administered by NCPA on behalf of Region 14 ESC.
- ◆ Contract Term
  - The contract term will be for three (3) year starting from the date of the award. The contract may be renewed for up to two (2) additional one-year terms or any combination of time equally not more than 2 years.
  - It should be noted that maintenance/service agreements may be issued for up to (5) years under this contract even if the contract only lasts for the initial term of the contract. NCPA will monitor any maintenance agreements for the term of the agreement provided they are signed prior to the termination or expiration of this contract.
- ◆ Contract Waiver
  - Any waiver of any provision of this contract shall be in writing and shall be signed by the duly authorized agent of Region 14 ESC. The waiver by either party of any term or condition of this contract shall not be deemed to constitute waiver thereof nor a waiver of any further or additional right that such party may hold under this contract.
- ◆ Products and Services additions
  - Products and Services may be added to the resulting contract during the term of the contract by written amendment, to the extent that those products and services are within the scope of this RFP.
- ◆ Competitive Range
  - It may be necessary for Region 14 ESC to establish a competitive range. Responses not in the competitive range are unacceptable and do not receive further award consideration.
- ◆ Deviations and Exceptions
  - Deviations or exceptions stipulated in response may result in disqualification. It is the intent of Region 14 ESC to award a vendor's complete line of products and/or services, when possible.
- ◆ Estimated Quantities
  - The estimated dollar volume of Products and Services purchased under the proposed Master Agreement is \$30 million dollars annually. This estimate is based on the anticipated volume of Region 14 ESC and current sales within the NCPA program. There is no guarantee or commitment of any kind regarding usage of any contracts resulting from this solicitation



- ◆ Evaluation
  - Region 14 ESC will review and evaluate all responses in accordance with, and subject to, the relevant statutes, ordinances, rules and regulations that govern its procurement practices. NCPA will assist the lead agency in evaluating proposals. Recommendations for contract awards will be based on multiple factors, each factor being assigned a point value based on its importance.
- ◆ Formation of Contract
  - A response to this solicitation is an offer to contract with Region 14 ESC based upon the terms, conditions, scope of work, and specifications contained in this request. A solicitation does not become a contract until it is accepted by Region 14 ESC. The prospective vendor must submit a signed Signature Form with the response thus, eliminating the need for a formal signing process.
- ◆ NCPA Administrative Agreement
  - The vendor will be required to enter and execute the National Cooperative Purchasing Alliance Administration Agreement with NCPA upon award with Region 14 ESC. The agreement establishes the requirements of the vendor with respect to a nationwide contract effort.
- ◆ Clarifications / Discussions
  - Region 14 ESC may request additional information or clarification from any of the respondents after review of the proposals received for the sole purpose of elimination minor irregularities, informalities, or apparent clerical mistakes in the proposal. Clarification does not give respondent an opportunity to revise or modify its proposal, except to the extent that correction of apparent clerical mistakes results in a revision. After the initial receipt of proposals, Region 14 ESC reserves the right to conduct discussions with those respondent's whose proposals are determined to be reasonably susceptible of being selected for award. Discussions occur when oral or written communications between Region 14 ESC and respondent's are conducted for the purpose clarifications involving information essential for determining the acceptability of a proposal or that provides respondent an opportunity to revise or modify its proposal. Region 14 ESC will not assist respondent bring its proposal up to the level of other proposals through discussions. Region 14 ESC will not indicate to respondent a cost or price that it must meet to neither obtain further consideration nor will it provide any information about other respondents' proposals or prices.
- ◆ Multiple Awards
  - Multiple Contracts may be awarded as a result of the solicitation. Multiple Awards will ensure that any ensuing contracts fulfill current and future requirements of the diverse and large number of participating public agencies.
- ◆ Past Performance
  - Past performance is relevant information regarding a vendor's actions under previously awarded contracts; including the administrative aspects of performance; the vendor's history of reasonable and cooperative behavior and commitment to customer satisfaction; and generally, the vendor's businesslike concern for the interests of the customer.

# Evaluation Criteria

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- ◆ Pricing (40 points)
  - Electronic Price Lists
    - Products, Services, Warranties, etc. price list
    - Prices listed will be used to establish both the extent of a vendor's product lines, services, warranties, etc. available from a particular bidder and the pricing per item.
  
- ◆ Ability to Provide and Perform the Required Services for the Contract (25 points)
  - Product Delivery within participating entities specified parameters
  - Number of line items delivered complete within the normal delivery time as a percentage of line items ordered.
  - Vendor's ability to perform towards above requirements and desired specifications.
  - Past Cooperative Program Performance
  - Quantity of line items available that are commonly purchased by the entity.
  - Quality of line items available compared to normal participating entity standards.
  
- ◆ References (15 points)
  - A minimum of ten (10) customer references for product and/or services of similar scope dating within past 3 years
  
- ◆ Technology for Supporting the Program (10 points)
  - Electronic on-line catalog, order entry use by and suitability for the entity's needs
  - Quality of vendor's on-line resources for NCPA members.
  - Specifications and features offered by respondent's products and/or services
  
- ◆ Value Added Services Description, Products and/or Services (10 points)
  - Marketing and Training
  - Minority and Women Business Enterprise (MWBE) and (HUB) Participation
  - Customer Service

# Signature Form

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The undersigned hereby proposes and agrees to furnish goods and/or services in strict compliance with the terms, specifications and conditions at the prices proposed within response unless noted in writing. The undersigned further certifies that he/she is an officer of the company and has authority to negotiate and bind the company named below and has not prepared this bid in collusion with any other Respondent and that the contents of this proposal as to prices, terms or conditions of said bid have not been communicated by the undersigned nor by any employee or agent to any person engaged in this type of business prior to the official opening of this proposal.

Prices are guaranteed: **120 days**

Company name EVSE LLC

Address 89 Phoenix Avenue

City/State/Zip Enfield,CT 06082


Telephone No. (860) 681-9363

Fax No. (860) 741 - 6064

Email address bsisson@controlmod.com

Printed name Brett Sisson

Position with company Middle Eastern US Business Development Manager

Authorized signature 



## Tab 2 – NCPA Administration Agreement

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This Administration Agreement is made as of August 24, 2020, by and between National Cooperative Purchasing Alliance (“NCPA”) and EVDE LLC (“Vendor”).

### Recitals

WHEREAS, Region 14 ESC has entered into a certain Master Agreement dated August 24, 2020, referenced as Contract Number 05-44, by and between Region 14 ESC and Vendor, as may be amended from time to time in accordance with the terms thereof (the “Master Agreement”), for the purchase of Electric Vehicle Charging Infrastructure;

WHEREAS, said Master Agreement provides that any state, city, special district, local government, school district, private K-12 school, technical or vocational school, higher education institution, other government agency or nonprofit organization (hereinafter referred to as “public agency” or collectively, “public agencies”) may purchase products and services at the prices indicated in the Master Agreement;

WHEREAS, NCPA has the administrative and legal capacity to administer purchases under the Master Agreement to public agencies;

WHEREAS, NCPA serves as the administrative agent for Region 14 ESC in connection with other master agreements offered by NCPA

WHEREAS, Region 14 ESC desires NCPA to proceed with administration of the Master Agreement;

WHEREAS, NCPA and Vendor desire to enter into this Agreement to make available the Master Agreement to public agencies on a national basis;

NOW, THEREFORE, in consideration of the payments to be made hereunder and the mutual covenants contained in this Agreement, NCPA and Vendor hereby agree as follows:

#### ◆ General Terms and Conditions

- The Master Agreement, attached hereto as Tab 1 and incorporated herein by reference as though fully set forth herein, and the terms and conditions contained therein shall apply to this Agreement except as expressly changed or modified by this Agreement.
- NCPA shall be afforded all of the rights, privileges and indemnifications afforded to Region 14 ESC under the Master Agreement, and such rights, privileges and indemnifications shall accrue and apply with equal effect to NCPA under this Agreement including, but not limited to, the Vendor’s obligation to provide appropriate insurance and certain indemnifications to Region 14 ESC.
- Vendor shall perform all duties, responsibilities and obligations required under the Master Agreement in the time and manner specified by the Master Agreement.
- NCPA shall perform all of its duties, responsibilities, and obligations as administrator of purchases under the Master Agreement as set forth herein, and Vendor acknowledges that NCPA shall act in the capacity of administrator of purchases under the Master Agreement.
- With respect to any purchases made by Region 14 ESC or any Public Agency pursuant to the Master Agreement, NCPA (a) shall not be construed as a dealer, re-marketer, representative, partner, or agent of any type of Vendor, Region 14 ESC, or such Public Agency, (b) shall not be obligated, liable or responsible (i) for any orders made by Region



14 ESC, any Public Agency or any employee of Region 14 ESC or Public Agency under the Master Agreement, or (ii) for any payments required to be made with respect to such order, and (c) shall not be obligated, liable or responsible for any failure by the Public Agency to (i) comply with procedures or requirements of applicable law, or (ii) obtain the due authorization and approval necessary to purchase under the Master Agreement. NCPA makes no representations or guaranties with respect to any minimum purchases required to be made by Region 14 ESC, any Public Agency, or any employee of Region 14 ESC or Public Agency under this Agreement or the Master Agreement.

- The Public Agency participating in the NCPA contract and Vendor may enter into a separate supplemental agreement to further define the level of service requirements over and above the minimum defined in this contract i.e. invoice requirements, ordering requirements, specialized delivery, etc. Any supplemental agreement developed as a result of this contract is exclusively between the Public Agency and Vendor. NCPA, its agents, members and employees shall not be made party to any claim for breach of such agreement.

◆ **Term of Agreement**

- This Agreement shall be in effect so long as the Master Agreement remains in effect, provided, however, that the obligation to pay all amounts owed by Vendor to NCPA through the termination of this Agreement and all indemnifications afforded by Vendor to NCPA shall survive the term of this Agreement.

◆ **Fees and Reporting**

- The awarded vendor shall electronically provide NCPA with a detailed monthly or quarterly report showing the dollar volume of all sales under the contract for the previous month or quarter. Reports shall be sent via e-mail to NCPA offices at reporting@ncpa.us. Reports are due on the fifteenth (15<sup>th</sup>) day after the close of the previous month or quarter. It is the responsibility of the awarded vendor to collect and compile all sales under the contract from participating members and submit one (1) report. The report shall include at least the following information as listed in the example below:

Entity Name	Zip Code	State	PO or Job #	Sale Amount

**Total** \_\_\_\_\_

- Each quarter NCPA will invoice the vendor based on the total of sale amount(s) reported. From the invoice the vendor shall pay to NCPA an administrative fee based upon the tiered fee schedule below. Vendor's annual sales shall be measured on a calendar year basis. Deadline for term of payment will be included in the invoice NCPA provides.


<u>Annual Sales Through Contract</u>	<u>Administrative Fee</u>
0 - \$30,000,000	2%
\$30,000,001 - \$50,000,000	1.5%
\$50,000,001+	1%

- Supplier shall maintain an accounting of all purchases made by Public Agencies under the Master Agreement. NCPA and Region 14 ESC reserve the right to audit the accounting for a period of four (4) years from the date NCPA receives the accounting. In the event of such an audit, the requested materials shall be provided at the location designated by Region 14 ESC or NCPA. In the event such audit reveals an underreporting of Contract Sales and a resulting underpayment of administrative fees, Vendor shall promptly pay NCPA the amount of such underpayment, together with interest on such amount and shall be obligated to reimburse NCPA's costs and expenses for such audit.

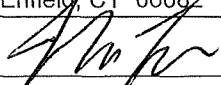
◆ General Provisions

- This Agreement supersedes any and all other agreements, either oral or in writing, between the parties hereto with respect to the subject matter hereof, and no other agreement, statement, or promise relating to the subject matter of this Agreement which is not contained herein shall be valid or binding.
- Awarded vendor agrees to allow NCPA to use their name and logo within website, marketing materials and advertisement. Any use of NCPA name and logo or any form of publicity regarding this contract by awarded vendor must have prior approval from NCPA.
- If any action at law or in equity is brought to enforce or interpret the provisions of this Agreement or to recover any administrative fee and accrued interest, the prevailing party shall be entitled to reasonable attorney's fees and costs in addition to any other relief to which such party may be entitled.
- Neither this Agreement nor any rights or obligations hereunder shall be assignable by Vendor without prior written consent of NCPA, provided, however, that the Vendor may, without such written consent, assign this Agreement and its rights and delegate its obligations hereunder in connection with the transfer or sale of all or substantially all of its assets or business related to this Agreement, or in the event of its merger, consolidation, change in control or similar transaction. Any permitted assignee shall assume all assigned obligations of its assignor under this Agreement.
- This Agreement and NCPA's rights and obligations hereunder may be assigned at NCPA's sole discretion, to an existing or newly established legal entity that has the authority and capacity to perform NCPA's obligations hereunder
- All written communications given hereunder shall be delivered to the addresses as set forth below.

**National Cooperative Purchasing Alliance:**

Name: Matthew Mackel  
 Title: Director, Business Development  
 Address: PO Box 701273  
Houston, TX 77270  
 Signature:   
 Date: August 24, 2020

**Vendor:**

EVSE LLC  
 Name: Mark Zirolli  
 Title: Controller  
 Address: 89 Phoenix Avenue  
Enfield, CT 06082  
 Signature:   
 Date: August 24, 2020

## Tab 3 – Vendor Questionnaire

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Please provide responses to the following questions that address your company's operations, organization, structure, and processes for providing products and services.

◆ States Covered

- Bidder must indicate any and all states where products and services can be offered.
- Please indicate the price co-efficient for each state if it varies.

**50 States & District of Columbia** (Selecting this box is equal to checking all boxes below)

- |   |   |   |
|---|---|---|
| <input type="checkbox"/> Alabama              | <input type="checkbox"/> Maryland       | <input type="checkbox"/> South Carolina |
| <input type="checkbox"/> Alaska               | <input type="checkbox"/> Massachusetts  | <input type="checkbox"/> South Dakota   |
| <input type="checkbox"/> Arizona              | <input type="checkbox"/> Michigan       | <input type="checkbox"/> Tennessee      |
| <input type="checkbox"/> Arkansas             | <input type="checkbox"/> Minnesota      | <input type="checkbox"/> Texas          |
| <input type="checkbox"/> California           | <input type="checkbox"/> Mississippi    | <input type="checkbox"/> Utah           |
| <input type="checkbox"/> Colorado             | <input type="checkbox"/> Missouri       | <input type="checkbox"/> Vermont        |
| <input type="checkbox"/> Connecticut          | <input type="checkbox"/> Montana        | <input type="checkbox"/> Virginia       |
| <input type="checkbox"/> Delaware             | <input type="checkbox"/> Nebraska       | <input type="checkbox"/> Washington     |
| <input type="checkbox"/> District of Columbia | <input type="checkbox"/> Nevada         | <input type="checkbox"/> West Virginia  |
| <input type="checkbox"/> Florida              | <input type="checkbox"/> New Hampshire  | <input type="checkbox"/> Wisconsin      |
| <input type="checkbox"/> Georgia              | <input type="checkbox"/> New Jersey     | <input type="checkbox"/> Wyoming        |
| <input type="checkbox"/> Hawaii               | <input type="checkbox"/> New Mexico     |   |
| <input type="checkbox"/> Idaho                | <input type="checkbox"/> New York       |   |
| <input type="checkbox"/> Illinois             | <input type="checkbox"/> North Carolina |   |
| <input type="checkbox"/> Indiana              | <input type="checkbox"/> North Dakota   |   |
| <input type="checkbox"/> Iowa                 | <input type="checkbox"/> Ohio           |   |
| <input type="checkbox"/> Kansas               | <input type="checkbox"/> Oklahoma       |   |
| <input type="checkbox"/> Kentucky             | <input type="checkbox"/> Oregon         |   |
| <input type="checkbox"/> Louisiana            | <input type="checkbox"/> Pennsylvania   |   |
| <input type="checkbox"/> Maine                | <input type="checkbox"/> Rhode Island   |   |

**All US Territories and Outlying Areas** (Selecting this box is equal to checking all boxes below)

American Samoa

Northern Marina Islands

Federated States of Micronesia

Puerto Rico

Guam

U.S. Virgin Islands

Midway Islands

◆ **Minority** **and Women**

**Business Enterprise (MWBE) and (HUB) Participation**

➤ It is the policy of some entities participating in NCPA to involve minority and women business enterprises (MWBE) and historically underutilized businesses (HUB) in the purchase of goods and services. Respondents shall indicate below whether or not they are an M/WBE or HUB certified.

▪ **Minority / Women Business Enterprise**

• Respondent Certifies that this firm is a M/WBE

▪ **Historically Underutilized Business**

• Respondent Certifies that this firm is a HUB

◆ **Residency**

➤ Responding Company's principal place of business is in the city of Enfield,  
State of CT

◆ **Felony Conviction Notice**

➤ Please Check Applicable Box;

A publically held corporation; therefore, this reporting requirement is not applicable.

Is not owned or operated by anyone who has been convicted of a felony.

Is owned or operated by the following individual(s) who has/have been convicted of a felony

➤ If the 3<sup>rd</sup> box is checked, a detailed explanation of the names and convictions must be attached.

◆ **Distribution Channel**

➤ Which best describes your company's position in the distribution channel:

Manufacturer Direct  Certified education/government reseller

Authorized Distributor  Manufacturer marketing through reseller

Value-added reseller  Other: \_\_\_\_\_

◆ **Processing Information**

➤ Provide company contact information for the following:

▪ **Sales Reports / Accounts Payable**

Contact Person: Mark Zirolli

Title: CFO

Company: EVSE LLC

Address: 89 Phoenix Avenue

City: Enfield State: CT Zip: 06082

Phone: (860) 253-4205 Email: mzirolli@controlmod.com



▪ Purchase Orders

Contact Person: Daniela Gonzalez  
Title: Order Entry Assistant  
Company: EVSE LLC  
Address: 89 Phoenix Avenue  
City: Enfield State: CT Zip: 06082  
Phone: (860) 253-4214 Email: dgonzalez@controlmod.com

▪ Sales and Marketing

Contact Person: Brett Sisson  
Title: Middle Eastern US Business Development Manager  
Company: EVSE LLC  
Address: 89 Phoenix Avenue  
City: Enfield State: CT Zip: 06082  
Phone: (860) 681-9363 Email: bsisson@controlmod.com

◆ Pricing Information

- In addition to the current typical unit pricing furnished herein, the Vendor agrees to offer all future product introductions at prices that are proportionate to Contract Pricing.
  - If answer is no, attach a statement detailing how pricing for NCPA participants would be calculated for future product introductions.  
 Yes       No
- Pricing submitted includes the required NCPA administrative fee. The NCPA fee is calculated based on the invoice price to the customer.  
 Yes       No
- Vendor will provide additional discounts for purchase of a guaranteed quantity.  
 Yes       No

# State of Connecticut

Department of Administrative Services

Supplier Diversity Program



*This Certifies*

**Control Module Inc.**

89 Phoenix Ave Enfield CT 06082

*As a*

*Small Business Enterprise*

*December 10, 2018 through December 10, 2020*

Owner(s):

Contact: Mark Zirolli

Telephone: 860-253-4205 Ext:

FAX: 860-741-6064

E-Mail: [mzirolli@controlmod.com](mailto:mzirolli@controlmod.com)

Web Address: [www.controlmod.com](http://www.controlmod.com)

\*\*Affiliate Companies:

Handwritten signature of Meg Yetishelsky in cursive.

Supplier Diversity Director

Handwritten signature of Stanley Kinton in cursive.

Supplier Diversity Specialist

\*\* A contractor awarded a contract or a portion of a contract under the set-aside program shall not subcontract with any person(s) with whom the contractor is affiliated.

## IV – Vendor Profile Response

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1. EVSE LLC was founded in 2009 and is a Division of (CMI) Control Module Inc. EVSE LLC handles the sales of all electric vehicle chargers manufactured by Control Module. Control Module Inc. is an engineering firm that was founded in 1969 by James Bianco and has 2 other divisions that include Time Management and Fleet Management. Our Time Management division handles the sales of all the time and attendance hardware and software manufactured by Control Module. CMI has been providing complex technology solutions to the global Fortune 500 companies for decades. The Time Management Division has such clients as Disney, United Airlines, and Safeco. Our Fleet Management Division handles the sales of all the fleet vehicle products produced by Control Module. Some of the Fleet Management clients include Hertz, Enterprise Holdings, and Avis. Our EVSE LLC division handles the sales of all of our EV chargers and accessories. EVSE LLC has partnered up with a number of organizations to provide a wide variety of electric vehicle chargers and site management configurations to state and local facilities all across the country. All of our EV charger models are backed up with a 3 year manufacturer's warranty. Our EV chargers can be mounted to walls, pedestals, ceilings, and telephone or streetlamp poles. Some of our ADA compliant EVSE models have an automated retraction function which stores the cable inside the unit when not in use. EVSE LLC has thousands of EV charging stations in both public and private networks across the country. Below are some of our clients with multiple charger installations:
  - 1.1. 20 ports with the Minneapolis Airport in their above ground parking structures.
  - 1.2. 20 ports with National Grid for their pilot program using our 3704-A04 Light/Telephone pole EV charger.
  - 1.3. 50+ ports with the University of Connecticut in facilities across the state.
  - 1.4. 200+ ports with Southern California Edison located in over 35 of their cooperate facilities. In this quarter they are planning on purchasing another 150 ports.
  - 1.5. 175+ ports with the Los Angeles Bureau of Street Lighting installed on Street lamps all across the city.
  - 1.6. 150+ ports with the LAPD located in their main garage in downtown LA & 6 other satellite police stations.
  - 1.7. 100+ ports with LA Department of Public Works which deploys EV chargers at many of their different municipality locations.

As you can see EVSE LLC has been able to partner itself with a number of companies that are on the forefront of the EV charger revolution which is quickly gaining steam. We are experienced in both small and large scale EV charger deployments and are constantly looking to improve the quality of our products and services. EVSE LLC thanks you for giving us the opportunity to quote this RFP and hopes that you select our equipment to be your EV charger of choice.

2. EVSE LLC's D&B number is 005931548 & Federal Tax ID is 27-2539449
3. EVSE LLC's Company Organizational Chart has been provided in this RFP. Some of the Key members are listed below :
  - 3.1. James Bianco – Owner
  - 3.2. John Fahy – President
  - 3.3. Mark Zirolli – Controllor
  - 3.4. Dean Spacht – Vice President of Sales / West Coast Sales Representative
  - 3.5. Dan Shanahan – East Coast Sales Representative
  - 3.6. Brett Sisson – Middle Eastern US Business Development Manager
  - 3.7. Daniela Gonzalez – Order Entry & Scheduling
4. Corporate Office Location:
  - 4.1. We have only one main office for sales and service and it is located at 89 Phoenix Avenue in Enfield, CT 06082.
  - 4.2. Key Contacts at our Sales office in Enfield CT:

Click here to enter response.

<b>Contact</b>	<b>Title</b>	<b>Address</b>	<b>Phone Number</b>	<b>Email Address</b>
John Fahy	President	89 Phoenix Ave., Enfield, CT	860.253.4228	jfahy@controlmod.com
Mark Zirolli	Controllor	89 Phoenix Ave., Enfield, CT	860.253.4205	mzirolli@controlmod.com
Dean Spacht	Sales West Coast	89 Phoenix Ave., Enfield, CT	860.253.4230	dspacht@controlmod.com
Dan Shanahan	Sales East Coast	89 Phoenix Ave., Enfield, CT	860.253.4244	dshanahan@controlmod.com
Brett Sisson	Middle Eastern US Sales	89 Phoenix Ave., Enfield, CT	860.681.9363	bsisson@controlmod.com
Daniela Gonzalez	Order Entry	89 Phoenix Ave., Enfield, CT	860.253.4214	dgonzalez@controlmod.com

5. Our standard terms of payment are Net 30 days, but we also accept credit cards many times for smaller purchases. Customers will be charged an additional 5% of the original PO for the use of a credit card.

6. The competition in our market place in anyone that sells Level 2 EV chargers that can supply the electric vehicle with a kilowatt per hour range of 7.2 – 9.6 kWh. These suppliers include ChargePoint, Clipper Creek, Siemens, Leviton, EV Box, Enel X, Bosh, and Delta.
  
8. EVSE LLC's electric vehicle chargers differ from the other competitors in a number of ways:
  - 8.1. Our product is designed, manufactured and assembled in the US. EVSE LLC not only supplies jobs in our manufacturing facility, but we also provide work for local contractors in Connecticut & Massachusetts.
  - 8.2. Most Manufactures have one or two types of EV chargers they can offer, but EVSE LLC has 4 different types. We have one basic model L2 EV charger (3703) and three EV chargers models in which the EV charger will automatically extend the cable out when the unit is activated and retract it back in when driver is done (3704, 3722, 3704-A04).
  - 8.3. EVSE LLC sells EV chargers that can mount to a wall, pedestal, ceiling of a garage, and a light and/or telephone pole.
  - 8.4. Our model 3703 and 3704 EV charger can share one 50 or 60 Amp electrical circuit. The units have to be pedestal mounted and an additional cable will need to be purchased. When one vehicle is charging it will be able to pull a max of 40 amps when a 50 or 60 amp circuit is used. If two vehicles are charging each vehicle will get a max of 20 amps each with a 50 amp circuit and a max of 25 amps each with a 60 amp circuit.
  - 8.5. Our EV chargers can be activated in three different ways:
    - 8.5.1.1. Free to use (On/Off Button)
    - 8.5.1.2. Privately networked with a Gateway or Payment Module (Free monitoring software)
    - 8.5.1.3. Publicly networked with one of our 6 back office networks (Annual per port charges apply)
  - 8.6. EVSE LLC can supply Network flexibility solution. If a client just want to monitor their EV chargers and possibly charge for use and wanted to avoid the Back Office annual per port charges many companies charge they can do that with our private networked solution. If in a year or 2 they would like to move to a national Back Office solution this can be done with the equipment they presently have. No additional hardware would need to be purchased.
  - 8.7. EVSE prides its self on being able to give the customer the customized solution they are looking for. Most companies out there you get what you get when it comes to the EV charger.
  
9. There are a number of ways to market this NCPA contract:
  - 9.1. Contact all of our government, college, school and cites contacts and inform them we are a member of NCPA and that they will be able to buy directly from us.
  - 9.2. Promote your group on our web and LinkedIn page.
  - 9.3. Always mention your group when we are talking to new potential clients.
  - 9.4. Send emails and make phone calls to your existing clientele introducing ourselves as being new members of the NCPA Family.
  - 9.5. Notify the 5 back office networks that our Product and there service has been offered on this RFP and can be marketed to clients they are looking to provide services to,
  - 9.6. Speak with upper management about different marketing campaigns we can try
  
10. Introducing NCPA to our company would be very straight forward. Control Module has been manufacturing electronic products for over 50 years so we have a lot of experience with organizations distributing our product. We would treat it like one of other VARS (Value Added Reseller). When product is sold through the NCPA contract the sale will be closely tracked and monitored so we can produce the weekly or monthly sales reports the NCPA requires.

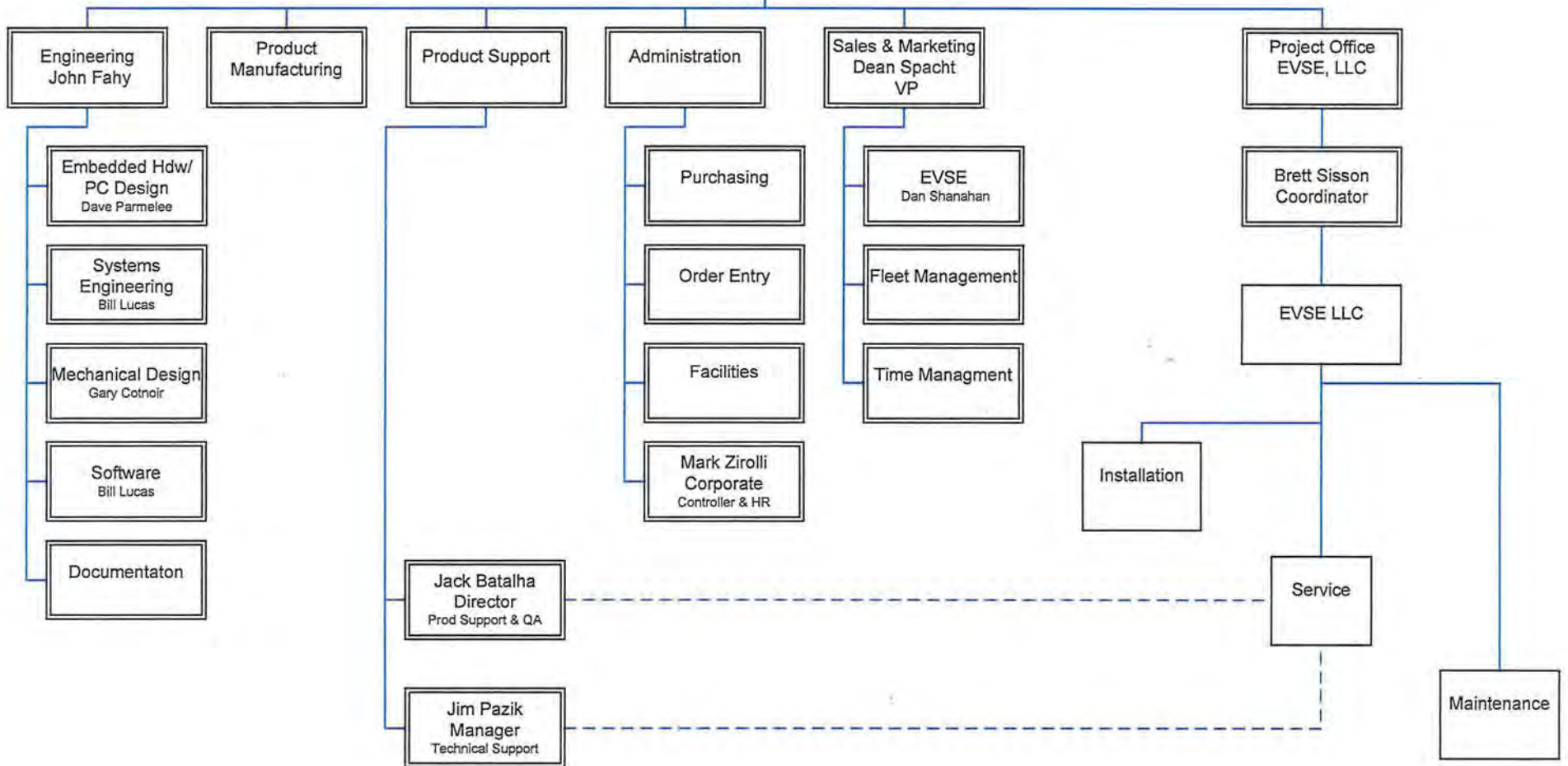


11. Our firm does not have an online catalog or an ability to order on our website. We have a brief questionnaire (Information Request) that the potential customer will fill out online. When these information requests get posted to the sales manager he or she will route them to the specific product sales person. The Product sales person will then call the day receive the Information Request. Due to the customizability of our EV chargers ordering can get a little complicated requesting a quote or ordering for the first time. We like to talk to the customer one on one and find out exactly what they need. There has been a big increase in people and organizations looking for information about EV chargers. Many of which are very new to the EV world. They have a lot of questions and do not quite understand everything about EV charging. We find in that first call you spend a lot of time educating the customer which is good because you start to build a relationship with that person and one order can turn into many others.
12. EVSE LLC has one Customer Service Center in Enfield, CT. The hours of operation for our Customer Service Department located in our manufacturing facility are Monday-Friday 8am – 5pm EST. All of the Back Office Networks our equipment works with have 24/7 customer support for the drivers.
13. EVSE LLC's ultimate Green Initiative is to reduce a facilities carbon footprint and tail pipe emissions by designing and implementing EV chargers & infrastructure to fit the broad needs of facilities across the country.
14. EVSE LLC is a certified SBE Small Business Enterprise in the state of Connecticut. Our State Certificate has been included in this RFP.

EVSE LLC,  
A Subsidiary of Control  
Module, Inc.

James S. Bianco  
Owner, CEO, CTO  
Control Module, Inc.

John Fahy  
President



## V – Product and Services Response

1. EVSE LLC would like to provide the following US designed and manufactured EV chargers for purchase. Information about these products can be found in the specification PDFs attached to this RFP.
  - 1.1. (4) Different types of EV chargers to include our model 3703, 3704, 3722, & 3704-A04.
  - 1.2. (2) Different networking devices to include a Gateway & Payment Module.
  - 1.3. (1) Type of Appliance Power Share device.
  - 1.4. (1) Type of EV charger tester.
2. EVSE LLC would like to provide the following Free Services: More information on these services can be found in the PDFs attached to this RFP.
  - 2.1. Free to Use Web Browser Interface with Gateway or Payment Module purchase.
  - 2.2. (3) Year Standard Warranty.
3. EVSE LLC would like to provide the following billable service or services. The Pricing sheet in Section 7 of the RFP will give the costs for items 3.1 and 3.2. Item 3.3 may not be available in some states and items 3.4-3.6 will require a quote for service.
  - 3.1. (5) Different paid Back Office Networking Options for tracking and monitoring. (Annual per ports costs will vary)
  - 3.2. (1) Year Extended Warranty option. (9% of list price of equipment per year with a 2 Year Max Coverage)
  - 3.3. Yearly paid OnSite labor maintenance option for onsite repair work that may need to be done. (Not Available in all Areas)
  - 3.4. EV charger Engineering & Planning Services. (Will require quote for Service)
  - 3.5. EV charger Infrastructure Installation. (Will require quote for Service)
  - 3.6. EV charger Installation. (Will require quote for Service)
4. Implementation of the products and services listed above will be as follows:
  - 4.1. EVSE LLC gets notified of a client interested in one of our EV charger models. If the contact was made by one of our back offices we will advise them that equipment and services which we have listed on the NCPA.
  - 4.2. If the initial contact comes to us directly via email, phone, or referral then we will call that potential client within the next 24 hrs.
  - 4.3. When we are able to talk in depth with potential client all products and services will be discussed.
  - 4.4. A preliminary quote for the EV chargers and back office option they are wishing to use will be quoted.
  - 4.5. If client is looking for any services related to 3.4-3.6 we will notify our partner Electrify EVSE. We will work with Electrify EVSE and the client to determine the cost of services the client is requesting.
  - 4.6. Once Electrify EVSE is able to determine the cost of their services one final quote will be given to the client for all of the product and services they are wishing to purchase.

Please review attached PDFs



Specifications

Electrical Input:

Power Input: 7.2 kW  
Voltage Input: 208-240 VAC 50/60Hz  
Current Input: 30A  
Breaker: 2 pole 40A breaker **Non-GFCI** on a dedicated circuit (1 breaker for a single pole/wall; 2 breakers for a dual, each supporting an EVSE)  
Stand By Power: Less than 6W typical (without communication operating)

Electrical Output:

Power Output: 7.2 kW  
Voltage Output: 208-240 VAC  
Current Output: 30A  
Charging Connector: SAE J1772 EV Connector on a 19' cable

Safety:

Compliance: IEC/UL/CSA C22.2 NO. 61010-1, UL2594, UL2231-1&2, NEC Article 625, SAE J1772  
EMC Compliance: FCC Part 15 Class A, Canadian ICES-003  
Surge Protection: 6KV @ 3000A  
Ground Fault: Internal 20 MA CCID with auto re-closure (three attempts)  
Ground Wire Detection: Continuous Monitoring  
Over Current Protection: 32A for 1 min. with auto-reset when disconnected  
Plug Out Detection: Power terminates as per SAE J1772

Functional Interfaces:

Local Area Network: ZigBee mesh protocol@ 2.4Ghz ISM (Serial, hard wired also available)  
FCC ID: XMR201808EC25AF, IC: 10224A-201808EC25AF

Environmental:

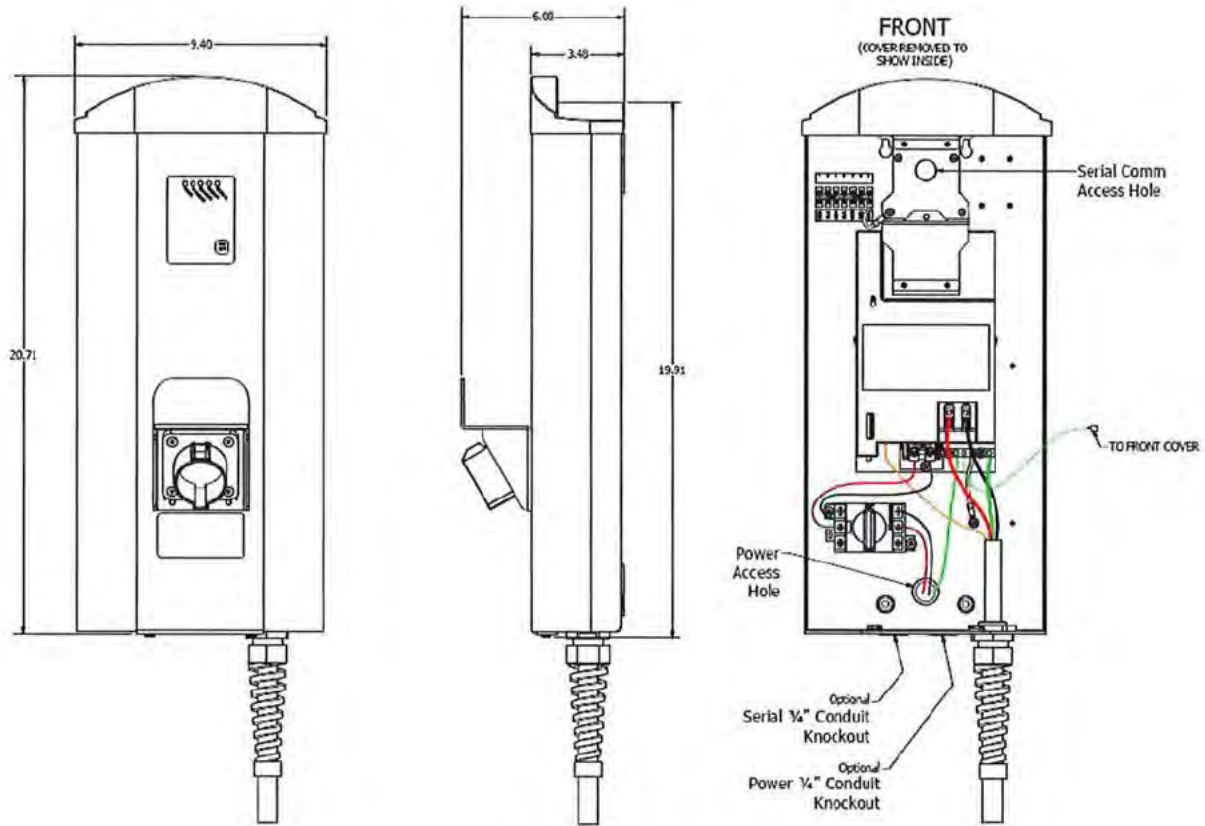
Enclosure: NEMA 3R  
Vandal Proof: Cable is secured to the enclosure  
Operating Temp: -22°F to 122° F (-30° C to 50° C)  
Operating Humidity: Up to 95% non-condensing  
Wind Loading: Up to 160 MPH

General:

Weight: 14.8 lbs.  
Dimensions: 20.71 in (h) x 9.40 in (w) x 6.06 in (d) (Excluding Pole)



3703-xxx Mechanical Drawing:





**PRODUCT SPECIFICATION**

Product Line: **EVSE**

Product #: **3703** Version #: **002**

**Intelligent Power Controller EVSE  
Wall/Single Pole/Dual Pole Mount**

The model 3703 Mark 2 electric vehicle charger provides 208 - 240V AC up to 30A. Designed as per the SAE J1772 requirements to meet or exceed all safety codes specified by UL and NEC, the unit is engineered for either exterior curbside pole mounting (single or dual) or wall mounting, while meeting or exceeding all NEMA 3R specifications. In addition, a power disconnect switch is installed to easily remove input power to the charger for any maintenance or cycle testing. The charger allows the user to conveniently wrap the 19-foot cable onto the storage hook and insert the J1772 connector into a holster when not in use.

Modular in design, the charger can be configured for simple ON/OFF control, or for more demanding requirements of credit/debit and ID card processing through the addition of an optional Payment Module. Serial or Zigbee connections are available for facilitating communication between the 3703 and Payment Module. A serial connection can be established between one or more 3703s and a Payment Module. A single serial Payment Module can support from one to eight 3703s, depending upon its configuration. ZigBee networks, allowing wireless connections, are secured by 128-bit symmetric encryption keys, so security is assured. A single ZigBee Payment or Gateway Module can support up to 32 remote 3703s.



**Description:** The Model 3703 is a 7.2 KW wall- or pole-mounted EVSE charger with a manual cable wrap, capable of providing up to 30A at 208-240VAC, single phase, 50/60 Hz. It is configurable as a single wall mount, or a single or dual pole mount. This unit complies with the SAE J1772 specifications for supplying electrical power to a J1772-compatible vehicle. The Model 3703 allows the user to conveniently wrap the 19-foot cable onto the storage hook and insert the connector into a holster when not in use.

**Data Router:** The Data Router in the charger can be supplied with a basic ON/OFF keyboard for either free use or use in conjunction with an optional Payment Module. The charger can also be equipped with a Data Router with an RFID card activation, and a *Handbook 44*-compliant display module to display Kilowatts (kW) used and the associated cost. The *Handbook 44*-compliant Data Router displays the data collected by an EUMD Module (End-User Measurement Device), which is an internal revenue-grade meter that measures power dispersed to the vehicle during a session with 1% or better accuracy. The EUMD can also be installed and used by itself to send power measurements back to the host.

**Power Management:** The charger provides up to 7.2 kW (208/240 VAC @ 30 A) to the electric vehicle when activated. Power is continually monitored and the charger disconnects power to the vehicle if the voltage deviates from the acceptable range, or if the load current exceeds the maximum level. Three re-closures are attempted to prevent nuisance service breaker trips. The charger can also receive *Load Shed* commands via host communication networks, signaling it to reduce power by either percent of total or to designated current levels, including simulated Level 1 (7A).

In addition, a Control Module Power Share cable can be installed to allow two 3703 chargers mounted on a pole to operate off a single service panel breaker. If a 40A breaker is installed, both chargers can be used to provide 16A to the vehicles (or the full 30A when only one charger is being used). If a 50A breaker is installed, both chargers can be used to provide 20A to the vehicles (or the full 30A when only one charger is being used).

The 3703 also includes a Random Start feature. In the event of a deep voltage sag or momentary power outage, it delays its restart for a random time period of between two to five minutes after the service has been restored. Once the charger restarts, it *ramps up* to the required maximum power at a rate of 1A/second. This prevents power surges when restoring power to multiple chargers.

**Safety:** The charger is equipped with a Ground Fault Circuit Interrupter (GFCI). The GFCI circuit is tested at the beginning of each charge cycle. If a ground fault occurs during the charge cycle, power is removed from the vehicle, and three re-closures are attempted to see if the ground fault clears. If not, the user sees a message indicating charging is not taking place. A message of the event is also sent to the host network.

The charger is also equipped with a Plug-Out Detection circuit that identifies when the connector is removed from the vehicle. This allows the charger to immediately remove power from the electric vehicle. A message of the event is sent to the host network.

The 3703 also includes a power disconnect switch for quickly removing input power to the charger for any maintenance work or cycle testing.

Label Description: **Intelligent Power Controller EVSE**

Product Code: **3703-002**

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Marketing: DS

Engineering: GC

Date: 11/17/17

Date: 11/17/17

EVSE LLC, 89 PHOENIX AVE., ENFIELD, CT 06082 PHONE (860) 745-2433

2/21/2020

Page 1 of 3



# EV CHARGER PRODUCTS BEING OFFERED



Brett Sisson  
PROPOSAL BY EVSE LLC



**PRODUCT SPECIFICATION**

Product Line: **EVSE**

Product #: **2068** Version #: **032**

**Retraction Poles for Model 3703**

The two-inch square, eight-foot, 4-inch tall anodized aluminum 2068-032 Retraction Pole is be used with a dual 3703 EV Chargers mounted on a 3841 series pole. The 2068-032 will keep the 3703s' J1772 cables off the ground, avoiding potential tripping hazards.

The 3/16-in nylon retractor ropes extract at a 45-degree angles to minimize friction pull and wear on the ropes, extracting through replaceable eyelets. The steel counter weights have self-lubricating bronze bushings on the pullies. An aluminum mounting bracket is bolted to the 3841 pole. Aluminum foot brackets secure the retraction poles to the floor.



Label Description: **3703 Retraction Poles**

Product Code: **2068-032**

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Marketing: DS

Engineering: GC

Date: 12/6/18

Date: 12/8/18

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12/6/2018

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**PRODUCT SPECIFICATION**

Product Line: **EVSE**

**Curbside 4" x 4" x 53" Pole, Surface Mount**

Product #: **3841** Version #: **1XX**

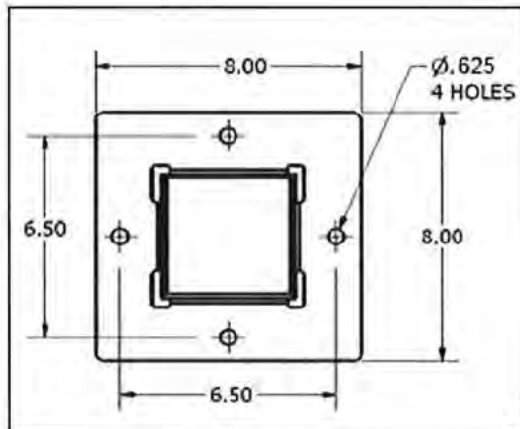
The Model 3841-1XX is a 4 x 4 x 53 aluminum pole for mounting one or two Level 1 or Level 2 3703 Series EVSE chargers, as well as a Payment or Gateway Module, and Cellular Modem/Antenna. The 3841-1XX is 53" tall and designed for mounting directly to a surface pad.

Conduit can enter from the ground and through the center of the mounting pole, allowing wiring to pass through to the EVSE(s) via the access holes in the pole, which aligns with the access holes in the EVSE when properly mounted. A ground cable originating from the breaker panel is attached to the ground bar inside the pole.

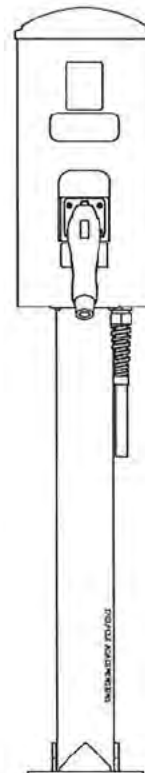
The pole is made of 1/8" wall, extruded aluminum with a baked powder coat paint finish. The powder-coated finish adds to its durability, forming a tough skin finish that is stronger and more resilient than regular paint.



Mounting Base Dimensions:



Pole Dimensions: 53" H x 4" W x 4" D



Label Description: **Curbside 4 x 4 x 53 Pole, Surface Mount**

Product Code: **3841-1XX**

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Marketing: DS

Engineering: GC

Rev:

Date: 1/3/20

Date: 1/3/20

**A**

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1/3/2020

Page 1 of 1





**PRODUCT SPECIFICATION**

Product Line: **EVSE**

Product: **3704 Series**

**Smart Level 2 EVSE with Automatic Cable Management, Wall/Single Pole/Dual Pole Mount**

The Model 3704 Series electric vehicle charger provides 208 - 240V AC up to 30A. Designed as per the SAE J1772 requirements to meet or exceed all safety codes specified by UL and NEC, the unit is engineered for either exterior curbside pole mounting (single or dual) or wall mounting, while meeting or exceeding all NEMA 3R specifications. In addition, a power disconnect switch is installed to easily remove input power to the charger for any maintenance or cycle testing.

The charger is equipped with a state of the art cable management system, which fully retracts and protects both the cable and the connector from harsh weather and vandals. The cable management system is ADA compliant and eliminates tripping hazards.

Modular in design, the charger can be configured for simple On-Off control, or for more demanding requirements of credit/debit and ID card processing through the addition of an optional Payment Module. Serial or Zigbee connections are available for facilitating communication between the 3704 and Payment Module. A single serial Payment Module can support from one to eight 3704s, depending upon its configuration. ZigBee networks, allowing wireless connections, are secured by 128-bit symmetric encryption keys, so security is assured. A single ZigBee Payment Module can support up to 32 remote 3704s.



**Description:** The Model 3704 is a 7.2 KW wall- or pole-mounted EVSE charger with AutoCoil™ cable retraction, capable of providing up to 30A at 208-240VAC, single phase at 50/60 Hz. It is configurable as a single wall mount, or a single or dual pole mount. This unit complies with the SAE J1772 specifications for supplying electrical power to a J1772-compatible Electric Vehicle (EV). When the 3704 has been activated for a charge cycle, the user simply pushes the button on the J1772 connector and the charger will automatically dispense the cable until the button is released.

**Data Router:** The Data Router in the charger can be supplied with a basic ON/OFF keyboard for either free use or use in conjunction with an optional Payment Module. The charger can also be equipped with a Data Router with an RFID card activation, and a Handbook 44-compliant display module to display Kilowatts (kW) used and the associated cost. The Handbook 44-compliant Data Router displays the data collected by an EUMD Module (End-User Measurement Device), which is an internal revenue-grade meter that measures power dispersed to the vehicle during a session with 1% or better accuracy. The EUMD can also be installed and used by itself to send power measurements back to the host.

**Cable Management:** The J1772 power cable is stored in a weatherproof enclosure when not in use, and locked in place for protection from vandals. When a valid charge activation is received, the connector is released, the user simply pushes the button on the J1772 connector, and the cable is automatically dispensed. When the button is released, the cable stops. Before plugging into the vehicle, the button can be depressed again if more cable is required.

When the connector is removed from the vehicle, the cable automatically retracts to the stored position.

**Power Management:** The charger provides up to 7.2 kW (208/240 VAC @ 30A) to the electric vehicle when activated. Power is continually monitored and the charger disconnects power to the vehicle if the voltage deviates from the acceptable range, or if the load current exceeds the maximum level. Three re-closures are attempted to prevent nuisance service breaker trips. The charger can also receive *Load Shed* commands via host communication networks, signaling it to reduce power by either percent of total or to designated current levels, including simulated Level 1 (7A). In addition, a Control Module Power Share cable can be installed to allow two 3704 chargers mounted on a pole to operate off a single service panel breaker. If a 40A breaker is used, both chargers can be used to provide 16A to the vehicles (or the full 30A when only one charger is being used). If a 50A breaker is installed, both chargers can be used to provide 20A to the vehicles (or the full 30A when only one charger is being used).

The 3704 also includes a Random Start feature. In the event of a deep voltage sag or momentary power outage, it delays its restart for a random time period of between two to five minutes after the power has been restored. Once the charger restarts, it *ramps up* to the required maximum power at a rate of 1A/second. This prevents power surges when restoring power to multiple chargers.

Label Description: **Intelligent Power Controller EVSE**

Product Code: **3704-Axxxx**

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Engineering: GC

Date: 11/17/17

Date: 11/17/17

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2/21/2020

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Safety:

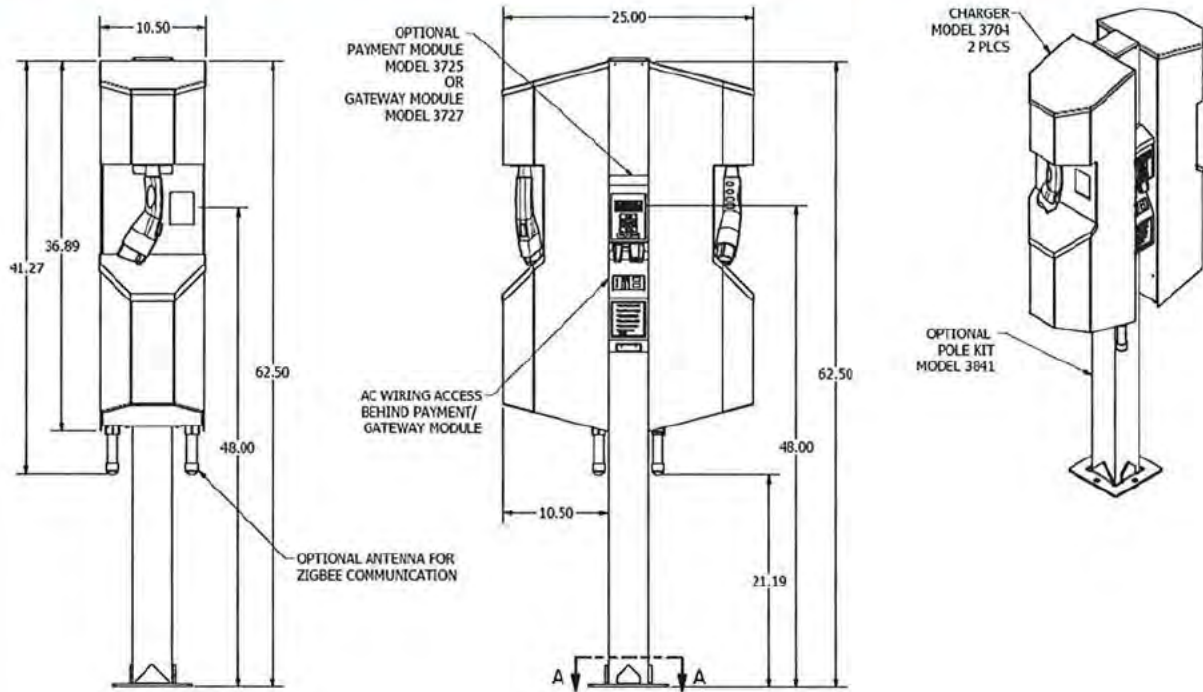
The charger is equipped with a Ground Fault Circuit Interrupter (GFCI). The GFCI circuit is tested at the beginning of each charge cycle. If a ground fault occurs during the charge cycle, power is removed from the vehicle, and three re-closures are attempted to see if the ground fault clears. If not, the user sees a message indicating charging is not taking place. A message of the event is also sent to the host network. When the cable is removed, it automatically retracts.

The charger is also equipped with a Plug-Out Detection circuit that identifies when the connector is removed from the vehicle. This allows the charger to immediately remove power from the electric vehicle and start the cable retraction procedure. A message of the event is sent to the host network.

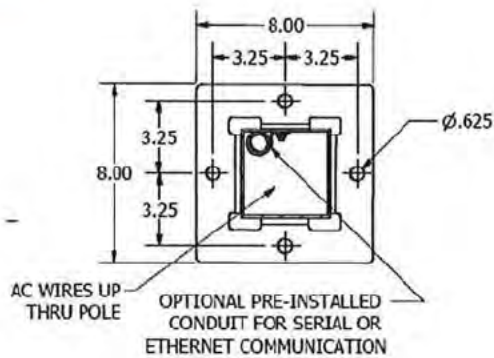
The 3704 also includes a power disconnect switch for quickly removing input power to the charger for any maintenance work or cycle testing.



3704 Mechanical Drawings (Dual Illustrated, Relevant Dimensions Apply to Single Pole and Wall Versions):



3704 Pole Base Mounting Dimensions:







Specifications

Electrical Input:

Power Input: 7.2 kW  
Voltage Input: 208-240 VAC 50/60Hz  
Current Input: 30A  
Breaker: 2 pole 40A breaker **Non-GFCI** on a dedicated circuit (1 breaker for a single pole/wall; 2 breakers for a dual, each supporting an EVSE)  
Stand By Power: Less than 9W typical (without communication operating)

Electrical Output:

Power Output: 7.2 kW  
Voltage Output: 208-240 VAC  
Current Output: 30A  
Charging Connector: SAE J1772 EV Connector on an 20' retractable cord

Safety:

Compliance: IEC/UL/CSA C22.2 NO. 61010-1, UL2594, UL2231-1&2, NEC Article 625, SAE J1772  
EMC Compliance: FCC Part 15 Class A, Canadian ICES-003  
Surge Protection: 6KV @ 3000A  
Ground Fault: Internal 20 MA CCID with auto re-closure (three attempts)  
Ground Wire Detection: Continuous Monitoring  
Over Current Protection: 32A for 1 min. with auto-reset when disconnected  
Plug Out Detection: Power terminates as per SAE J1772

Functional Interfaces:

Local Area Network: ZigBee mesh protocol@ 2.4Ghz ISM (Serial, hard wired also available)  
FCC ID: XMR201808EC25AF, IC: 10224A-201808EC25AF

Environmental:

Enclosure: NEMA 3R  
Vandal Proof: Cable is locked when stored  
Operating Temp: -22°F to 122° F (-30° C to 50° C)  
Operating Humidity: Up to 95% non-condensing  
Wind Loading: Up to 160 MPH

General:

Dimensions: 37 in (h) x 10.5 in (w) x 10.5 in (d) (Excluding Pole)  
Weight: 34 lbs. (Excluding Pole)



**PRODUCT SPECIFICATION**

Product Line: **EVSE**

Product #: **3841** Version #: **3XX**

**Curbside 4" x 4" x 62.5" Pole, Surface Mount**

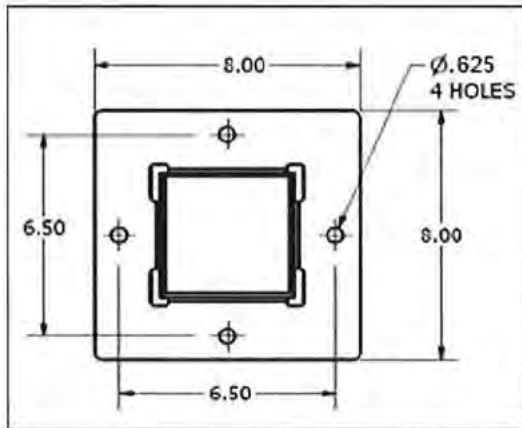
The Model 3841-3XX is a 4 x 4 x 62.5 aluminum pole for mounting one or two Level 1 or Level 2 3704 Series EVSE chargers, as well as a Payment or Gateway Module, and Cellular Modem/Antenna. The 3841-3XX is 62.5" tall and designed for mounting directly to a surface pad.

Conduit can enter from the ground and through the center of the mounting pole, allowing wiring to pass through to the EVSE(s) via the access holes in the pole, which aligns with the access holes in the EVSE when properly mounted. A ground cable originating from the breaker panel is attached to the ground bar inside the pole.

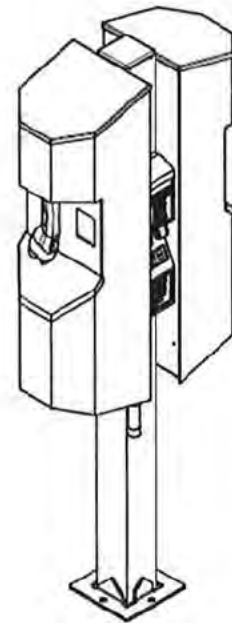
The pole is made of 1/8" wall, extruded aluminum with a baked powder coat paint finish. The powder-coated finish adds to its durability, forming a tough *skin* finish that is stronger and more resilient than regular paint.



Mounting Base Dimensions:



Pole Dimensions: 62.5" H x 4" W x 4" D



Label Description: Curbside 4 x 4 x 62.5 Pole, Surface Mount

Product Code: **3841-3XX**

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Marketing: DS

Engineering: GC

Rev:

Date: 1/3/20

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1/3/2020

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**PRODUCT SPECIFICATION**

Product Line: **EVSE**

**Galaxy Overhead Mounted J1772 EVSE with Automatic Cable Management**

Product #: **3722** Version #: **A3xxx**

The Model 3722 electric vehicle charger provides 208 - 240V AC up to 30A. Designed as per the SAE J1772 requirements to meet or exceed all safety codes specified by UL and NEC, the unit is engineered for mounting overhead in public or private parking garages, while meeting or exceeding NEMA 3R specifications.



The charger is equipped with a state of the art cable management system, which fully retracts and protects both the cable and the connector from harsh weather and vandals. The cable management system is ADA compliant and eliminates tripping hazards.

Modular in design, the charger can be configured for simple On-Off control, or for more demanding requirements of credit/debit and ID card processing through the addition of an optional Payment Module. Serial or Zigbee connections are available for facilitating communication between the 3722 and Payment Module. A single serial Payment Module can support from one to eight 3722s, depending upon its configuration. ZigBee networks, allowing wireless connections, are secured by 128-bit symmetric encryption keys, so security is assured. A single ZigBee Payment Module can support up to 32 remote 3722s.

Description: The Model 3722 is a 7.2 kW ceiling-mounted EVSE charger with cable retraction, capable of providing up to 30A at 208-240VAC, single phase at 50/60 Hz. This ceiling-mounted unit complies with the SAE J1772 specifications for supplying electrical power to a J1772-compatible Electric Vehicle (EV). When the 3722 has been activated for a charge cycle, the cable drops to an ADA height and the user simply pushes the button on the J1772 connector to walk the connector to a maximum of 20 feet for attachment to the electric vehicle.

Power Management: The charger provides up to 7.2 kW (208/240 VAC @ 30A) to the electric vehicle when activated. Power is continually monitored and the charger disconnects power to the vehicle if the voltage deviates from the acceptable range, or if the load current exceeds the maximum level. Three re-closures are attempted to prevent nuisance service breaker trips. The charger can also receive *Load Shed* commands via host communication networks, signaling it to reduce power by either percent of total or to designated current levels, including simulated Level 1 (7A).

Data Router: The Data Router in the charger can be supplied with a basic ON/OFF keyboard for either free use or use in conjunction with an optional Payment Module. The charger can also be equipped with a Data Router with a *Handbook 44*-compliant display module to display Kilowatts (kW) used and the associated cost. The *Handbook 44*-compliant Data Router displays the data collected by an EUMD Module (End-User Measurement Device), which is an internal revenue-grade meter that measures power dispersed to the vehicle during a session with 1% or better accuracy. The EUMD can also be installed and used by itself to send power measurements back to the host.

The 3722 also includes a Random Start feature. In the event of a deep voltage sag or momentary power outage, it delays its restart for a random time period of between two to five minutes after the power has been restored. Once the charger restarts, it *ramps up* to the required maximum power at a rate of 1A/second. This prevents power surges when restoring power to multiple chargers.

Cable Management: The J1772 power cable and connector are stored high above parked vehicles when not in use, and locked in place for protection from vandals. When a valid charge activation is received, the connector automatically lowers to the ADA-compliant level of 48 inches. At that point, pushing the proximity button on the connector allows free cable extension up to 20 feet for attachment to the electric vehicle. If the connector isn't attached to the vehicle within one minute, longer if a Payment Module is used, the cable automatically retracts to the stored position. When the charge cycle completes and/or the connector is removed from the vehicle, the cable automatically retracts to the stored position.

Safety: The charger is equipped with a Ground Fault Circuit Interrupter (GFCI). The GFCI circuit is tested at the beginning of each charge cycle. If a ground fault occurs during the charge cycle, power is removed from the vehicle, and three re-closures are attempted to see if the ground fault clears. If not, the user sees a message indicating charging is not taking place. A message of the event is also sent to the host network. When the cable is removed, it automatically retracts.

The charger is also equipped with a Plug Out Detection circuit that identifies when the connector is removed from the vehicle. This allows the charger to immediately remove power from the electric vehicle and start the cable retraction procedure. A message of the event is sent to the host network.

The 3722 also includes a power disconnect switch for quickly removing input power to the charger for any maintenance work or cycle testing.

Label Description: **Intelligent Power Controller EVSE**

Product Code: **3722-A3xxx**

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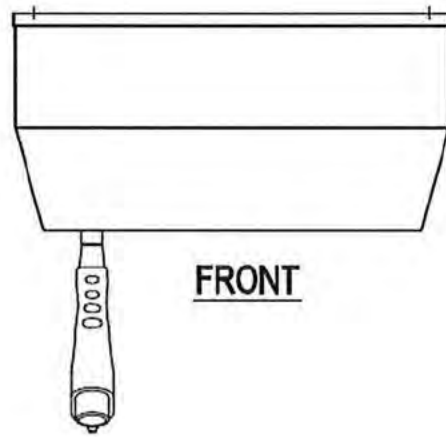
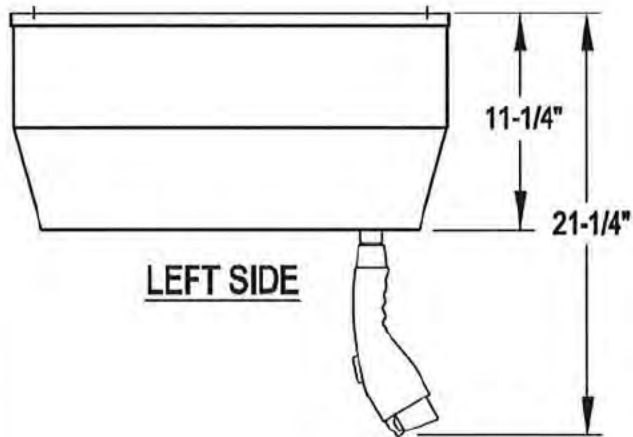
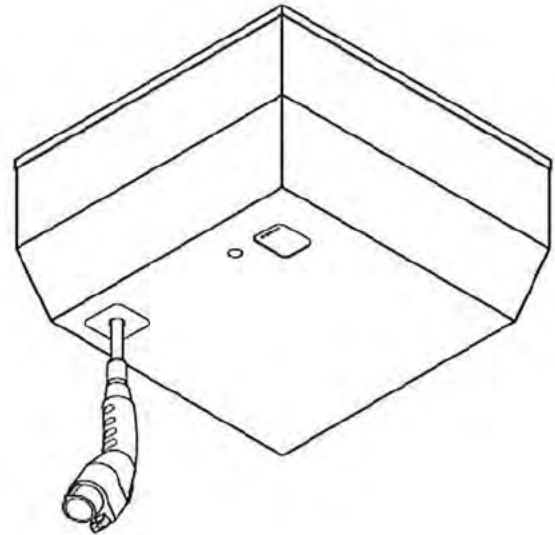
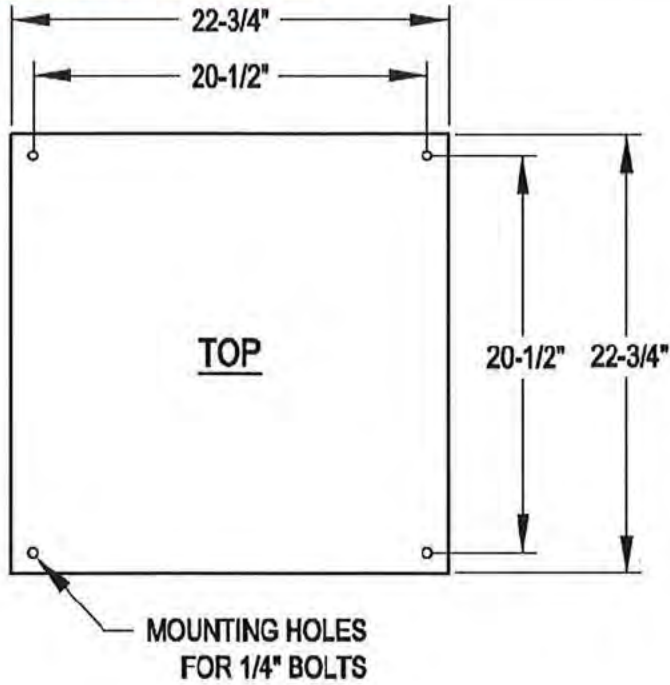
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2/21/2020

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3722-A3xxx Mechanical Drawing:







Specifications

Electrical Input:

Power Input:	7.2kW
Voltage Input:	208-240 VAC
Current Input:	30A
Breaker	2-pole 40A breaker <b>Non GFCI</b> on a dedicated circuit
Stand By Power	Less than 9W typical (without communication operating)

Electrical Output:

Power Output:	7.2 kW
Voltage Output:	208-240 VAC
Current Output:	30A
Charging Connector:	SAE J1772 EV Connector on an 20' retractable cord

Safety:

Compliance:	IEC/UL/CSA C22.2 NO. 61010-1, UL2594, UL2231-1&2, NEC Article 625, SAE J1772
EMC Compliance:	FCC Part 15 Class A, Canadian ICES-003
Over Current Protection	32A for 1 minute with auto-reset when disconnected
Surge Protection	6KV @ 3000A
Ground Fault	Internal 20 MA CCID with auto re-closure (three attempts)

Functional Interfaces:

Local Area Network:	ZigBee mesh protocol@ 2.4Ghz ISM (Serial hard-wired also available) FCC ID: XMR201808EC25AF, IC: 10224A-201808EC25AF
---------------------	---

Environmental:

Operating Temperature	-22° to 122° F (-30° C to 50° C) ambient
Operating Humidity	Up to 95% non-condensing
NEMA Rating	NEMA 3R

General:

Weight	42 lbs
Size	22 ¾" x 22 ¾" x 11 ¼"



**PRODUCT SPECIFICATION**

Product Line: **EVSE**

Product: **3704 Utility Pole Series**

**Smart Level 2 EVSE with Automatic Cable Management, Single Utility Pole**

The Model 3704 Utility Pole Series electric vehicle charger provides 208 - 240V AC up to 30A. Designed as per the SAE J1772 requirements to meet or exceed all safety codes specified by UL and NEC, the unit is engineered for exterior utility pole mounting, while meeting or exceeding all NEMA 3R specifications. The charger receives power from the utility pole, removing the need for trenching, conduits, long runs, etc. In addition, a power disconnect box is installed on the 5068-050 Mounting Frame to easily remove input power to the charger for pre-wiring or for any maintenance or cycle testing.

The charger is equipped with a state-of-the-art cable management system, which fully retracts and protects both the cable and the connector from harsh weather and vandals. The cable management system is ADA compliant and eliminates tripping hazards.

Modular in design, the charger can be configured for ID card and credit/debit processing through the addition of an RFID Card Reader, and a QR Code Reader that communicates with fobs or cellphones via mobile applications. Communication options are available for facilitating communication between the 3704 and host network for data collection purposes.



Description: The Model 3704 is a 7.2 KW utility pole-mounted EVSE charger with AutoCoil™ cable retraction, capable of providing up to 30A at 208-240VAC, single phase at 50/60 Hz. This unit complies with the SAE J1772 specifications for supplying electrical power to a J1772-compatible Electric Vehicle (EV). When the 3704 has been activated for a charge cycle via either an ID card or QR Code, the cable drops to the ADA height of 48 inches and the user simply pushes the button on the J1772 connector to walk the cable to the vehicle for charging.

Data Router: The charger is equipped with a Data Router providing five LEDs indicating the status of the charger.

Cable Management: The J1772 power cable and connector are stored high above when not in use, and locked in place for protection from vandals. When a valid charge activation is received, the connector drops to an ADA height of 48 inches and the user simply pushes the button on the J1772 connector to walk the cable to the vehicle for charging.

When the button is released, the cable stops. Before plugging into the vehicle, the button can be depressed again if more cable is required. When the connector is removed from the vehicle, the cable automatically retracts to the stored position.

Power Management: The charger provides up to 7.2 kW (208/240 VAC @ 30 A) to the electric vehicle when activated. Power is continually monitored and the charger disconnects power to the vehicle if the voltage deviates from the acceptable range, or if the load current exceeds the maximum level. The charger can also receive *Load Shed* commands via host communication networks, signaling it to reduce power by either percent of total or to designated current levels, including simulated Level 1 (7A).

The 3704 also includes a Random Start feature. In the event of a deep voltage sag or momentary power outage, it delays its restart for a random time period of between two to five minutes after the power has been restored. Once the charger restarts, it *ramps up* to the required maximum power at a rate of 1A/second. This prevents power surges when restoring power to multiple chargers.

Communication Options: A Gateway Module with a cellular host connection can be installed internally to facilitate two-way communication with the host network. The 3704 communicates to the internal Gateway directly, or multiple chargers can use ZigBee to talk to one charger/Gateway using the ZigBee Mesh protocol, allowing wireless connections. ZigBee networks are secured by 128-bit symmetric encryption keys, so security is assured.

The Gateway Module then connects to an external network via a Cellular modem. The Cellular modem securely transmits encrypted payment data to and receives authorizations from external PCI-compliant processors. Communication can also link the EVSE network with third-party network management providers for reporting and call center support.

Label Description: **3704 EVSE for Utility Poles**

Product Code: **3704-A04xx**

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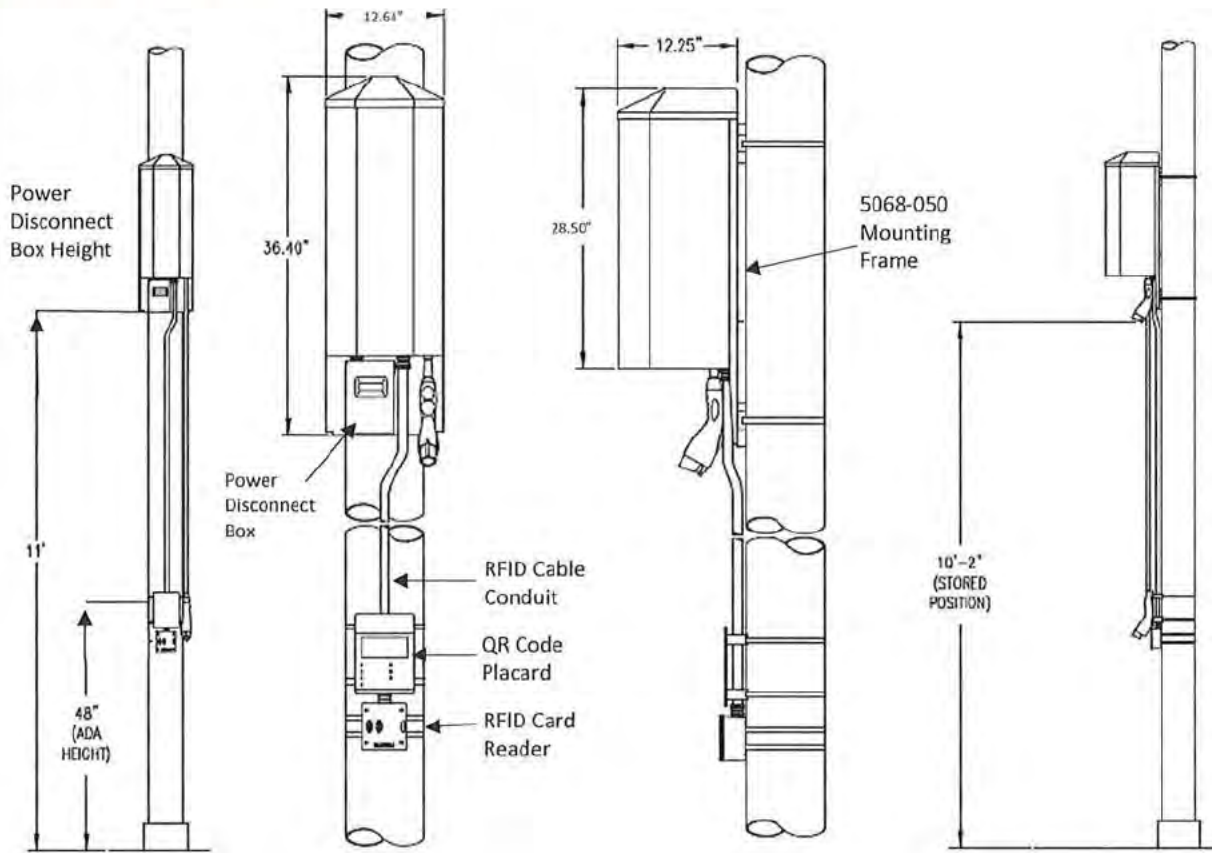




Safety:

- Tamper Resistant -** The J1772 power cord and connector are typically stored 11 feet above and are locked mechanically in the storage position to prevent vandalism.
- Extension -** The cable initially lowers to an ADA height, and by pressing the switch on the J1772 connector, the cable is driven out to the desired length.
- Jam Resistant -** If you pull the charging cable while it is retracting or if the cable gets caught on anything, cable retraction will stop. The cable will make one additional attempt to retract. Thereafter, pressing and releasing the switch on the J1772 connector will restart the cable retraction process.
- Spark Resistant -** Electrical power is not applied to the power connector until the J1772 connector is fully inserted into the power inlet on the Electric Vehicle and communication between the vehicle and charger has been established. When the switch is pressed on the J1772 connector, voltage is instantly removed.
- Shock Resistant -** The Model 3704 EVSE is equipped with a Ground Fault Circuit Interrupter (GFCI) which will disconnect the electrical voltage from the power cord and connector, should current leakage to ground exceed 20 mA. The GFCI circuit is automatically tested at the start of each charge sequence. The GFCI will attempt three re-closures to see the ground fault cleared before reporting a problem.
- Over Current -** The Model 3704 EVSE, when in use, continuously monitors the current being delivered to the EV. Should the current exceed 32A for 15 seconds, the Model 3704 EVSE will disconnect the power to the EV before the breaker trips. After disconnecting, the 3704 will auto-reset.
- Low-Line -** The source voltage to the Model 3704 EVSE is continuously monitored while in use. Should the voltage drop below 180 VAC, the EVSE will disconnect the voltage to the EV to prevent damage to the EV's electronic circuits. When the voltage returns to above 200 VAC, the power will be restored to the EV.
- Cold Load Start -** If power fails while the Model 3704 EVSE is connected and charging an EV, charging will automatically resume when power is restored. No user intervention is required. The charging will however, be randomly delayed from 2 to 5 minutes to prevent the power grid from incurring a large power surge.
- Plug-Out Detection -** The model 3704 EVSE is equipped with a Plug Out Detection circuit that identifies when the connector is attached to the electric vehicle. This allows the EVSE to immediately remove electric power from the electric vehicle before the connector is totally removed from the vehicle inlet.
- Disconnect Switch -** The separate 5068-050 Mounting Frame is equipped with a disconnect switch for locally shutting off power in the event the unit needs to be serviced or inspected.

3704 Mechanical Drawings:







Specifications

Electrical Input:

Power Input: 7.2 kW  
Voltage Input: 208-240 VAC 50/60Hz  
Current Input: 30A  
Stand By Power: Less than 10W typical

Electrical Output:

Power Output: 7.2 kW  
Voltage Output: 208-240 VAC  
Current Output: 30A  
Charging Connector: SAE J1772 EV Connector on an 25' retractable cord

Safety:

Compliance: IEC/UL/CSA C22.2 NO. 61010-1, UL2594, UL223 1-1&2, NEC Article 625, SAE J1772  
EMC Compliance: FCC Part 15 Class A, Canadian ICES-003  
Surge Protection: 6KV @ 3000A  
Ground Fault: Internal 20 MA CCID with auto re-closure (three attempts)  
Ground Wire Detection: Continuous Monitoring  
Over Current Protection: 32A  
Plug Out Detection: Power terminates as per SAE J1772

Communications:

Cellular (Host) FCC ID: XMR201808EC25AF, IC: 10224A-201808EC25AF  
Zigbee (Charger to Charger) FCC ID: MCQ-PS2CTH, IC: 1846A-PS2CTH

Environmental:

Enclosure: NEMA 3R  
Vandal Proof: Cable is locked when stored and typically mounted 11 feet up on the pole  
Operating Temp: -22°F to 122° F (-30° C to 50° C)  
Operating Humidity: Up to 95% non-condensing

General:

Dimensions 28.50 in (h) x 12.64 in (w) x 12.25 in (d)  
Weight 33 lbs.  
Mounting Use 5068-050 Mounting Frame



**PRODUCT SPECIFICATION**

Product Line: **EVSE**

Product #: **5068** Version #: **050**

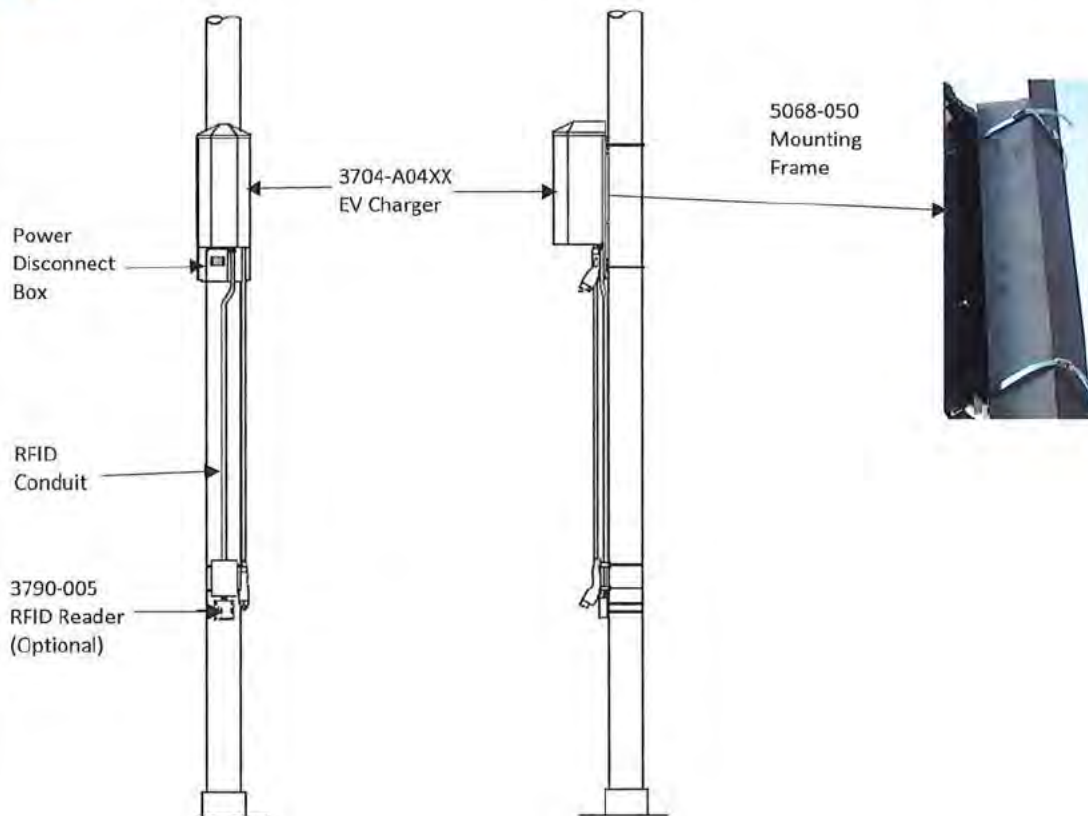
**Metal Utility Pole Mounting Frame for the 3704-A04XX Charger**

The 5068-050 Mounting Frame is designed to support the installation of the 3704-A04XX Series of Electric Vehicle chargers on existing metal utility poles. The 5068 contains a Power Disconnect Box with two nipples that allow entry and exit points for AC wiring so that power can be connected directly from the utility pole, through the Power Disconnect Box, and into the 3704-A04XX charger. The customer supplies two stainless steel pole clamps/bands to secure the 5068 to the pole. If the optional 3790-005 RFID Reader is installed, a 3/4-inch conduit would be installed between it and the 5068. The conduit is secured to the 5068 via a built-in conduit hanger. The frame itself provides a lip at the top for temporarily hanging the 3704 during installation.



**Dimensions:** 33.53(h) x 12.24(w) x 3.45(d)

**Weight:** 6.7 lbs



Label Description: **5068-050 Mounting Frame for Metal Utility Poles**

Product Code: **5058-050**

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Marketing: DS

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Date: 9/24/19

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9/25/2019

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**PRODUCT SPECIFICATION**

Product Line: **EVSE**

Product #: **3725** Version #: **A04xx**

**Payment Module, Pole/Wall Mount**

The Model 3725 Payment Module operates as the central payment, access and communication system manager for a network of Electric Vehicle Supply Equipment (EVSE) charging stations.

When communicating between an EVSE and a Payment Module, your options are ZigBee Mesh or Serial RS-232. When communicating between a Payment Module and your host network, your options are Cellular or Ethernet, where the unit communicates with third-party networks. The Payment Module does not need to be physically connected to EVSEs when set up for wireless Zigbee communication.

The Payment Module is packaged in a NEMA 3R-rated durable ABS enclosure designed to withstand the harshest elements, including direct rain and external icing.

The 3725 has a user-friendly 3x4 keypad, with stainless steel snap domes for tactile feel. The keypad is also sealed to be weather-resistant. A 4x20 LCD is designed to be seen clearly and outdoors in direct sunlight.

The 3725 can be equipped with an optional encrypted magnetic card reader to allow payment with credit and debit cards. An optional RFID reader is also available for pre-issued, non-contact RFID cards.



**Data Processor:** The 3725 Payment Module is equipped with a programmable microprocessor, Real Time Clock, and 32G SD card for data storage memory.

Card and card holder information is encrypted as it is transmitted to the credit card payment processor, and is never stored locally in the Payment Module. When a valid card authorization is received, the EVSE is activated, and the start of the transaction is stored locally and can be optionally transmitted to a central host. The charging cost is held against the card until charging is complete and the cable is removed from the vehicle, at which time, if being used, the host computer is notified, payment is finalized, and fees are charged.

**Modular Design:** No special tools are required to reconfigure or replace in the field. The Payment Module is mounted on a pre-wired pole, or on the wall using a durable, powder-coated metal mount with knockouts for conduit.

**Keypad:** Stainless steel snap domes for tactile feel.

**Display:** LCD, 4 rows, 20 alphanumeric characters per row

**Environmental Considerations:** The Payment Module operates at safe, low-voltage power supplied by the EVSE connection. It is constructed with high-impact ABS plastic, and is engineered to resist the harshest elements. A NEMA 3R enclosure stands up to direct rain, external icing and is rust-resistant.

**Dimensions:** 17 9/16" H x 4" W x 2 1/2" D

**Operating Ranges:**  
Humidity: 0 – 90% non-condensing  
Temperature : -22F to 122F (-30C to 50C) Ambient

**Power:**  
+24VDC @ 1Amp

**Standards:**  
Meets FCC Part 15 Class A, Canadian ICES-003 and NEMA 3R standards

**Host Network Connections:** One of the following:

**Ethernet Port:** Standard 10/100 IEEE 802.3

**Cellular Modem:** Compatible with all major US cellular operations

**EVSE Connection:** One of the following:

**Zigbee Mesh:** Communicate with up to 32 EVSE's over a 2.4GHz wireless connection

**Serial:** Communicate with up to 8 EVSE's over a hard-wired connection

**Payment Card:** Either or both:

**Credit/Debit Card Reader:** An encrypted magnetic card reader

**RFID Card Reader:** Non-contact card reader compatible with all Mifare /iCLASS cards

Label Description: **Payment Module, Pole/Wall Mount**

Product Code: **3725-A04xx**

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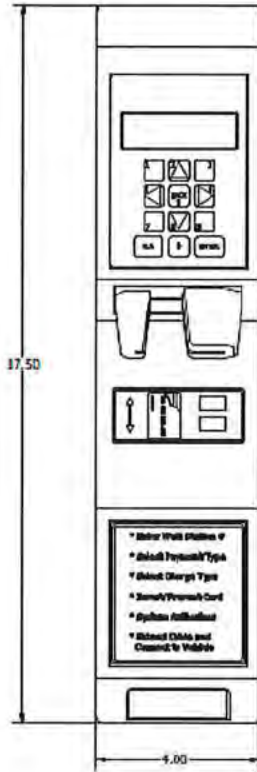
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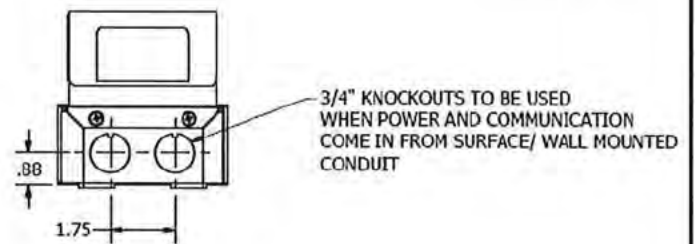
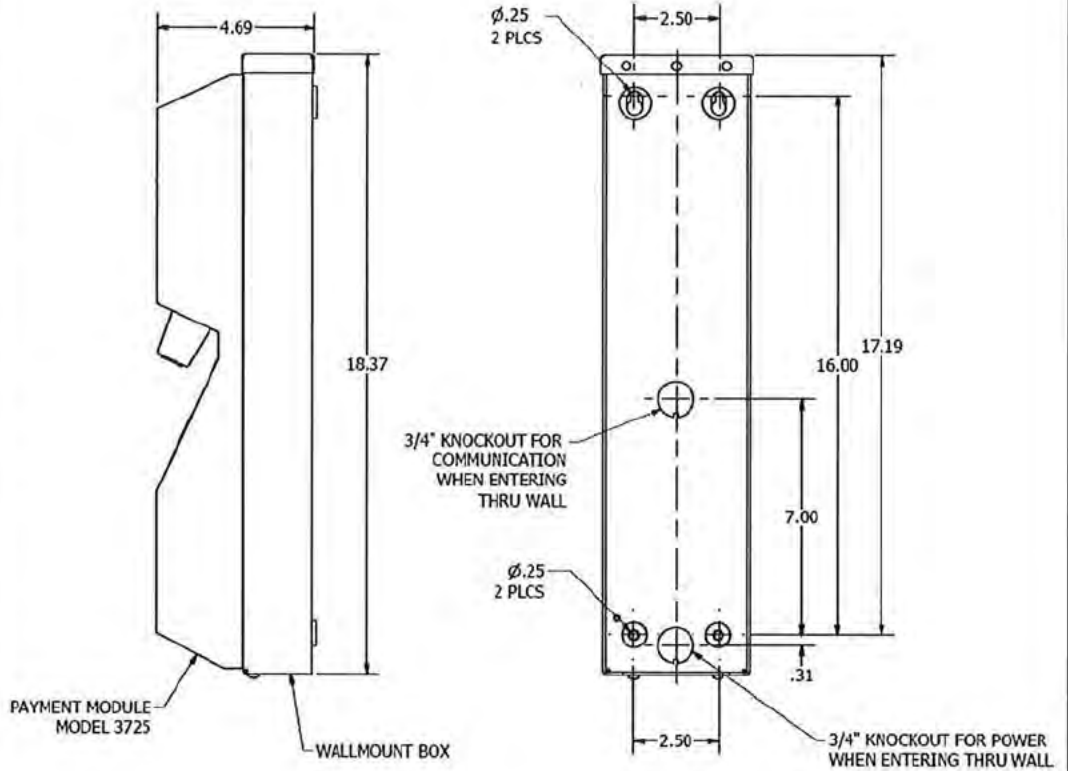
Page 1 of 2

3725-A0-1xx Mechanical Drawing:

Pole-Mount Dimension:



Wall-Mount Dimensions







**PRODUCT SPECIFICATION**

Product Line: **EVSE**

**Intelligent Gateway Module, Pole/Wall Mount**

Product #: **3727** Version #: **A02xx**

The Model 3727 Gateway provides a communication link between one or more Electric Vehicle Supply Equipment (EVSEs) charging stations and the host network.

When communicating between an EVSE and a Gateway Module, your options are ZigBee Mesh or Serial RS-232. When communicating between a Gateway Module and your host network, your options are Cellular or Ethernet, where the unit communicates with third-party networks. The Gateway Module does not need to be physically connected to EVSEs when set up for wireless ZigBee communication.

The 3727 is equipped with five operation status LEDs, and can be mounted to either a wall or pole. It's packaged in a NEMA 3R-rated durable ABS enclosure which is designed to withstand the harshest elements, including direct rain and icing.



Data Processor: The 3725 Gateway Module is equipped with a programmable microprocessor, Real Time Clock, and 32G SD card for data storage memory. It provides the user with five visible LEDs that provide operational status.

**Power:** Indicates primary power is applied.

**Server TXD:** Blinks for data transmission from the 3727 to the host network.

**Server RXD:** Blinks for data received by the 3727 from the host network.

**EVSE TXD:** Blinks for data transmission from the 3727 to the EVSE.

**EVSE RXD:** Blinks for data received by the 3727 from the EVSE.

Modular Design: No special tools are required to reconfigure or replace in the field. The Gateway Module is mounted on a pre-wired pole, or on the wall using a durable, powder-coated metal mount with knockouts for conduit.

Environmental Considerations: The 3727 operates at safe, low-voltage power supplied by the EVSE connection. It is constructed with high-impact ABS plastic, and is engineered to resist the harshest elements. A NEMA 3R enclosure stands up to direct rain, external icing and is rust-resistant.

Dimensions: 17.48" H x 4" W x 1.34" D

Operating Ranges:

Humidity: 0 – 90% non-condensing

Temperature: -22F to +122F (-30C to 50C) Ambient

Power: +24VDC @ 1Amp

Standards: Meets FCC Part 15 Class A, Canadian ICES-003 and NEMA 3R standards.

Host Network Connection:

One of the following:

Ethernet Port: Standard 10/100 IEEE 802.3

Cellular Modem: Compatible with all major US cellular operations

EVSE Connection:

One of the following:

Zigbee Mesh: Communicate with up to 32 EVSE's over a 2.4GHz wireless connection

Serial: Communicate with up to 8 EVSE's over a hard-wired connection

Label Description: **Intelligent Power Controller EVSE**

Product Code: **3727-A02xx**

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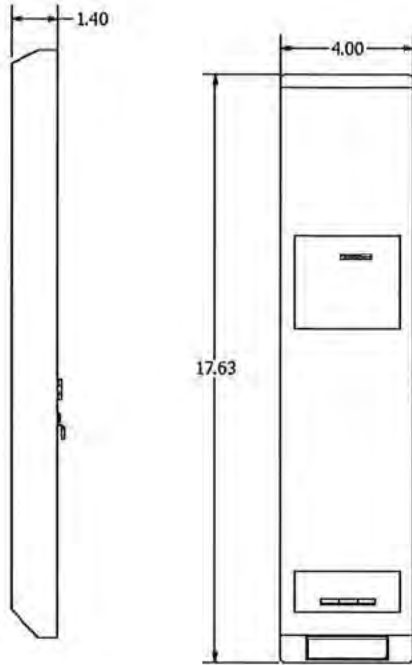
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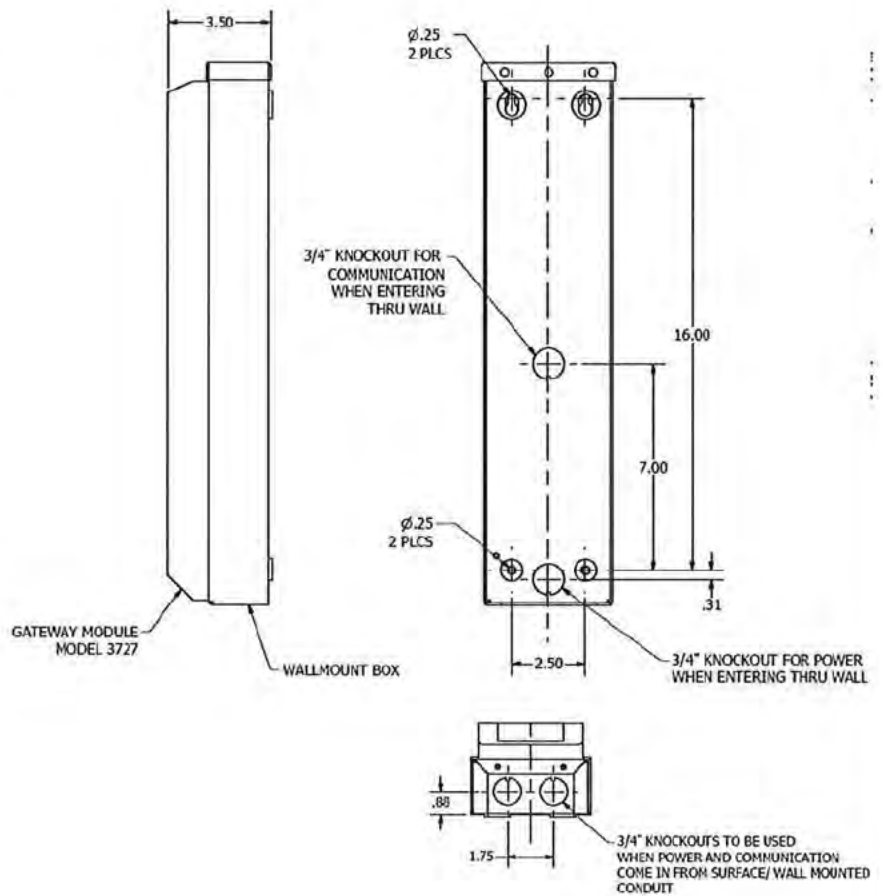
Page 1 of 3

3727-A02xx Mechanical Drawing:

Pole Mounted



Wall Mounted







**PRODUCT SPECIFICATION**

Product Line: **EVSE**  
 Product No.: **3840**      Version No.: **001**

Description: **J1772 Electrician EVSE Tester**

**Brief:** The Model 3840 Electrician EVSE Tester is a hand-held test unit that emulates an electric vehicle and is used to test the operation and safety features of an installed Electric Vehicle Supply Equipment (EVSE). The tester complies with all of the standards specified by the Society of Automotive Engineers (SAE), J1772 publications. This unit will test any manufacturer / model EVSE that complies with the SAE J1772 standards.

The Model 3840 will measure signal levels, pulse widths and voltage levels generated by the EVSE and will indicate to the operator (Electrician) the results of the measurement using high intensity LEDs. The Model 3840 also allows the operator to test important safety features such as the ground fault protection circuit, equipment grounding and re-closure functionality.



General:

Weight: 1.5 lbs. (0.69 kg)  
 Size: 3.34 in (w) x 9.10 in (h) x 5.94 in (d)

Safety Features:

Internal Fuse: Not User Replaceable

Electrical Power:

Voltage (Max): Up to 250 VAC  
 Current (Max): Up to 70 A  
 Connector: J1772 Compatible  
 Ground Fault Test: 20ma, Line 1 to ground

Indicator LEDs:

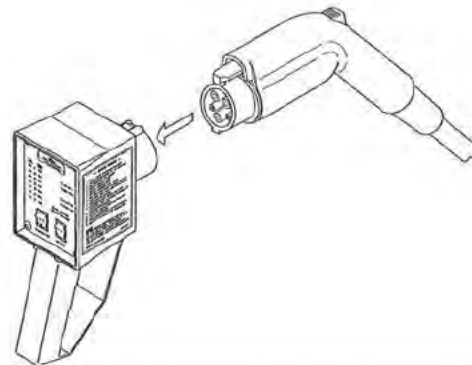
Voltage Status: 0 to 250V, 0.1% accuracy  
 Current Indicator: 220V Range: 10A to 70A  
 110V Range: 6A to 18A  
 Pilot Signal: Frequency: 1kHz, 0.1% accuracy  
 Voltage: +15 to -15 VDC, 0.1% accuracy  
 Pilot Pulse Width: 10 to 90% duty cycle, 0.1% accuracy  
 Proximity Signal: Voltage: 0 to +5VDC, 0.1% accuracy  
 Power: Visual indication to show tester is receiving AC voltage

Environmental:

Operating Temperature: 0° to 122° F (-17° C to 50° C) ambient  
 Operating Humidity: Up to 95% non-condensing  
 NEMA Rating: NEMA 3R  
 Material: Bright Yellow, High Impact ABS, Plastic  
 Drop Test: 3 foot drop to hard surface

Compliance (In Progress):

Safety: IEC/UL/CSA C22.2 61010-1, NEC Article 625, SAE J1772  
 EMC: FCC Part 15 Class A, Canadian ICES-003



Label Description: **J1772 Electrician EVSE Tester**

Product Code: **3840-001**

Project:

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Marketing DS  
 Date: 1/11/19

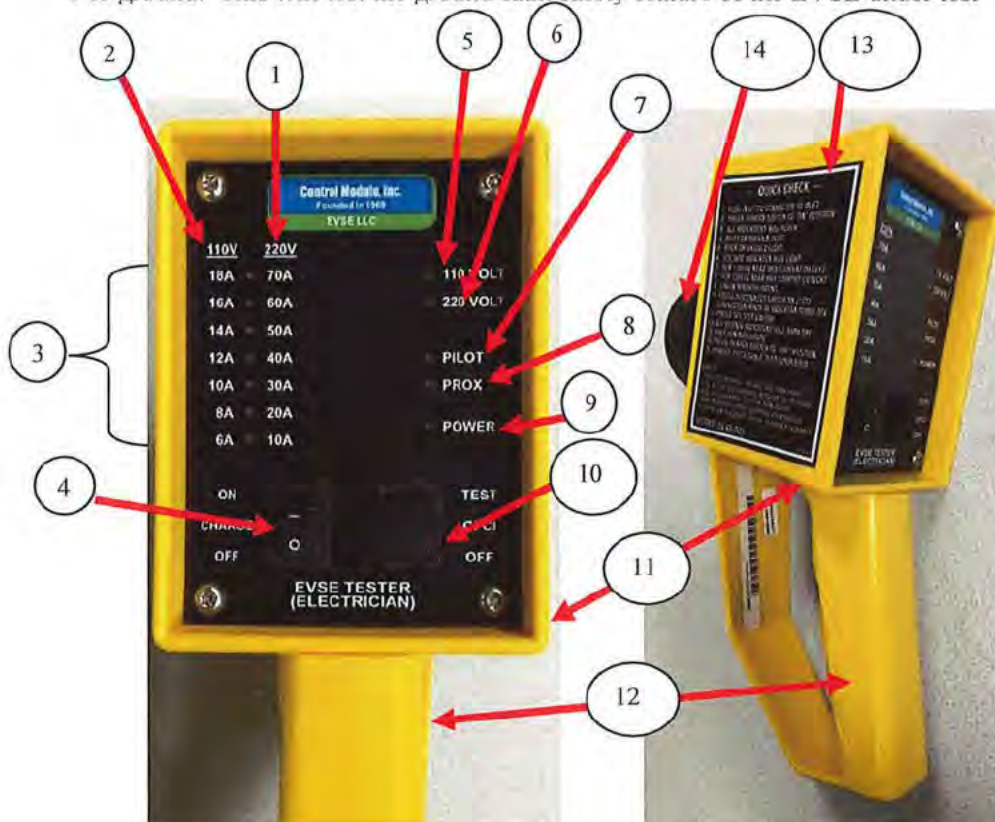
Engineering GC  
 Date: 1/11/19

Rev: --



Control Panel Items:

- Charge on/off toggle switch necessary to activate the EVSE under test
- Ground Fault Circuit Interrupter (GFCI) test switch tests the EVSE's circuit breaker
- LED indicator to denote when the input voltage is between 95 and 125V AC
- LED indicator to denote when the input voltage is between 185 - 250V AC
- LED indicator to denote the presence and accuracy of the incoming pilot signal
- LED indicator to denote the presence and accuracy of the incoming proximity signal
- LED indicator to denote the power is on/off
- The range of currents that may be supplied to the electric vehicle from the EVSE under test, when powered from a 220VAC source
- The range of currents that may be supplied to the electric vehicle from the EVSE under test when powered from a 110V AC source
- Seven LED indicators to denote the maximum current that the EVSE under test is capable of supplying to the electric vehicle. The value of this current is determined by the pulse width of the pilot signal received from the EVSE under test
- Ground Fault Circuit Interrupter (GFCI) momentary switch, which applies a 20MA leakage path from line 1 to ground. This will test the ground fault safety feature of the EVSE under test



- |                             |                                      |                                  |
|-----------------------------|--------------------------------------|----------------------------------|
| 1. 220V current range       | 5. 110V AC indicator                 | 9. Power indicator               |
| 2. 110V current range       | 6. 220V AC indicator                 | 10. Ground fault test switch     |
| 3. Current range indicators | 7. Pilot status indicator            | 11. High impact case             |
| 4. Charge on/off switch     | 8. Proximity switch status indicator | 12. High impact handle           |
|                             |                                      | 13. Quick operating instructions |
|                             |                                      | 14. J1772 inlet                  |





**PRODUCT SPECIFICATION**

Product Line: **EVSE**  
 Product No.: **3741**      Version No.: **002**

Description: **Appliance Power Share Module**

**Brief:** The Model 3741 Appliance Power Share Module allows an electric vehicle owner the speed and convenience of charging their vehicle with a Level 2 Electric Vehicle Supply Equipment (EVSE), while saving the time and expense of installing a separate electrical breaker. While sharing an existing breaker that services an appliance – an electric stove or clothes dryer – with the EVSE ordinarily means both cannot be on at the same time or the breaker will trip, the Appliance Power Share unit senses when power is required for the appliance and signals the EVSE to either standby or turn off while power is flowing to the appliance. With a Power Share Module installed, one existing breaker can protect both the appliance and the EVSE without modifying the original service panel.



Shares One Service Breaker: The Model 3741 Power Share Module is designed to share one service breaker between a low utilized appliance – an electrical stove, hot water heater, or any other permanently wired 220 VAC load – and an EVSE. A shared double-pole breaker provides 220/240 volt power to the Model 3741, which is passed through a current sensing transformer and then to the appliance. Power is also provided to the EVSE, but it doesn't pass through the current sensing transformer.

Monitors Electrical Current: The 3741 continuously monitors the current supplied to the appliance, and when it exceeds a set level, it signals the EVSE to either stand by or turn off. When the appliance is turned on and the current flowing through the transformer exceeds 5 amps, the control circuit will activate the output relay and remove power to the EV. When the level is reduced to 3 amps or less, the control circuit will deactivate the output relay and the EV will start charging again.

DC Voltage Output Regulates Current: The power share module will also put out a DC voltage that is directly proportional to the current being drawn by the appliance. This analog signal, when used with Control Module's EVSEs, is used to reduce the pulse width of the pilot signal being sent to the EV, signaling it to reduce its charging current. This keeps the total current being drawn by the appliance and the electric vehicle within the rating of the shared breaker.

NEMA 3R Enclosure: The Appliance Power Share Module is housed in a NEMA 3R rated enclosure so it is compatible with outdoor conditions while providing protection against wind-blown dust, rain, sleet and external ice formation.

Label Description: **Appliance Power Share Module**

Project:

Product Code: **3741-002**

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Marketing DS

Engineering GC

Rev:

Date: 6/16/13

Date: 6/16/13

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EVSE LLC, 89 PHOENIX AVE., ENFIELD, CT 06082 PHONE (860) 745-2433

Sheet: 1 of 5

Compatible EVSEs:

<u>Model</u>	<u>Description</u>
3726-001	Residential wall mount/30A
3726-050	Residential wall mount/70A
3722-001	Residential Overhead

LED Indicators:

Primary Power On:	Red LED
EVSE Power On:	Green LED
Appliance Power On:	Blue LED

Electrical Power:

Voltage Rating:	250VA /50-60 Hz
Current Rating:	40 Amps

Environmental:

Operating Temperature:	0° to 122° F (-18 C° to 50° C) ambient
Operating Humidity:	0 to 95% Non- condensing
NEMA Rating:	3R

Enclosure:

Material:	Painted Steel
Weight:	3 lbs.
Size:	

Safety Standards:

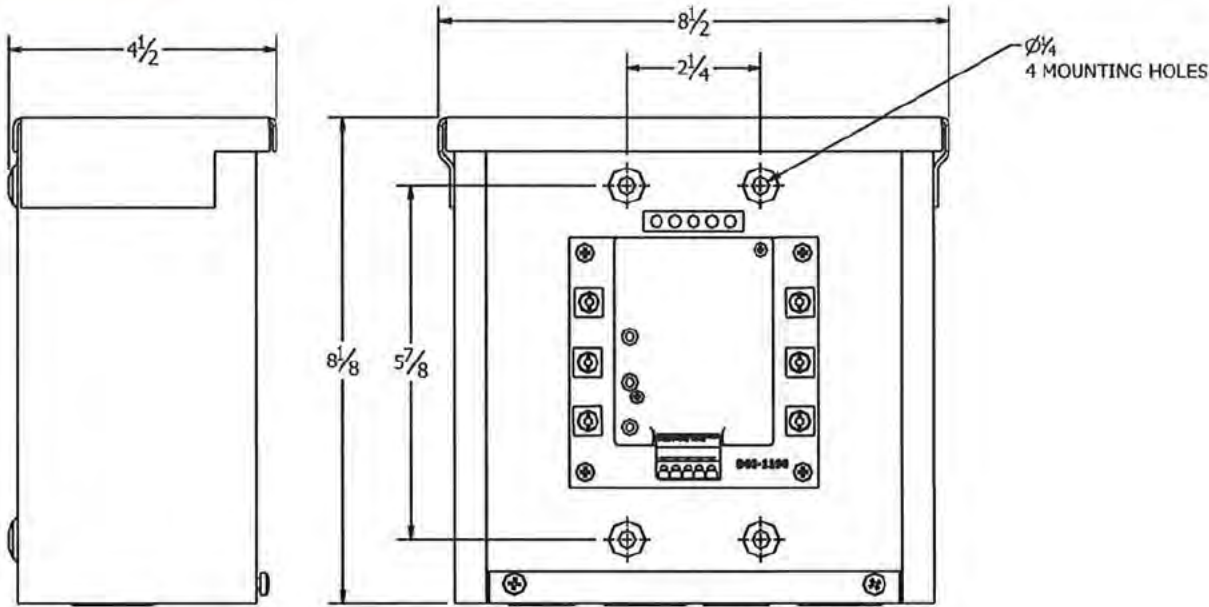
UL / CE:	IEC-61-00-4-5
Current Surge:	4.5 KA @ 2.5 KV, clamps@ 510v
Evaluated to:	NFPA 70, ANSI/ UL2202, ANSI/UL2231

Controls:

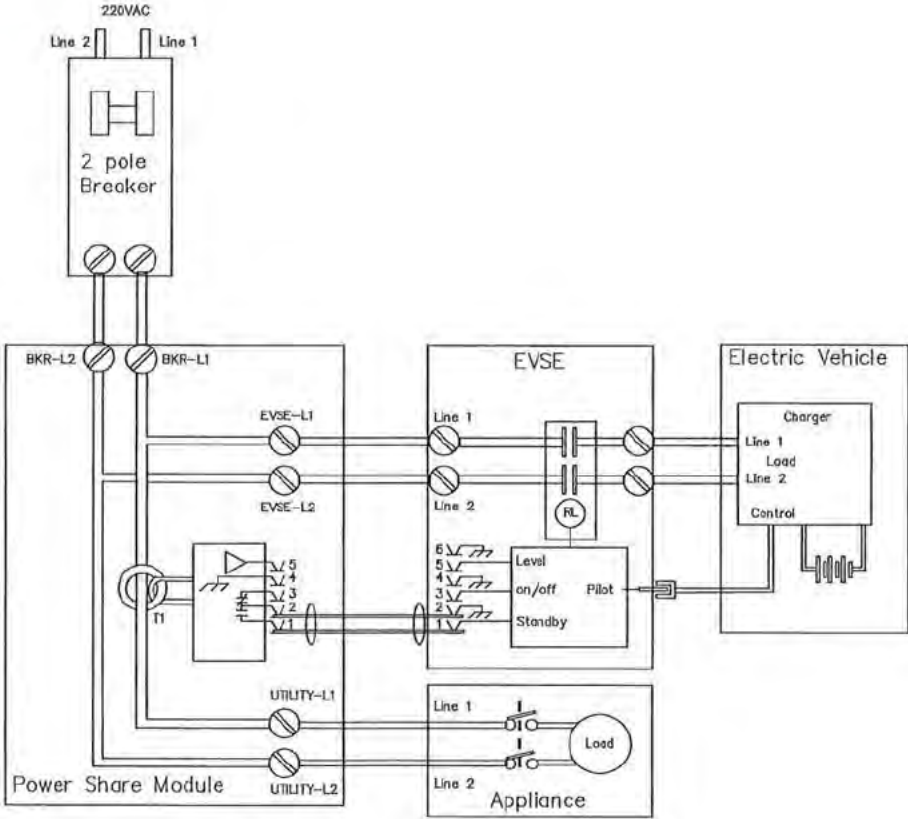
Transfer Current:	5 Amps
Transfer Signal:	Form "C", Dry contacts, 24v, 1a, max
Control voltage:	0 to 3.2vdc = 0 to 32A appliance load



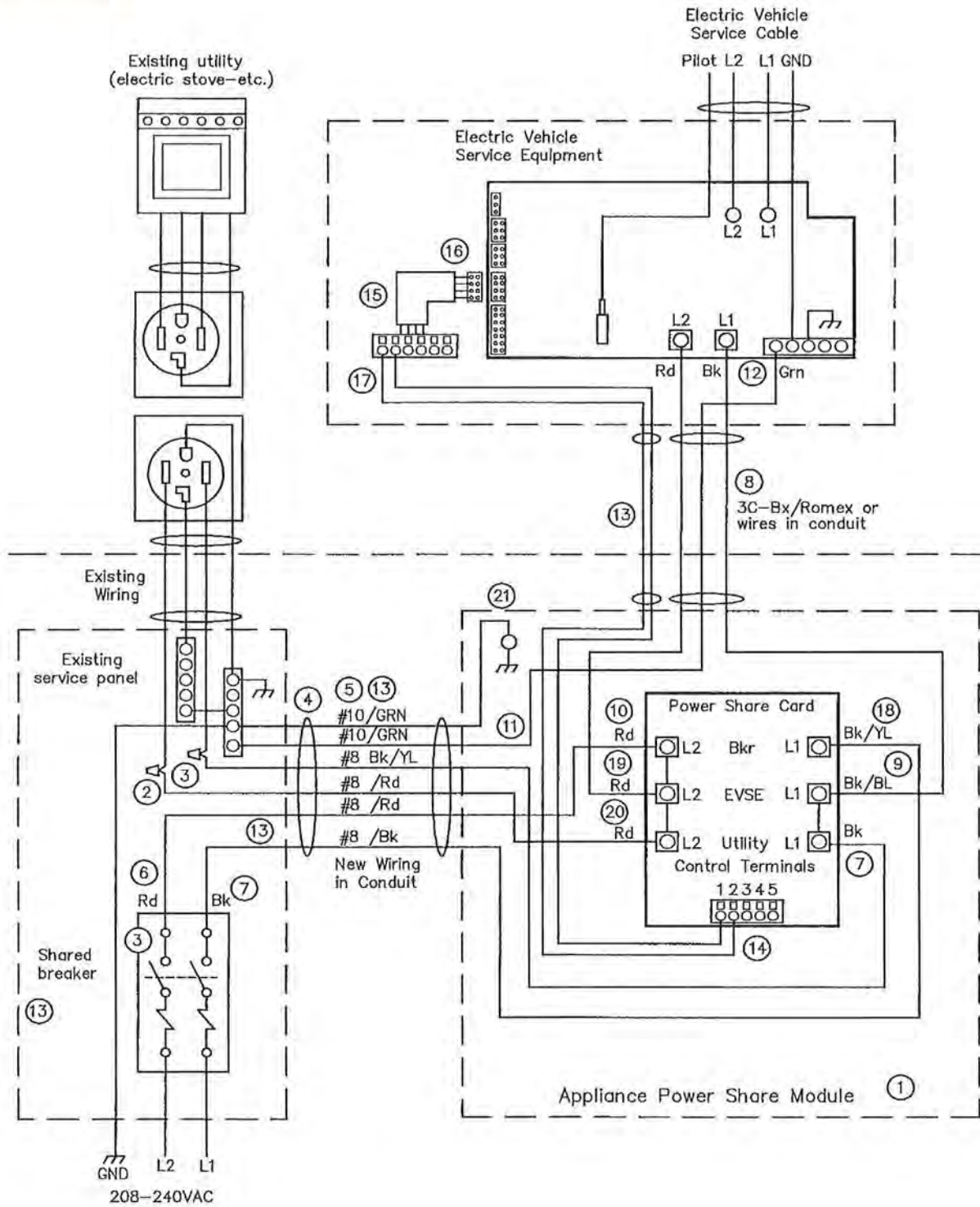
Mechanical Drawing:



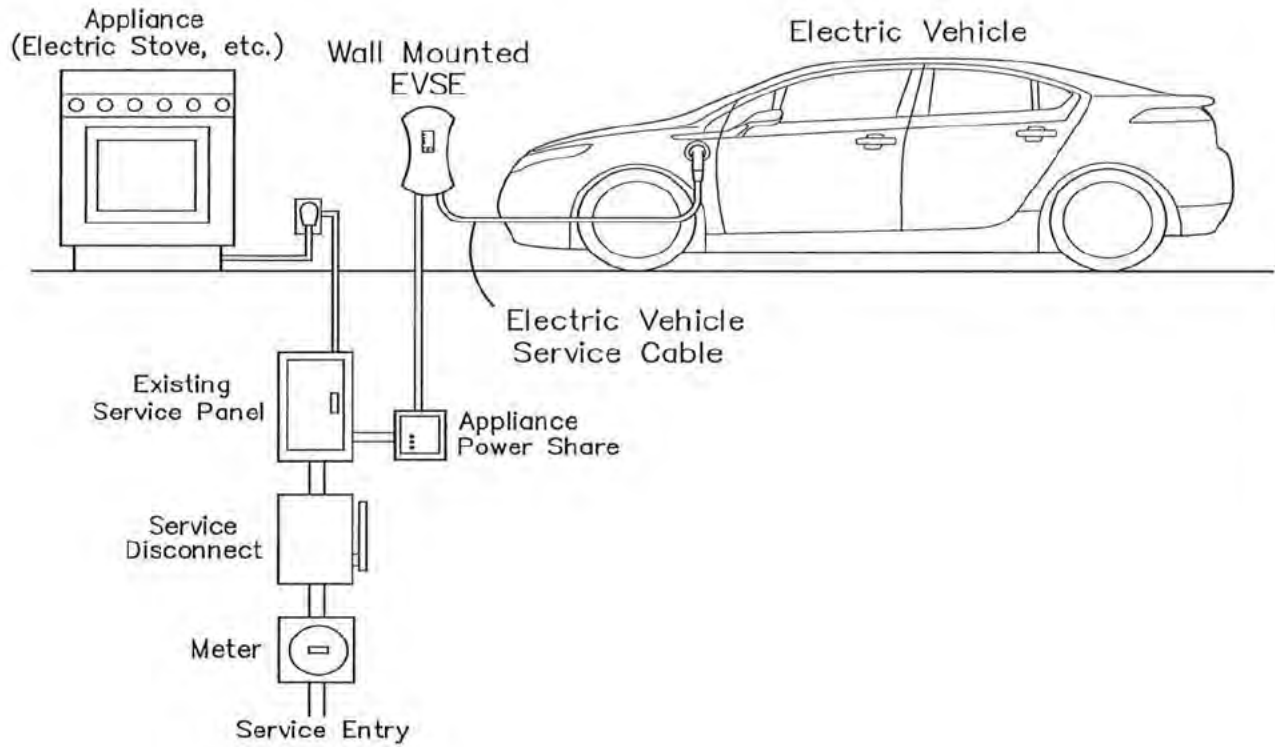
Block Diagram:



Wiring Diagram:



Typical Installation:





# FREE TO USE WEB BROWSER INTERFACE



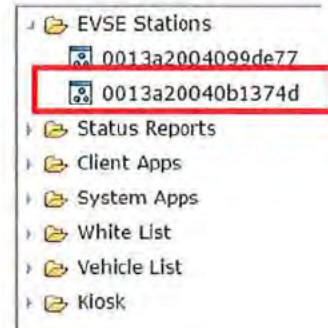
Brett Sisson  
PROPOSAL BY EVSE LLC

## Web Browser Interface Operation

The Web Interface allows you to manage the EVSE network and configure various options associated with each EVSE and payment module. In addition, it allows you to view current status and historical information that has been accumulated by the payment module from each EVSE.

### Changing EVSE Assigned Numbers (Serial Connection)

1. From the main screen, expand your list of EVSEs from the EVSE Station dropdown list and click the EVSE number you want to change. The following screen displays:



Status View **0013a20040b1374d** x

EVSE Setup

Name:

Radio Address:

Location:

Type:

Evse Number:

Enabled

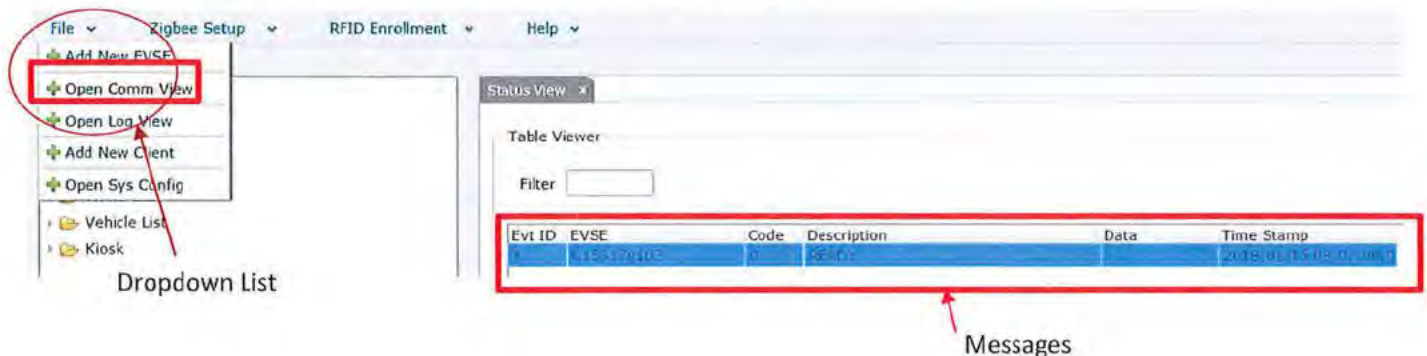
2. Enter your preferred number and click **Save Changes** at the bottom of the screen.

**Note:** You will not be able to log back into the Payment Module's Web Browser page for approximately five minutes.

### Viewing EVSE Status and Messages

Once you have successfully logged in you will be brought to the EVSE status screen, which provides a list of all EVSEs in the system, as well as their current status.

1. Select **File** in the top left corner of the screen to get a dropdown list.



File ▾ Zigbee Setup ▾ RFID Enrollment ▾ Help ▾

- Add New EVSE
- **Open Comm View**
- Open Log View
- Add New Client
- Open Sys Config
- Vehicle List
- Kiosk

Dropdown List

Status View x

Table Viewer

Filter

Evt ID	EVSE	Code	Description	Data	Time Stamp
1	0013a20040b1374d	0	Device		2018-01-15 08:07:00

Messages

2. From the dropdown, select **Open Comm View**. This screen will automatically update to display any messages sent to or received from the EVSEs.



## Viewing Payment Module Information

You can view the ID number of the Payment Module's Magtek reader and, if applicable, the Raven cellular modem's ESN number. From the Help dropdown menu, click **Info**. The following screen displays:



Status View **Info View** x

Payment Station Info

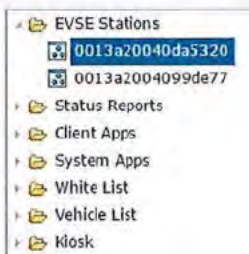
Raven ESN:

Magtek Serial Number:

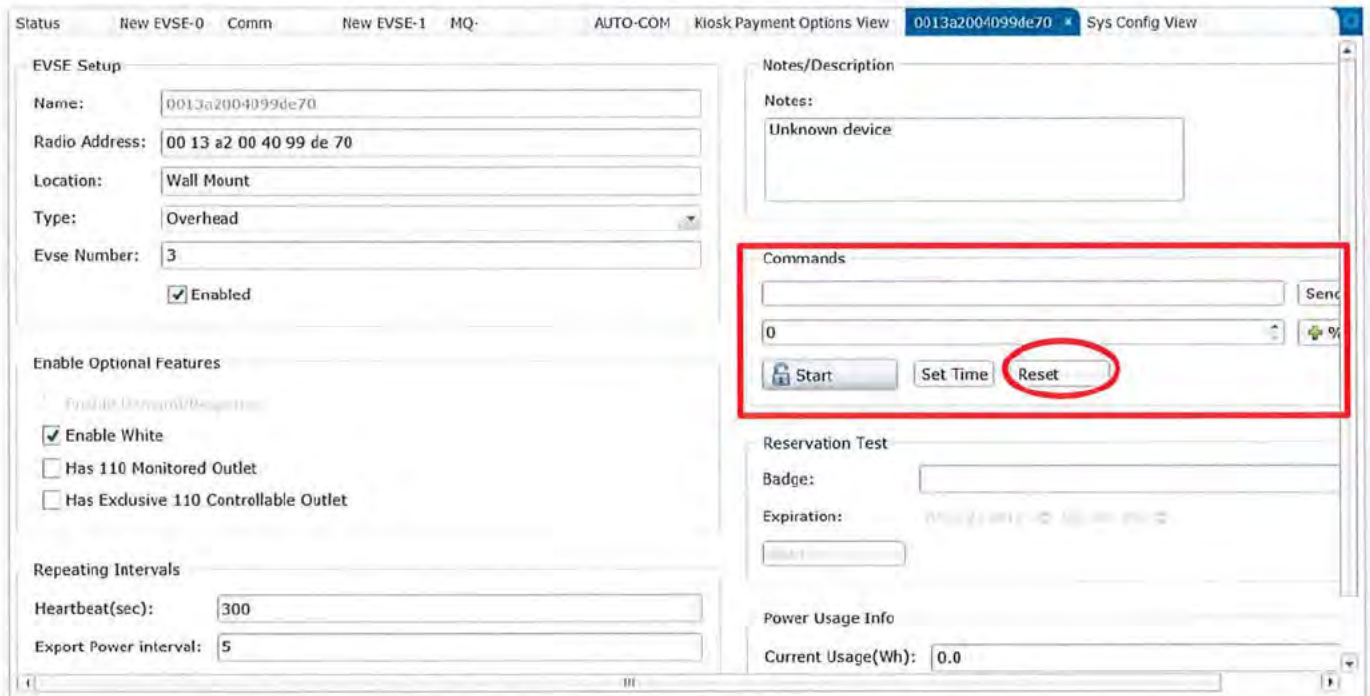
## Resetting a Payment Module

You can issue a command to a particular EVSE which causes it to re-send its Boot Messages, essentially resetting the Payment Module.

1. From the left menu, expand the EVSE list under **EVSE Stations** and highlight the EVSE.



The following screen displays:



Status New EVSE-0 Comm New EVSE-1 MQ- AUTO-COM Kiosk Payment Options View **0013a2004099de70** Sys Config View

EVSE Setup

Name:

Radio Address:

Location:

Type:

Evse Number:

Enabled

Enable Optional Features

Enable White

Has 110 Monitored Outlet

Has Exclusive 110 Controllable Outlet

Repeating Intervals

Heartbeat(sec):

Export Power interval:

Notes/Description

Notes:

Commands

Reservation Test

Badge:

Expiration:

Power Usage Info

Current Usage(Wh):

2. In the **Commands** section on the right side of the screen, click **Reset**.



## Status Reporting

The Status Report navigation tree allows users to view the current status of all EVSEs, review historical communication events, historical charge status and the current version of installed applications. You can export history and charging reports to your desktop. From the Main screen, click the ► arrow next to the **Status Reports** folder to expand and view available reports.

### Current Status

Current Status view provides a color-coded list of all EVSEs and their current state.



Table Viewer

Filter:

Evt ID	EVSE	Code	Description	Data	Time Stamp
1	00 13 a2 00 40 b1 37 a 0	0	READY		2015-05-29 11:43:18.0
2	00 13 a2 00 40 99 de 7 0	0	READY		2015-05-29 11:43:21.0
3	00 13 a2 00 40 e4 2a c 5	5	HEARTBEAT EXPIRED		2015-05-12 10:32:31.8

### Historical Events

The historical events view allows users to display a list of the events that were received by the Payment Module from each EVSE or a specified EVSE for the specified date range. Once a list of events is retrieved, specific events can be located by using the free-form text filter. Use the **Export** button to send this information into an Excel file.

Table Viewer

Filter:  EVSE:  From: 10/27/2015 To: 01/27/2016  [Export](#)

Evt ID	EVSE	Code	Description	Data	Time Stamp
35998	0013a20040c27298	DISCO	CABLE DISCONNECTED	CABLE DISCON	2016-01-26 13:40:09.0
35995	0013a20040c27298	MTR	MTR 17.752 160126134004	17.752	2016-01-26 13:40:04.0
35996	0013a20040c27298	CHARG	CHARGE STOP	CHARGE STOP	2016-01-26 13:40:04.0
35997	0013a20040c27298	OK	CABLE OK	CABLE OK	2016-01-26 13:40:04.0

### Charge History

Similar to historical events, charge history allows users to search for completed charge events. The charge event indicates the total power consumed by the vehicle, the vehicle ID if available, the driver ID if available, and the date/time of the event. Use the **Export** button to send this information into an Excel file.

Table Viewer

Filter:  EVSE:  From: 11/27/2015 To: 01/27/2016  [Export](#)

ID	EVSE NAME	Vehicle ID	Driver ID	Power WHr	Mileage	VIN	Start Time	Stop Time
392	0013a20040c27298			4.72	0		1/26/16 1:33:41 PM	1/26/16 1:40:04 PM
391	0013a20040c27298		free	0.0	0		1/26/16 1:32:48 PM	1/26/16 1:33:40 PM
390	0013a20040c27298			2.877	0		1/26/16 1:27:55 PM	1/26/16 1:29:51 PM
389	0013a20040c27298			1.379	0		1/26/16 1:26:23 PM	1/26/16 1:27:53 PM

## App Versions

Lists the current versions of applications installed on your system.

Versions

App Name	Version
System	9923-002
WebApp	1.0.0.26
PostOffice	1.0.0.34
OcppWebServices	1.0.0.13
OcppApp	1.0.0.13
ADR-KIOSK-APP	1.0.1.0

## Kiosk Purchase History

Similar to Charge History, Purchase History allows users to search for completed purchase events. The event indicates the total dollars purchased at an EVSE, the total minutes purchased, if the purchase was successful, and the date/time of the purchase. For cards with a preset value, their expiration date/time displays in the **Expiration** column. Use the **Export** button to send this information into an Excel file.

Status View **Purchase History View**

Table Viewer

Success:  EVSE Number:  From:  To:   [Export](#)

Payment Type	EVSE Number	Minutes	Total	Success	Purchase Time	Expiration
Free Use	3	0	\$0.00	true	1/25/16 10:20:52 AM	1/25/16 10:25:52 AM
Free Use	1	0	\$0.00	true	1/25/16 10:20:44 AM	1/25/16 10:25:44 AM
Free Use	2	0	\$0.00	true	1/25/16 10:03:43 AM	1/25/16 10:08:43 AM
Free Use	1	0	\$0.00	true	12/23/15 6:56:58 AM	
Free Use	2	0	\$0.00	true	12/17/15 1:18:46 PM	



# PAID BACKOFFICE NETWORK OPTIONS



**I. EV GATEWAY**

**II. AMPUP**

**III. ZEVTRON**

**IV. GREENLOTS**

**V. EVCONNECT**

Brett Sisson

PROPOSAL BY EVSE LLC



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**EvGateway**  
Electric Vehicle  
Infrastructure  
Provider Solution





## ABOUT US

- **EvGateway:** focused on helping to reduce global CO2 emissions by accelerating the adoption and use of Electric Vehicles in cities around the world.
- EvGateway supports Public, Private, Enterprise & Fleet Charging
- Spin off From Axxera, a Cyber Security Solutions and MSP (24x7 SNOC) provider
  - Federal Contractor, HUB-Zone Certified
  - Customers – DOD, DOS, DOJ, Law Enforcement etc.
  - Develop our own Products – Axxera SIEM & 4n6
  - EvGateway is a similar model that we have been using for a decade
- Development – Electric Charging Network & Mobile App – IOS / Android

**Clients:** Automotive Industry, EV Manufacturers, small emerging businesses to large private and public organizations.

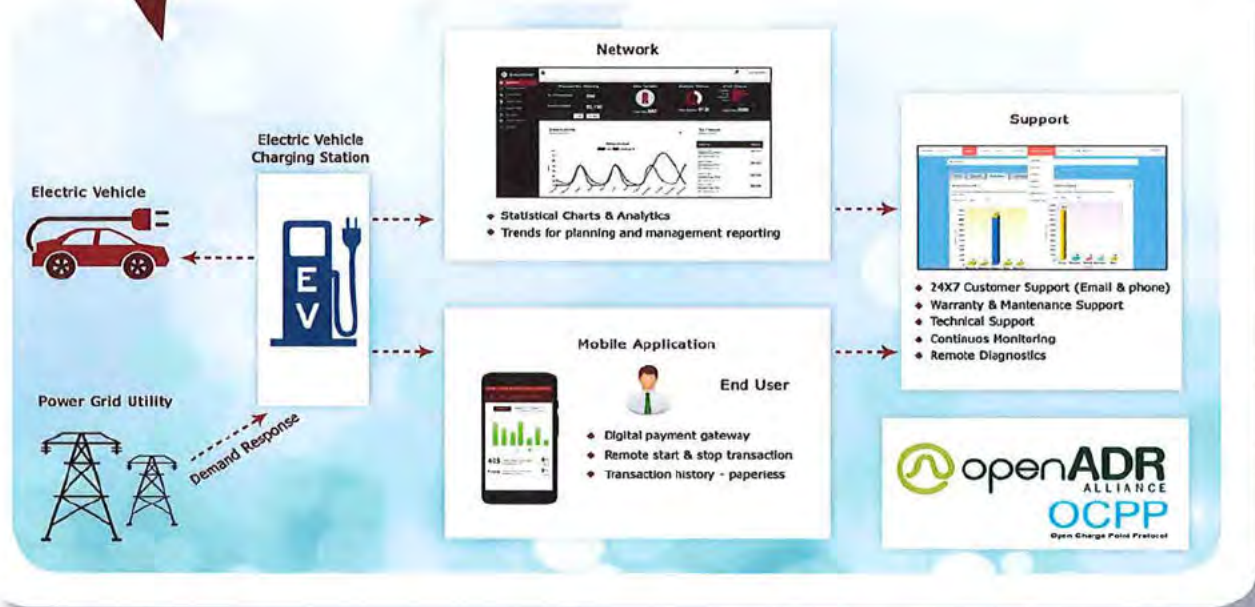
# ELECTRIC VEHICLE CENTRAL INTELLIGENCE



## EvGateway's Electric Vehicle Central Intelligence (EVCI)

- ✓ Monitors the health of the Charging Station equipment
- ✓ Activates and terminates charging events
- ✓ Initiates pay as you go transactions
- ✓ Collects usage data from charging stations.

*No matter what your business, there's a cloud plan that will make your charging solution deployment successful.*



## WIDELY USED FEATURES

### OCPP 1.6 COMPLIANT NETWORK

enables you to add any OCPP 1.6 and above compliant charging stations to the network & start monitoring its activities.

### POWER MANAGEMENT (AUTOMATED DEMAND RESPONSE) SOFTWARE

reduces station installation costs, lowers ongoing electricity costs, and lets you charge more vehicles.

### SMART PRICING & PAYMENT SYSTEM

pricing based on energy cost, duration, time of use, session length, or driver group. Electronically transfer collected funds to designated bank account. Supports Multiple Digital Payment gateways.

### ONE CLICK STATISTICS & ANALYTICS

Statistical charts & analytics, available with a click, summarize important trends for planning and management reporting.

### ADVANCED ACCESS CONTROLS

manage which drivers can access stations and when.

### WAITLIST

conveniently notifies & hold a spot for drivers when a charging spot becomes available.

### EASY CHARGING FOR FLEETS

Integration with fleet fuel cards, telematics & asset management systems simplifies EV charging for fleets.

## KEY POINTS

Solution is vendor agnostic

Front facing Web Portal

Mobile Application for Best Driver Experience

OCPP Compliant

Remote troubleshooting

Remediation of EVSE



# EvGateway NETWORK PORTAL



- Transaction List
- Owner/Driver Charging Activity
- Add New Driver
- Credits / Gridkey
- Edit Profiles
- Dealer Accounts
- Add/Edit Dealer Account Details
- Add New Owner
- Owner Accounts
- Edit Owner Account Details
- Add/Edit Plug Settings
- Reset/Delete a charging station
- Add/Edit Station Details
- Change Password
- Change Security Questions



EVSupport ▾

Last Month ▾	TOTAL STATIONS	TOTAL USER	TOTAL REVENUE	TOTAL ENERGY USAGE	CO2 OFFSET
	507	176	\$1,675.46	7,355.18 KW	1014

### STATION STATUS

All ▾

- Active 69
- Under Maintenance 0
- Needs Attention 438

[View Map](#)

### PORT STATUS

TOTAL PORTS: 373

- Active 105
- In Use 10
- Unavailable 253
- Fault 0
- Preparing 1
- Finishing 4
- Reserved 0

### TOP SITES

BASED ON Revenue ▾

SITE	REVENUE
The Group	\$1101.85
Hyton Empire	\$259.82
177ECOLORADO	\$147.66
2020 Treason	\$55.05
Summit Vista	\$30.94

### CHARGING ACTIVITY

REVENUE ENERGY USAGE TRANSACTIONS

Last 6 Month ▾

### DRIVER STATS

NEW DRIVER

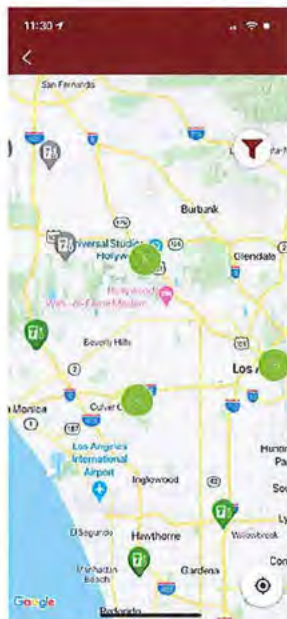
# EvGateway MOBILE APP



Login

Use as Guest

Sign Up



## ❖ Locate Public Electric Vehicle Chargers

Search, sort, filter, and view public electric vehicle (EV) charging stations on our Charging Network in a map

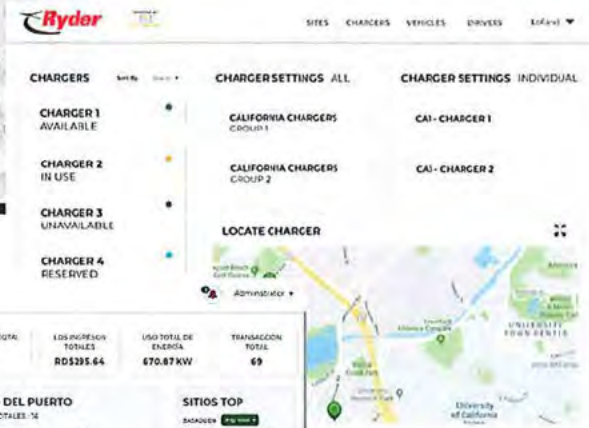
## ❖ View EV Charger Information & Status

View EV charging station information, including address, real-time status (in use, available, etc.), number of EV chargers and charger type (Level 2 or DC Fast), applicable hours, and directions to location and station

## ❖ Notify When Available

When a station that is currently busy becomes available, members can receive a push notification! Login to your account. Locate a charger on the map, tap on the station icon or name to view details, such as address, fees, and the rates

# WHITE LABEL SOLUTION



- Customized White Label Portal
- Separate User Instance
- Periodic Updates
- Hosted in EvGateway Data Center
- 24\*7\*365 Support for Customers and Users
- Integration with Payment Gateways
- Customized Reporting
- .....and more



# CENTRALIZED WEB PORTAL

## View Station Information, Including Station Availability and Accessibility Time

EV drivers will be able to locate EV charging stations, get step by-step directions, determine the charger type (Single or DualLevel Port), and view real-time station status (available, in use, etc.) in our new Advanced dashboards.

## Set Notifications, and Review EV Charging Session Details

Our Network allows drivers to create driver accounts, and login to review their charging session details, payments, Edit their profiles etc. Multiple Methods for Activating EV Chargers and Charging Sessions. Our Network allows drivers to activate EV charging stations via activated FOB ID guest code, EvGateway Mobile Application or Customer Support which is available 24 X 7. EV charging sessions can also be started directly from the mobile application or by Customer Support specialist.

## Single station group (usage policy and pricing are uniform across all stations)

## User Based Access Level Controls



# MOBILE APPLICATION

## Locate Public Electric Vehicle Chargers

Search, sort, filter, and view public electric vehicle (EV) charging stations on our Charging Network in a map

## View EV Charger Information & Status

View EV charging station information, including address, real-time status, number of EV chargers and charge type, applicable hours, and directions to location and Station.

## Notify When Available

When a station that is currently busy becomes available, members can receive a push notification.

## Start an EV Charging Session

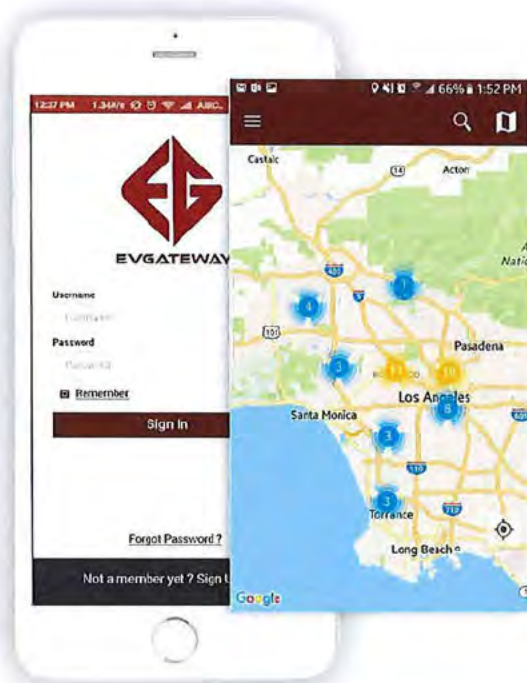
Once a driver locates and selects the EV charging station in the Mobile app, drivers have the ability to start an EV charging session directly from the app

## View & Receive Charging Status Updates

Become a member, access and edit your account, including your profile, billing, FOB ID's, and charging status notifications and define default charging locator Settings

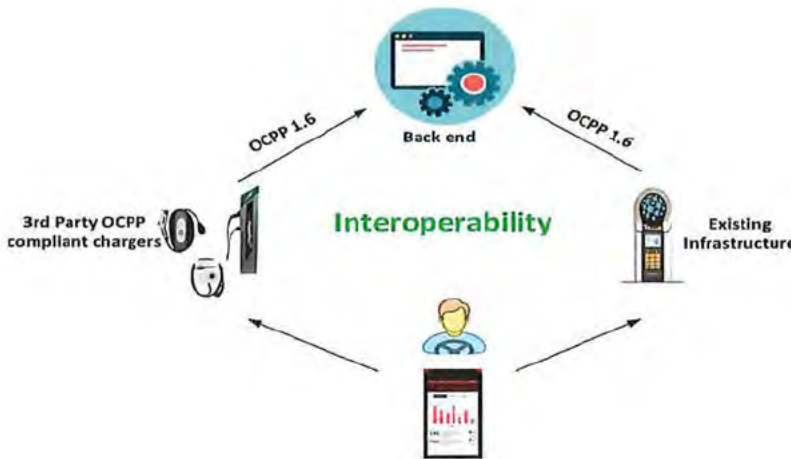
## Support

Report a station issue directly from the Mobile app with the ability to provide a description and pictures. Our Customer Support Team is Available 24 X 7.





# OCPP CORE FUNCTIONALITIES



## Functionalities Initiated from Charging Station

- Authorize
- Boot Notification
- Heartbeat
- Meter Values
- Start Transaction
- Status Notification

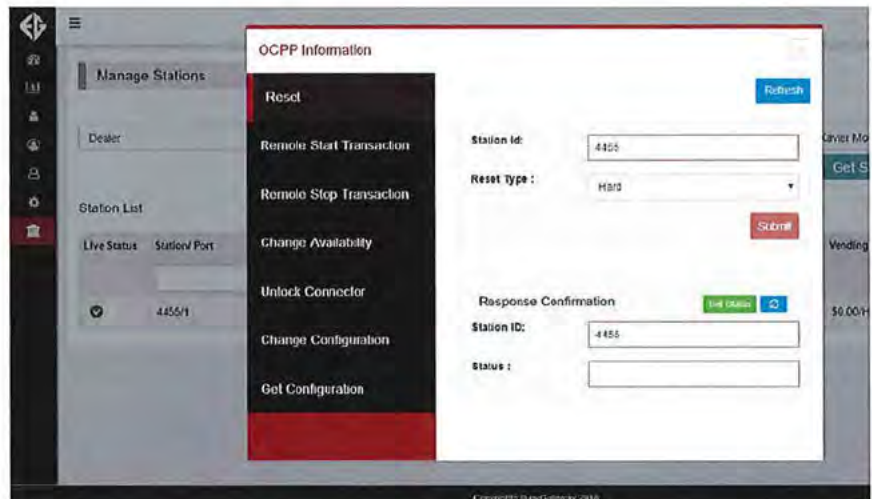
## Functionalities Initiated by the Central Server

- Change Availability
- Change Configuration
- Clear Cache
- Data transfer
- Get Configuration
- Remote Start Transaction
- Remote Stop Transaction
- Reset
- Unlock Connector

# OCPP SECURITY

At public charge spots drivers authenticate themselves using an RFID card. Surprisingly, only the static ID (the so-called UID) of the card is used for authentication here. This means every customer is identified through a password that is transmitted plaintext through the air. This makes copying the cards extremely simple: on legitimate RFID cards the UID is fixed and cannot be changed, but counterfeit cards with a configurable UID and equipment that can spoof the RFID communication are readily available.

For this reason, we have made the transactions keyless (without RFID), a driver can use our Mobile App EvGateway or enter its Registered cell phone number to initiate Transactions. Using QR reader, we eliminated the Use of RFID where a Driver can install the Mobile App, run it and scan the QR code displayed on the EV charging Station.



# OPEN CHARGE STATION PROTOCOL

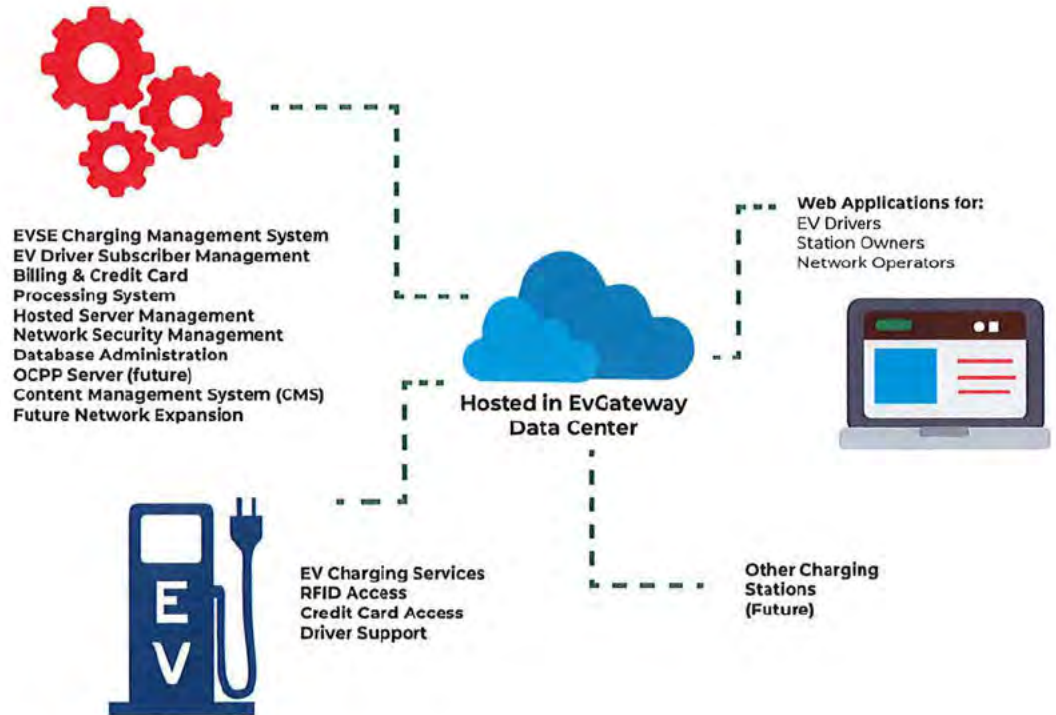
OCPP is simply a syntax (language) used to communicate between a networked charging station and a network management system such as EvGateway (EVCI). Open Charge Station Protocol (OCPP) was defined by an informal group known as the OCPP Forum led by two companies from the Netherlands.

- The OCPP Forum has over 50 members. EvGateway has been an active member of the OCPP Compliant network
- EVCI is OCPP 1.6 compliant
- OCPP has evolved over the last 5 years from its initial release to Version 1.2, stations, and then to the current Version, 1.6



# SUPPORT

EvGateway Support Center serves as a global support center for charging stations being managed under the EvGateway Network.



## KEY FEATURES OF EVGATEWAY SUPPORT

- 24X7X365 "Advanced Services" Technical Support
- Global Support Center
- Ongoing monitoring of EvGateway Electric Vehicle Supply Equipment (EVSE) health and environmental statistics
- Personalized and comprehensive monthly Charging Activity Reports
- Best practice advice, and guidance from our Technical Expert Team on firmware or Hardware supports
- Capture of Proactive notification of critical EVSE performance.
- Billing and Accounting.

## HELP DESK SUPPORT PROCESS

Our support team is constantly working to resolve all the customer issues. When a customer reports an issue, the customer service representative generates a ticket for the issue. The warranty of the item is verified before the support team can proceed to diagnosing. If the warranty is not applicable, the customer will receive a message to replace the item with the new one and the ticket will be closed. But, if the item is in warranty, Return Merchandise Authorization (RMA) is generated and the customer is provided with Level 2 Hardware Support where the item will be diagnosed for issues and attempts will be made to repair. After the part is repaired, it will be reinstalled in the product or if the part is unrepairable, a new part will be installed in the product. After the part is installed, the functionality of the part will be verified again just to be sure. After the issue is successfully fixed, the ticket will be closed by the support team.

## KEY POINTS

- Solution is vendor agnostic
- Front facing Web Portal
- Mobile Application for Best Driver Experience
- OCPP Compliant
- Remote troubleshooting
- Remediation of EVSE

**FOR MORE INFORMATION VISIT [WWW.EVGATEWAY.COM](http://WWW.EVGATEWAY.COM)**



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## EV CHARGER MANUFACTURERS



BTCPower



TRITIUM



WattZilla

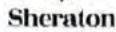


ABB

SIEMENS



# EVGATEWAY CLIENTS





## **Infrastructure Management**

Vehicle charging infrastructure and data management



## Benefits

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**Get more from every charger** with dynamic access and scheduling.

**Custom software and charging hardware** to fit your needs.

**Open Charge Point Protocol** lets you to switch any time.

**Manage and shift energy load** and enable Vehicle-to-Grid (V2G).

**Reduce range anxiety** of your fleet by reserving ahead of time.

**Increase public charging** by sharing unused capacity.

**Restrict access** to specific users and groups at specific locations and times.

**Empower communities** to drive electric and share charging infrastructure (DNREC).



# Manage Your Chargers & EV Fleet

Easily control who and when can access your chargers.

Charger Controls:

- Charger locations
- Number of chargers in use
- Schedule
- Energy consumption
- Cost and penalties
- Open to public off-hours

Demand response

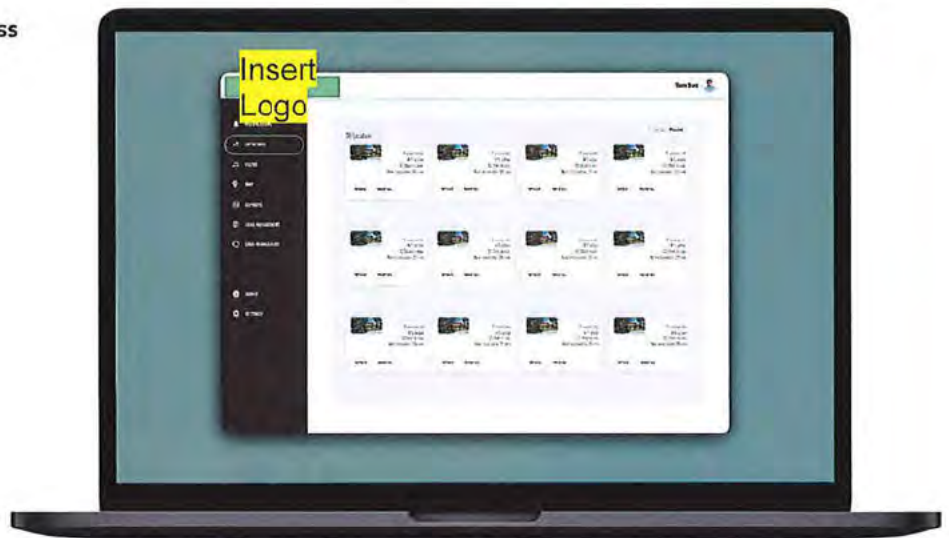
Load shifting

Access control

Scheduling

Vehicle-to-Grid (V2G)

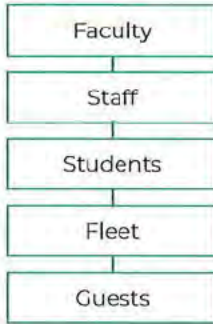
Mobile app for fleet drivers



### Access Groups



Differentiate user access and pricing with user groups



### Access Approval

**Access Code**  
Works just like a wifi password  
Easy management

**Admin Approval**  
Know exactly who your users are by approving access on the web admin portal

Manual Database Load

InCommon Integration

### Network Options



Cellular



Ethernet



# Custom Driver Apps

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**Designed by EV drivers for EV drivers.**

Regularly updated, beautifully designed and powerful apps for iOS and Android.

Includes public charging stations from multiple sources.

Automated payments, scheduling and access controls.

Custom brand, custom colors and many more features.



# Charger Manager

**Manage your chargers with the same system we use for ourselves.**

Create access groups and pricing.

Set charging rules - duration, notifications, grace period and reservations.

Access real-time reports or receive monthly summaries.

Manage each charging location and each charger.



# Alumni Donations

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## University:

Create your own donation cause suited for your University's needs (e.g. e-Bus fleet procurement)

Suggest a donation amount for an EV charging session

## Alumni, Staff or Students:

Enable EV charging through ampUp

Selects the suggested donation or specifies another donation amount





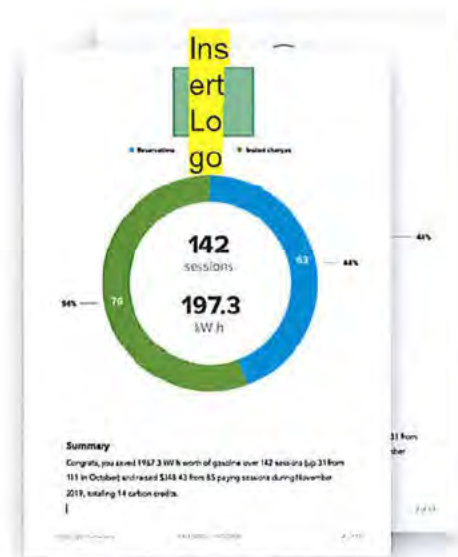
# Detailed Reporting

Beautiful, customizable reports for web and print.

Understand charging behavior by user and/or group, charging location and/or charger.

See how your CO<sub>2</sub>, energy savings and network is performing.

Easily customize, print or share with anyone.



# Data Ownership & Security

**Your data is *your* data.**

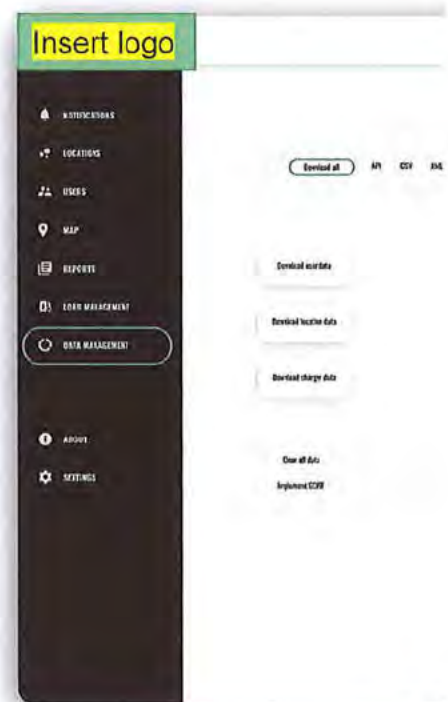
All available data is shared with you.

ampUp only uses aggregate data to improve algorithms - with client permission.

ampUp passed all OCPP\* functionality tests and is awaiting OCA\* readiness to test security functionalities to certify.

AWS server security.

\*OCPP - Open Charge Point Protocol developed by OCA - Open Charge Alliance.



# Charging Infrastructure Management

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**Minimize demand charges and time-of-use energy costs with charger throttling and cycling.**

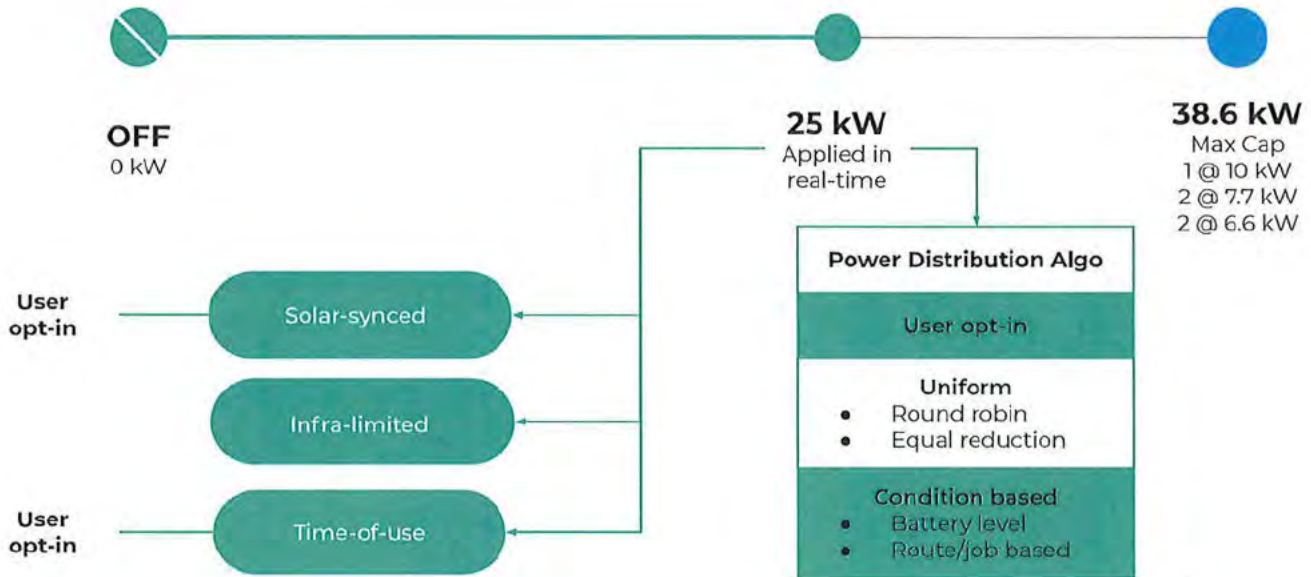
Participate in energy market programs through smart charging and Vehicle-to-Grid programs from ampUp partners.

Open chargers to the public during off-hours and base on data optimization algorithms to support EV driving in your community..





# Load Management



# Dynamic Access Control

## Access Groups

Differentiate your users into different groups, and optionally assign group special rate

2 ways of creating access groups:

- Access Code
- Admin Approval

Example:

G1: "Fleet", FREE

G2: "Student", \$1/hr (or \$0.03/kWh)

G3: "Guest", \$3/hr

## Access Restrictions

Restrict access by defining time ranges. Then add access group(s) to the access restriction.

Example:

"Fleet Only" - 5am to 8am

Allowed group(s): "fleet"

"Business Hour" - 8am to 5pm

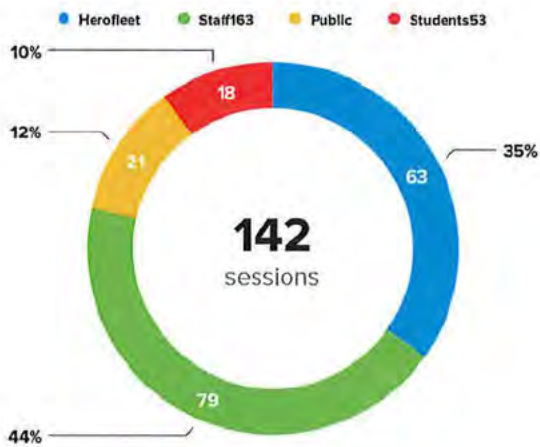
Allowed group(s): "fleet", "staff"

*Hours outside of access restrictions are defaulted to public.*

## Management

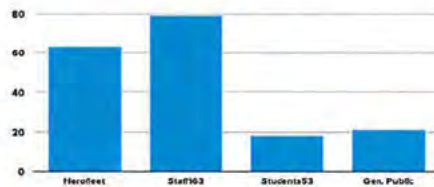
- Unlimited number of access groups and restrictions
- Changes applied in real time
- Monitor usages and manage via ampUp Community Manager

# Dynamic Access Control Data Analysis



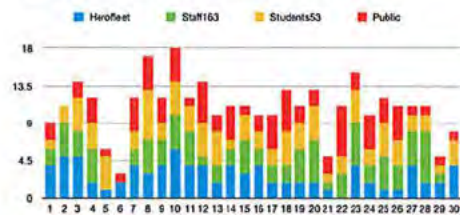
**Total Accesses** (by access codes)

Displays the number of times each access code was used. This information is useful in helping see how each access group uses your chargers.



**Daily Accesses** (by access codes)

Displays the number of times each access code was used. This information is useful in helping see how each access group uses your chargers.

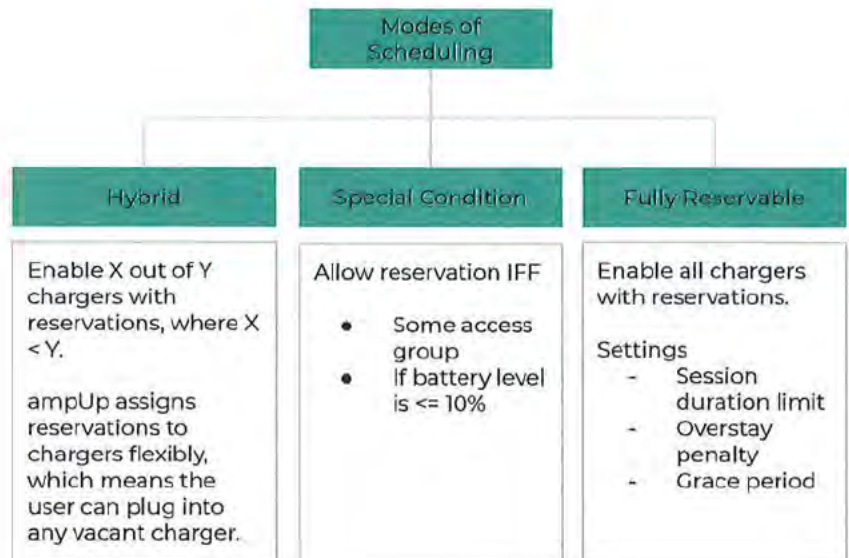




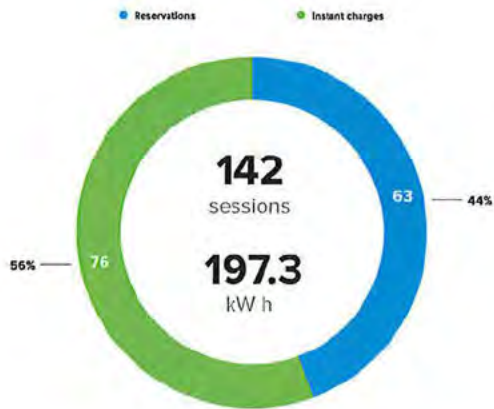
# Scheduling

Reserve a charging spot is **as easy as booking a room** for a meeting

ampUp managed reservable charger handles both **reservations** and **spontaneous sessions**

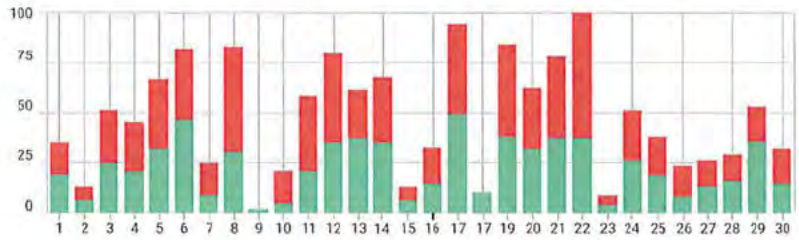


# Scheduling Data Analysis



## Daily Sessions (reservations and instant charging)

Total number of sessions per day by reservation type (reservations and instant charging).



# Electric Fleet Planning & Charging Systems Integration

## **Achieve higher efficiency & 100% completion rate**

Track driver efficiencies to predict # of kWhs needed for the next driver

### Integrations:

- Job Planning: Miles and energy load
- Vehicle Telematics: Battery level, real-time GPS location, Speed, Remote charging and locking controls
- Weather & Terrain: Temperature and terrain
- Traffic

### Smart Charging Programs

- Improved e-bus ROI
- Vehicle-to-Grid and Demand Response
- Battery Health Management





# ZEVTRON

*Smart Charging Solutions*

855.938.8766

info@zevtron.com

## About Us

Zevtron is a California based company providing smart EVSE charging solutions. Our cloud-based management platform empowers our customers to intelligently and cost effectively deploy and control a single plug-in vehicle charger (EVSE) up through a complex network of multi-node chargers across multiple locations serving multiple drivers. The Zevtron enterprise management platform is scalable and utilizes open standards ensuring that a Zevtron enabled EVSE infrastructure deployment possesses the ability to grow with demand and adapt to technological advances protecting our customer's infrastructure investment. The open standard platform also provides the flexibility to select hardware based upon application, price and performance as well as protection against being restricted to a specific hardware supplier.

Zevtron creates opportunity in the dynamic electric mobility space by developing innovative software that empowers multiple industries to deploy EV charging infrastructure at scale. Our solution is connecting drivers to their destinations in a safer, cleaner, and smarter way.

Plug-in electric vehicles are here. Creative, enterprising developers and architects are designing with the demand for a plug-in vehicle charging infrastructure in mind. At Zevtron, we offer support to assist those forward-thinking organizations to more efficiently and responsibly facilitate the use of electricity for transportation fuel. We are committed to provide our customers with reliable and economical plug-in electric vehicle charging options that help accelerate the installation of the plug-in vehicle infrastructure.

Our team consists of dedicated people who are experts in their discipline and passionate about our company's vision. We, here at Zevtron, would love the opportunity to share some of our solutions in an effort to help you make a sound decision and to better understand why our software is considered by many to be the most progressive on the market.

***“Our mission is to provide smart charging solutions to empower our customers to responsibly manage energy”***





# ZEVTRON

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## Solutions

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Zevtron is dedicated to ensure its solutions meet the needs of its customers. The online management system is specifically designed for the businesses we serve. Zevtron pivots on the following industries:

- Multi-Unit Dwellings
- Utilities
- Workplace
- Hospitality
- Parking Operators
- Healthcare
- Fleet Management
- Retail
- New Construction
- Education
- Federal and State Agencies
- Automotive

Zevtron's value proposition offers one of the broadest and deepest feature sets in the market place:

- Authentication and Access Control
  - Control who can use your chargers and when they can use them.
- Load Control Management (OpenADR 2.0b)
  - Minimize power costs, participate in load management programs with the local utility.
- Flexible Pricing Menu based upon duration, energy consumption, session length and more
  - Multiple ways to recoup EVSE deployment costs
  - Vary pricing to match up with demand and/or power prices from your utility.
- Customizable pricing for different groups of drivers
  - Freedom to charge tenants, guests, employees and transient drivers different pricing at different times and days.
- Billing Management and Payment Processing
  - No need to tie up your resources to handle billing and collections; we do it for you.
- Customer definable driver and charger use relationships
  - Setting up a 1 to 1 relationship can be created between a driver and a charger, a group of drivers to a charger and a group of drivers to a group of chargers to meet your specific needs.

**Zevtron's platform makes it easy for *any station* to be used by *any driver* accessed through *any system*.**



## Multi-Unit Dwelling

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Zevtron's system provides the key functionality, control and flexibility necessary for a successful EVSE deployment strategy. A property owner or manager may select basic functionality to cost effectively deploy one or two EVSE's. Then, as need or planning dictates, additional EVSEs may be added to the network and, if necessary, a more complex functionality may be activated all on demand.

- The system's robust feature set includes:
  - Access control (multiple methods)
  - Open Standard Communication Protocol - Open Charge Point Protocol "OCPP"
  - Definable pricing by user group, time and day, location, consumption and more
  - Configurable fee if vehicle is not disconnected after charge
  - Energy management- DR functionality - Open ADR 2.0b
  - Payment management – complete independent processing and handling
  - Consumer account management with detailed reporting
  - Ability to control, operate, communicate, diagnose and capture data
  - Multiple communication methods –Cellular, Wi-Fi, Ethernet, etc.
  - Capable of tracking usage, collecting data, billing customers and managing electrical loads
  - Give drivers a mobile app that provides charging status, payment options and notifications





# Greenlots Back Office Network Services

March 9, 2020



## About Greenlots

Greenlots is unlocking the possibilities of the new electric mobility future by delivering innovative software, services and expertise that empowers utilities, cities, communities and automakers to deploy EV charging infrastructure at scale. Our technology brings together the latest in EV charging and grid management software, connecting people in a safer, cleaner, and smarter way. Headquartered in Los Angeles, CA, the company's global footprint spans across three continents with deployments in 13 different countries.

Combining award-winning technology with nimble customer support services, Greenlots has scaled its flexible, smart EV-charging network in various applications including public charging, workplace, utility pilots and DC fast charging.

As an early leader in Vehicle-Grid Integration technologies, Greenlots is the only charging network certified to provide demand response capabilities for EV charging stations, through the OpenADR 2.0b global standard. Moreover, Greenlots' support of open standards has been critical in the development of EV charging infrastructure; ensuring the broadest possible access to scale charging infrastructure and mitigate vendor lock-in that impeded industry growth in the early years.

The SKY platform and Greenlots' commitment to open standards has earned accolades. Recently, these have included the following awards:

- Bloomberg New Energy Finance, 2018 New Energy Pioneer Award
- Edison, 2018, Vehicle Advancements Edison Award
- Frost & Sullivan, 2017 Product Leadership Award, EV Charging Infrastructure Industry
- Frost & Sullivan, 2015 Competitive Strategy & Innovation Award



## Greenlots SKY Features

SKY is a web-based network solution, which allows network operators to manage open standard based EVSE. Features include: real-time EVSE status, data collection, and a flexible pricing engine.

### REAL-TIME CHARGING AND STATION STATUS

SKY displays the real-time status of all EVSEs on a user-friendly, secure, web-based interface. At a glance, the operator can see all EVSE under management as either: 'Available', 'In-Use', 'Faulted' or 'Unknown' (no network connection) status. Operators can be notified via text message or email when a 'Faulted' or 'Unknown' status continues for an extended period of time, or for critical faults.

Screenshot on right displays the network operator landing page of SKY's web-based portal.



### TRANSACTION AND CHARGING DATA REPORTS

The SKY platform tracks usage and meter data for every transaction that occurs at the EVSE station. The data collected includes:

- Total kWh per charge session
- Start- and end-charge timestamps
- Total fee per charge session
- Unique ID for each driver, via RFID, smartphone app or credit card
- Individual transaction ID for each plug-in, unplug or charging session
- Distinct ID per charging port
- Historical log of use including faults and errors



The SKY platform also tracks average number of users per day, average duration of charging and daily usage trends. All data can easily be exported from SKY into .csv or .pdf format.

Example Charging Report:

Start Time	End Time	Charge AL Route	Usage (kWh)	Total Revenue (USD)	Transaction fee	Tax & Fec	Duration (MM:SS)	Payment Mode	Graph
April 08,2015 22:49	April 08,2015 22:50	SMUDQC0001	0.01	0.00 0.0	0.0		0 : 0 : 44	Credit Card	
January 22,2015 05:10	January 27,2015 06:08	SMUDQC0001	14.52	0.00 0.0	0.0		120 : 57 : 50	RFID	
October 21,2015 21:00	October 21,2015 21:00	Efacec CHAdeMO-Combo DCFC	0.00	0.00 0.0	0.0		0 : 0 : 30	RFID	
October 21,2015 21:25	October 21,2015 21:28	Efacec CHAdeMO-Combo DCFC	0.01	0.00 0.0	0.0		0 : 2 : 47	RFID	
October 21,2015 21:20	October 22,2015 01:38	Efacec CHAdeMO-Combo DCFC	0.50	0.00 0.0	0.0		4 : 8 : 47	RFID	
April 10,2015 08:20	April 10,2015 08:25	SMUDQC0001	0.01	0.39 0.35	0.03		0 : 4 : 46	RFID	
April 10,2015 08:33	April 10,2015 08:36	SMUDQC0001	0.01	0.39 0.35	0.03		0 : 3 : 11	Credit Card	
April 10,2015 08:42	April 10,2015 08:44	SMUDQC0001	0.01	0.39 0.35	0.03		0 : 2 : 12	RFID	
October 22,2015 01:38	October 22,2015 02:00	Efacec CHAdeMO-Combo DCFC	0.05	0.00 0.0	0.0		0 : 22 : 22	RFID	
October 22,2015 02:00	October 22,2015 12:48	Efacec CHAdeMO-Combo DCFC	1.30	0.00 0.0	0.0		10 : 47 : 25	RFID	

(6 of 520)

**FLEXIBILITY AND CONTROL**

Flexible pricing engine:

The operator has the ability to set different pricing based on a time-of-use schedule for peak, mid-peak or off-peak hours, weekdays and weekends. Pricing can be set based on the cost of electricity, on time (in per minute resolution) or a flat-fee per session. A minimum or maximum fee per session can also be set. There is also the ability of adding a penalty fee after charging is complete but the user’s vehicle remains plugged in after a configurable grace period.

Access and pricing control:

Open access can be set to any unique group of individuals and set with discounts or pricing restrictions to others. System can be setup to provide incentive or discounted price for certain sets of users. For example, City of LA employees could be set up to receive a 50% discount, but all public drivers would be charged full price.

Remote control:

The operator may remotely start or stop a charge session, or enable or disable the EVSE remotely.

Interoperability and OEM Program Support

Greenlots SKY has built-in support for the Nissan No Charge To Charge program as well as other OEM user roaming programs.

Tiered access:

Access can be set at either administrator level, with full access to charge session reports and remote functions, or a more restricted, view-only operator level.

## Driver Support

Our Greenlots Customer Service Center operates 24/7/365 to assist drivers with any issues they face while using Greenlots-enabled chargers. Additionally, Greenlots' sales engineers and other technical experts can provide technical support for you as the chargers are being activated.

### Call Center Support (Tier 1)

The Greenlots SKY Network has over 4,000 stations globally and supports more than 50,000 EV drivers. SKY is supported by our Canada-based customer service center that has operated 24/7/365 since 2012. The uptime for the Greenlots network is 98% and our standard response time in case of system outages is less than 2 hours, and fixes completed within 8 hours.

### Tier 2 and 3 Support

In addition to providing 24/7 Tier 1 support for drivers, Greenlots also provides Level 2 and 3 hardware and software support. Greenlots can identify equipment problems from several sources. We receive error messages through our SKY Insights platform, through communication with drivers contacting our 24/7 call center as well as issues we flag through platforms like Twitter or Plugshare.

Most Tier 1 calls can be addressed remotely, as our call center staff is trained to triage performance issues across all EVSE hardware brands. If Tier 1 cannot resolve the matter immediately, the ticket is escalated to Tier 2 and submitted to the Greenlots Service Management Platform which will respond to or resolve issues within 24 hours.

Calls that reach Tier 2 during business hours (7am-5pm PST) are serviced by our support team who will perform diagnostics and if necessary, coordinate with the hardware manufacturer for further technical escalation. Calls that cannot be solved by Tier 2 support within 24 hours are escalated and generate a Tier 3 ticket. Tier 3 hardware issues are directed to the charger manufacturer where Greenlots' engineers work closely with the manufacturer to resolve the issues and honor their warranty and replace the equipment if necessary.

Greenlots' Technical Support staff is the primary contact for customers and maintenance service providers. They are available to train customers on how to use the network dashboard, procedures with load management, billing and to answer any questions. They also work closely with service providers to ensure consistent commissioning and SKY network onboarding.

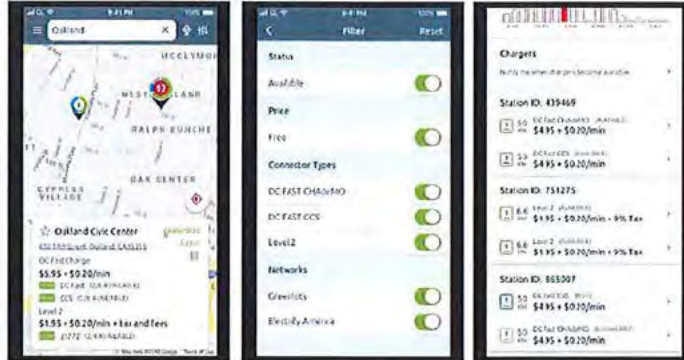
The SKY Network management platform allows customer service to see the real-time status of all chargers on our network. When a malfunction occurs leading to a communication or networking issue, they can immediately identify issues and initiate resolutions.



## Driver's App

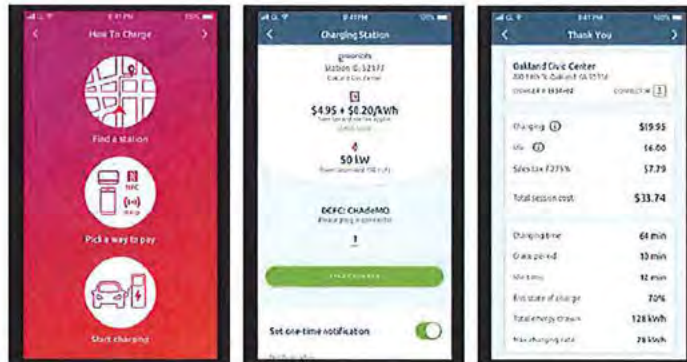
### Charger Screens

Screens show map, charger details (speed, type), availability, filtering criteria for search, and pricing at charger. Although not shown here, the app allows user to map a route to a charger they select.



### Authentication/Payment

Screens show option to configure payment types (e.g., in app, RFID), information provided before starting a charge, and payment receipt.



### Charging History

Screen shows session history and equivalent environmental metrics.







## EV Cloud - Charge Station Management Platform

**EV Connect's EV Cloud Charge Station Management Platform meets all of the Network Service requirements and Data Requirements as indicated in this solicitation.**

The EV Cloud platform provides a full range of capabilities for management of charge stations and drivers. These include the following:

- Access control based on account and location utilizing either mobile or RFID credentials
- Pricing controls which enable pricing by kWh, connected time, charging time, dwell (non-charging) time, hourly schedules, and advanced metrics
- A complete, PCI-compliant merchant gateway for transaction management via credit card, PayPal, Apple Pay and Google Wallet
- Complete reporting including session, station, transaction, interval and sustainability metrics reports

The EV Connect platform is fully OCPP v1.6 compliant and extends OCPP v1.6 with full certification for all common driver interaction use cases. Station brands supported include offerings from industry leaders including EvoCharge/LiteOn, BTC Power, EV Box, Tritium, ABB, and others.

In addition, the EV Connect platform also supports demand response via a certified OpenADR 2.0b pull mode Virtual End Node (VEN).

EV Connect's open standards-based management platform monitors and reports in near-real time on key operational activities, metrics, and indicators, thereby providing network, host, driver, and utility services on a common platform. In addition to significantly increasing uptime performance, maximizing user satisfaction and lowering time-to-repair, it minimizes the risk of stranded charge station assets which can result from the deployment of a closed (proprietary) management platform, while also providing increased future feature flexibility and choice. The key differentiators for EV Connect's platform are:

- **Truly Open.** The EV Cloud is the only charge station management platform in the world that was designed from inception to be hardware agnostic and to manage EVSE that are based on either OCPP or proprietary network technologies. Today, EV Cloud manages charge stations from leading manufacturers from around the globe including ABB, GE, Eaton, EvoCharge/LiteOn, EFACEC, EV-Box, BTCPower, Tritium, and others.
- **Robust.** The EV Cloud platform is highly robust and reliable with multiple, geographically-distributed, load-balanced redundant servers for all critical functions. The system also has built-in disaster recovery and can rapidly scale within minutes by adding new servers to load-balanced server groups.
- **Safe.** The EV Cloud resides in a highly secure Virtual Private Cloud (VPC) with multiple layers of data security including encryption on all data storage and communications, PCI-DSS SOC "A" compliance, multi-factor user authentication and redundant back-ups. Physical security of all servers is provided by Amazon Web Services which employs data center and network architecture built to meet the requirements of the most security-sensitive organizations.
- **Advanced Architecture.** EV Cloud is based on an advanced message driven architecture which enables all functions to be logically isolated within the system – including EVSE integration, vehicle integration, utility / demand response management, and driver interactions and notifications. This allows the system to maintain maximum flexibility for internal growth and external integration while minimizing the brittleness that comes with monolithic system architectures.

- **Flexible Interfaces & Controls.** The EV Cloud architecture also enables a single set of services to support all user interfaces whether they be mobile applications for drivers or field service personnel, operator portals for network owners and site managers, or network operations centers for administrative personnel.
- **Demand Response ready.** EV Connect is OpenADR 2.0b certified. We have deep experience in participating with utilities to implement Demand Response programs for load shedding and load shifting applications.
- **User-focused Service.** The EV Cloud is architected to provide the best customer experience across all user groups. With a customer support portal, ticketing system, and integrated driver management, the EV Cloud supports superior driver service levels, station uptimes, and customer satisfaction.
- **Interoperability.** EV Connect strongly supports the need for Interoperability among network management platforms. We are in the process of executing interoperability (roaming) arrangements with major EV networks and network management providers such as EVgo, Electrify America, Greenlots, and Chargepoint.
- **Data Reporting & Analytics.** We collect a massive amount of data through our interactions with EV charging station, drivers, site hosts, and utilities. We provide robust data reporting on station utilization through a variety of options including automated data feeds. We are utilizing a Data Analytics platform to aggregate the data into useful advanced analytics information around driver behavior, station utilization, price sensitivity, EVSE hardware fault codes, customer service issues, and other valuable information.

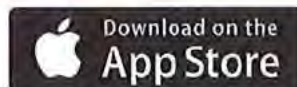
## Software Interfaces

The EV Connect EV Cloud™ Platform and EV Connect Mobile App are the main interfaces for all Utility, Site Host and EV Driver interactions.

### Back-end Software Services

We have created the industry's most flexible EV charging management and application platform for Site Hosts and EV drivers. The platform is designed to provide a unified site host portal and one driver interface (App) to operate and manage charging stations from multiple manufacturers.

### User-facing mobile app



The EV Connect App is Free to download for iPhone and Android users. Our EV Driver App is simple to use and feature rich. You can use the App as a guest or create a profile. We do not require EV Drivers to become members and only require a payment method if the charging station requires a fee for use.

#### Features of the App include:

- **Locate a station**
  - The 'Stations' tab is used by EV drivers for locating charging stations nearby or far away. The App is integrated with Google maps so drivers can simply type in a City, State, Zip Code or Business name and navigate directly to the charging station.



- Real time status of charging stations listed as 'Available' or 'Occupied'. We also display clearly if there is a fee required by the Site Host and if there are any time-based policies.
- Filter station results by Level (Level 2 or 3)



- **Using a charging station**
  - Initiate a charge by using the Mobile App or an RFID key fob. For certain stations, a credit card reader option is also available.
  - Charging sessions are initiated by either scanning the QR code on the charging station by using your phone, inputting the station's ID number or by selecting a station from a list of favorites



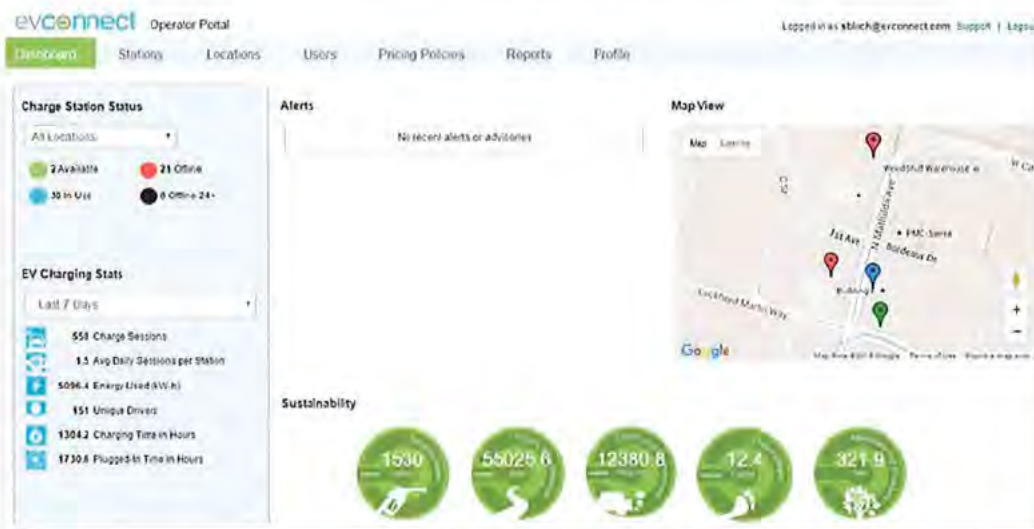
- Once charging has been initiated, the app will report the connected time, kWhs used, cost of charging session, etc.
- Notifications are sent to drivers via email, SMS & App when charging starts, completes or is disconnected prematurely



- Profile
  - Drivers can customize their profile, create a unique username and password, order a key fob and add their vehicle type.
  - Drivers can customize their notification preferences (e.g.: charge started, charge completed and disconnected)
  - Input Credit Card and change payment method at any time
  - View past billing activities as well as past charging sessions
  
- Support
  - Call 24x7x365 EV Driver support directly from the App
  - View the “Getting Started” tutorial with jump ahead options to commonly asked questions such as Charging an EV, locating a station, adding a station to favorites, modifying your profile, adding a payment method and support.
  - Report an issue with a charging station directly from the App

## EV Cloud Station Management Platform

The EV Cloud™ is our customer-facing station management platform. Designated Utility program managers and Site Host administrators are given access via a username and password. Administrators can view, manage or adjust controls of the charging station ecosystem on any device with a web browser. Our platform is hosted via Amazon Web Services on redundant servers which provide a guaranteed uptime of 99.99%.



- Dashboard with the following features:
  - Real time charging station status
  - EV charging station stats (e.g. number of charge sessions, kWh, connect time, number of drivers, etc.)
  - Sustainability metrics (e.g. greenhouse gas reduction, carbon credits, gasoline saved, etc.)

- **Pricing Policies**

- Ability to set pricing policies unique to different stations, station groups, locations, and drivers
- Site hosts can set up payment options as follows:
  - Per-session (flat rate) pricing with maximum and minimum amounts
  - Per-connected hour (in increments of one minute) pricing
  - Per charging hour (in increments of one minute) pricing
  - Per-month pricing
  - Per kWh
  - Pricing based on driver groups (e.g.: Fleet employees charge for free, company employees pay \$1.00 per hour, guests are charged \$0.20 kWh)
  - Providing free charging at one or more location or to one or more groups of drivers (board members, employees, etc.)
  - Providing free charging for one or more hours but then converting to a charged rate at a selected time (e.g.: Free for first hour, \$1.00 an hour thereafter)
  - Regressive pricing (e.g.: set rate for a period of time with an adjustment to a higher/lower price point after that period of time has elapsed)
  - Pricing based on time of day (TOU)

Pricing

Policies Applied Policies

Add Pricing Policy ▾

Name	Description	Type	Rate Details
Standard Rate	1st Hour = FREE, Next 2 - 5 Hours = \$1 Per Connected Hour	REGRESSIVE	Base Rate: \$0.00 / Hour Minimum Price Maximum Price: \$7.00

- **Access control**

- Set unlimited amount of EV driver groups
- Control access and pricing for each driver
- Option to give automatic access to employees who have a company email address

- **Real time reports**

- Historical charge station data (connected time per day, number of charge sessions per day, kWh usage per day, etc.)
- Utilization per charging station
- Utilization by driver
- Custom date ranged sustainability metrics
- Schedule reporting to be delivered daily or monthly to your inbox



### Payment processing capabilities

EV Connect processes EV Driver payments via our App or RFID key fob. We accept payments from all major credit and debit cards. Credit or debit card numbers are tied to RFID key fobs purchased by EV drivers for those who prefer the 'swipe and go' model of payment.

Credit and debit card numbers are not stored via the App or on our platform but rather saved as an encrypted token. Our payment processing is done via BrainTree, a PayPal company, and is PCI compliant.



**STANDARD WARRANTY  
EXTENDED WARRANTY  
HARDWARE MAINTENANCE**



Brett Sisson  
PROPOSAL BY EVSE LLC





<b>Service Specification</b>			
Product Line:			
<b>EVSE Warranty</b>			
Product No:		Version No:	
<b>0810</b>		<b>036B</b>	
Sheet 1 of 1			

Item: **Limited Hardware Warranty**  
 Configuration: **36 Month Warranty**

**Brief:**

- Limited Hardware Warranty – 36 Months from date of Shipment
- Prepaid Freight One-Way – In Continental U.S.
- RMA Tracking
- Repair – Typically within 5 business days from receipt in-house

**Description:**

**Limited Warranty and Warranty Period:** EVSE LLC proprietary hardware products (such products, while under warranty, the "Equipment") are warranted to be free from defects in materials and workmanship for a period of thirty six (36) months from the date of shipment. If Customer notifies the EVSE LLC Service Center during the warranty period of a defect in the Equipment, will first attempt telephone support and if required will assign an RMA for return to depot repair or replacement of the defective Equipment. If Customer requests on-site service during warranty there will be a per call service charge. Delivery of a repaired or replacement unit of Equipment does not extend the warranty period.

**Reporting a Defect:** Customer can report an Equipment defect to the EVSE LLC Tech Support by (a) telephone between 8:00 A.M. and 4:30 P.M. (EST), Monday through Friday, excluding EVSE LLC holidays, or (b) through EVSE LLC support website.

- Telephone number: 888-753-8222
- Email address: techsupport@controlmod.com

**Return and Repair Process:** After receiving Customer's notice of an Equipment defect, the EVSE LLC Service Center will provide Customer with a Return Material Authorization (RMA) number to be used by both Customer and CMI EVSE LLC to track the defective unit(s) during the return to depot repair process.

- Telephone number: 800-527-4998
- Email address: [service@controlmod.com](mailto:service@controlmod.com)

Customer is responsible for the return of the defective Equipment to EVSE LLC Service Center at Customer's expense. EVSE LLC Service Center will pay for ground shipping of the repaired or replacement unit to customer(s) site if located in the continental United States & Canada (duties & taxes not covered). Most Equipment will be repaired within five (5) business days following their receipt at an EVSE LLC repair depot.

**EXCLUSIONS**

CMI DOES NOT WARRANT THAT THE OPERATION OF THIS PRODUCT WILL BE UNINTERRUPTED OR ERROR-FREE. CMI IS NOT RESPONSIBLE FOR DAMAGE THAT OCCURS AS A RESULT OF YOUR FAILURE TO FOLLOW THE INSTRUCTIONS INTENDED FOR CMI HARDWARE EQUIPMENT OR OTHER APPLICABLE STANDARDS OR CODES.

This Limited Warranty does not apply to the following (1) furnishing supplies for, painting, or refinishing Hardware Equipment; (2) electrical work external to such Hardware Equipment; (3) installation, maintenance, or removal of alternations, attachments, or other devices not furnished by CMI LLC; (4) on site services (including without limitation: installation or removal and costs thereof); (5) services which cannot be practicably performed due to alterations in or attachments to the equipment; or (6) services for accessories.

This Limited Warranty does not extend to any product for repair or replacement of defective Hardware Equipment that has been damaged or rendered defective (a) as a result of accident, misuse, abuse, contamination, improper or inadequate maintenance or calibration or other external causes; (b) by operation outside the usage parameters stated in the user documentation that shipped with the product; (c) by user software, interfacing, parts or supplies not supplied by EVSE LLC; (d) by improper site preparation or maintenance; (e) virus infection, malware, ransomware, failure to update operating system(s) and/or software application(s), communication line failure, delays in transmission, unauthorized access to data, and/or lost, deleted, or inaccessible data; (f) loss or damage in transit, vandalism, or burglary of the Hardware Equipment, acts of terrorism, accident, or disaster, or other external causes (including water, wind, lightning, and/or dust); or (g) by modification or service by anyone other than (i) EVSE LLC, (ii) EVSE LLC authorized service provider, or (iii) your own installation of end-user replaceable EVSE LLC or EVSE LLC approved parts if available for your Hardware Equipment.

The Limited Warranty does not apply to the extent the defect in the Hardware Equipment is due to the use of the Hardware Equipment in conjunction with products not manufactured by EVSE LLC or to Hardware Equipment from which the serial number has been altered, defaced, or removed.

**LIMITATIONS OF LIABILITY**

If your EVSE LLC Hardware Equipment failed to work or perform as warranted above, the maximum liability of EVSE LLC under this Limited Warranty is expressly limited to the lesser of the price you have paid for the product or the cost of repair or replacement of any hardware components that malfunctioned in conditions of normal use.

This Limited Warranty extends only to the original purchaser of the Hardware Equipment. It may not be assigned to any third party. EVSE LLC may require the Customer to provide proof of purchase as a condition of receiving warranty service. Customer's dated sales or shipping receipt, showing the date of shipping or date of purchase, is the Customer's proof of purchase.

EXCEPT AS INDICATED ABOVE, IN NO EVENT SHALL CMI LLC BE LIABLE TO CUSTOMER OR ANY THIRD PARTY CLAIMING THROUGH CUSTOMER FOR ANY SPECIAL, INDIRECT, INCIDENTAL OR CONSEQUENTIAL DAMAGES, INCLUDING, WITHOUT LIMITATION, LOSS OF PROFITS OR SAVINGS, LOSS OF EARNINGS, GOODWILL, COSTS OF COVER, IN EACH CASE RELATING TO THIS WARRANTY OR TO THE EQUIPMENT, EVEN IF SUCH DAMAGES WERE FORESEEABLE AND EVEN IF THIS WARRANTY FAILS OF ITS ESSENTIAL PURPOSE.



Label Description: Limited Hardware Warranty

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Project:			
Project No:	Date:	Section:	Item:
Marketing / Date	Approval / Date	Rev No: / Date	
DS 06/16/2017	JAB 06/16/2017	02/ 06/16/2017	

CMI EVSE LLC, 89 PHEONIX AVE. ENFIELD, CT 06082 PHONE (860) 745-2433



 <p>Control Module Industries World Headquarters</p>	 <p><b>EVSE LLC</b> Electric Vehicle Supply Equipment A Subsidiary of Control Module Inc.</p>	<p><i>Service Specification</i></p>	
<p>Item: <b>Extended Hardware Warranty</b> Configuration: <b>12 Months</b></p>		<p>Product Line: <b>EVSE Warranty</b> Product No: <b>0813</b>      Version No: <b>012B</b></p>	<p>Sheet 1 of 1</p>

<p>eBrief:</p> <ul style="list-style-type: none"> <li>Extended Hardware Warranty – 12 Months from end of original warranty</li> <li>Prepaid Ground Freight One-Way – In Continental U.S.</li> <li>RMA Tracking</li> <li>Repair – Typically within 5 business days from receipt in-house</li> <li>Purchased up front with product sale</li> </ul>	
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<p><b>Description:</b></p> <p><b>Extended Warranty:</b> Must be purchased at time of product sale. EVSE LLC extends its original warranty by an additional twelve (12) months from the date of the expiration of the original warranty. If Customer notifies The Service Division during the warranty period of a defect in the Equipment, EVSE LLC will first attempt telephone support and if required will assign an RMA for repair or replacement of the defective Equipment. <u>If Customer requests on-site service during the extended warranty there will be a per call service charge.</u> Delivery of a repaired or replacement unit of Equipment does not extend the warranty period.</p> <p><b>Reporting a Defect:</b> Customer can report an Equipment defect to the EVSE LLC Tech Support by (a) telephone between 8:00 A.M. and 4:30 P.M. (EST), Monday through Friday, excluding EVSE LLC holidays, or (b) through EVSE LLC support website.</p> <ul style="list-style-type: none"> <li>Telephone number: 888-753-8222</li> <li>Email address: techsupport@controlmod.com</li> </ul> <p><b>Return and Repair Process:</b> After receiving Customer's notice of an Equipment defect and problem could not be resolved by telephone support, the EVSE LLC Service Division will provide Customer with a Return Material Authorization (RMA) number to be used by both Customer and CMI EVSE LLC to track the defective unit(s) during the repair process.</p> <ul style="list-style-type: none"> <li>Telephone number: 800-527-4998</li> <li>Email address: <a href="mailto:service@controlmod.com">service@controlmod.com</a></li> </ul> <p>The RMA will be provided over the telephone or via email to track the defective items. Customer is responsible for the return of the defective Equipment to EVSE LLC Service Division at Customer's expense. The Service Center will pay for ground shipping of the repaired or replacement unit to customer(s) site if located in the continental United States &amp; Canada (duties &amp; taxes not covered). Most Equipment will be repaired within five (5) business days following their receipt at an EVSE Service Center repair depot.</p> <p><b>Exclusions from Limited Warranty:</b> The foregoing warranty does NOT include 1) furnishing supplies for, painting or refinishing Equipment;</p>	<p>2) electrical work external to such Equipment; 3) installation, maintenance or removal of alterations, attachments or other devices not furnished by EVSE LLC; 4) on site services (including without limitation installation or removal, and costs thereof) ;5) services which cannot be practicably performed due to alterations in or attachments to the Equipment; 6) services for accessories; or 7) repair or replacement of defective Equipment to the extent the defect is attributable to: (i) improper installation, whether with respect to EVSE LLC's installation instructions or any other applicable standards or codes; (ii) neglect or misuse ( including use of the Equipment for purposes other than that for which it was designed); (iii) transportation, vandalism or burglary of the Equipment, acts of terrorism, accident or disaster, or other external causes (including water, wind , lightning and dust); or (iv) alterations to the Equipment or servicing of the Equipment by a third party. The foregoing warranty shall also not apply to the extent the defect in the Equipment is due to the use of the Equipment in conjunction with products not manufactured by EVSE LLC or to Equipment from which the serial number has been altered, defaced or removed.</p> <p><b>Only to Original Purchaser:</b> This warranty extends only to the original purchaser of the Equipment. It may not be assigned to any third party.</p> <p><b>Disclaimer of All Other Warranties:</b> THE WARRANTY SET FORTH ABOVE IS THE SOLE WARRANTY THAT CMI EVSE LLC PROVIDES WITH RESPECT TO THE EQUIPMENT. CUSTOMER ACKNOWLEDGES THAT CMI EXPRESSLY DISCLAIMS ALL OTHER WARRANTIES, EXPRESS OR IMPLIED, INCLUDING BUT NOT LIMITED TO, ANY WARRANTY OF MERCHANTABILITY, NON-INFRINGEMENT OR FITNESS FOR A PARTICULAR USE OR PURPOSE, OR ANY WARRANTY IMPLIED THROUGH COURSE OF CUSTOM OR USAGE OF TRADE.</p> <p><b>Disclaimer of Liability:</b> IN NO EVENT SHALL CMI EVSE LLC BE LIABLE TO CUSTOMER OR ANY THIRD PARTY CLAIMING THROUGH CUSTOMER FOR ANY SPECIAL, INDIRECT, INCIDENTAL OR CONSEQUENTIAL DAMAGES, INCLUDING, WITHOUT LIMITATION, LOSS OF EARNINGS, PROFIT OR GOODWILL OR COSTS OF COVER, IN EACH CASE RELATING TO THIS WARRANTY OR TO THE EQUIPMENT, EVEN IF SUCH DAMAGES WERE FORESEEABLE AND EVEN IF THIS WARRANTY FAILS OF ITS ESSENTIAL PURPOSE.</p>
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<p>Label Description: Extended Hardware Warranty</p> <p>©CMI EVSE LLC. 2008. All Rights Reserved. This specification is confidential and shall not be duplicated, published or disclosed, in whole or in part, without prior written permission of CMI EVSE LLC. This specification is subject to change without notice.</p>	<table border="1"> <tr> <td>Project:</td> <td colspan="3"></td> </tr> <tr> <td>Project No:</td> <td>Date:</td> <td>Section:</td> <td>Item:</td> </tr> <tr> <td>Marketing / Date</td> <td>Approval / Date</td> <td colspan="2">Rev No: / Date</td> </tr> <tr> <td>DS 07/29/16</td> <td>JAB 07/29/16</td> <td colspan="2">02/ 02/06/17</td> </tr> </table>	Project:				Project No:	Date:	Section:	Item:	Marketing / Date	Approval / Date	Rev No: / Date		DS 07/29/16	JAB 07/29/16	02/ 02/06/17	
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DS 07/29/16	JAB 07/29/16	02/ 02/06/17															
<p>CMI EVSE LLC, 89 PHEONIX AVE. ENFIELD, CT 06082 PHONE (860) 745-2433</p>																	





**Service Specification**

Product Line:

**Maintenance**

Product No:

Version No:

0932

302G

Sheet 1 of 1

Item: **Hardware Maintenance**

Configuration: *Annual On-Site/On-Call MTN Service*

**Brief:**

- Telephone Support
- On-Site/On-Call Service
- RMA Tracking
- In Continental U.S.
- Annual

**Description:**

**Hardware Maintenance Overview (Standard Coverage)**

**Maintenance Period:** 12 months (prepaid annually)

**Maintenance Scope:** Repair of defective CMI EVSE LLC hardware ("Equipment") on-site/on-call. Provision of updated parts as applicable. If a problem can't be resolved by EVSE, LLC Tech Support via telephone support or other means, the EVSE/CMI Service Division will provide Customer with on-site support (a certified technician will be dispatched within 72 business hours to the location along with a spare parts kit). All safety processes are followed as noted in the products service manual while replacing the modules. Once the modules are replaced a final test is done using EVSE Tester (provides simulation of an actual vehicle connected to the charger). The technician will be responsible to ship the defective modules (FRUs) to EVSE/CMI Service Division for diagnostics and component level repair or replacement. Repair or replacement of damaged Equipment resulting from causes other than ordinary wear and tear is not covered under this plan. Delivery of a repaired or replacement unit of Equipment does not extend the maintenance period.

**Requirements:** Equipment must be in proper working condition as of Maintenance start date. Equipment which has been out of warranty for more than thirty (30) days or which is more than three years old may be subject to inspection at CMI EVSE LLC Service Division at then prevailing rates.

**Reporting a Defect.** Customer can report an Equipment defect to the EVSE, LLC Tech Support by (a) telephone between 8:00 A.M. and 5:00 P.M. (EST), Monday through Friday, excluding EVSE, LLC holidays, or (b) through EVSE, LLC support website.

- Telephone number: 888-753-8222
- Email address: [techsupport@controlmod.com](mailto:techsupport@controlmod.com)

**RMA Tracking:** Equipment returns should be reported to the EVSE, LLC/CMI Service Division. The customer will be asked for the model, serial number and a brief description of the problem when reporting the defect. Also a Return Material Authorization (RMA) number will be assigned and used by both Customer and EVSE, LLC/CMI Service Division to track the defective unit during the repair process. The RMA will be provided by telephone or via email.

- Telephone number: 800-527-4998
- Email address: [service@controlmod.com](mailto:service@controlmod.com)

**Out of Scope Repairs:** Customer will be invoiced for product damages and end-user errors. Customer agrees to provide a blanket purchase order at the onset of maintenance agreement for time and material repairs at then prevailing rates (including travel) when Equipment is found damaged (resulting from causes other than ordinary wear and tear) do to neglect or misuse, vandalism, electrical surges, terrorism, alterations done by other than a EVSE LLC representative. This also includes on-site service for end-user errors.

**Disclaimer:** The "Brief" above as well as this "Hardware Maintenance Overview" represent summary information only. The rights and obligations of CMI EVSE LLC and the Customer with regard to this Maintenance plan shall be governed exclusively by the terms and conditions set forth in the "CMI EVSE LLC Hardware Maintenance Service Agreement".

**Liability Limits:** IN NO EVENT SHALL CMI EVSE LLC BE LIABLE TO CUSTOMER OR ANY THIRD PARTY CLAIMING THROUGH CUSTOMER FOR ANY SPECIAL, INDIRECT, INCIDENTAL OR CONSEQUENTIAL DAMAGES, INCLUDING, WITHOUT LIMITATION, LOSS OF EARNINGS, PROFIT OR GOODWILL OR COSTS OF COVER, IN EACH CASE RELATING TO CMI EVSE LLC MAINTENANCE SERVICES OR TO THE EQUIPMENT, EVEN IF SUCH DAMAGES WERE FORESEEABLE.

Label Description: Annual Maintenance	Project:			
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	Marketing / Date	Approval / Date	Rev No: / Date	
	DS 06/21/17	JAB 06/21/17	08/	02/1/18
	<b>CONTROL MODULE INDUSTRIES, SERVICE DIVISION, 89 PHEONIX AVE. ENFIELD, CT 06082 PHONE (860) 745-2433</b>			



**Customer Information Form**

Control Module Inc.  
CMI Time Management LLC  
Fleet Management LLC  
EVSE LLC


Date: \_\_\_\_\_  
Salesperson: \_\_\_\_\_

New:       Change:

Company Name: \_\_\_\_\_

Billing Address: \_\_\_\_\_

Phone: \_\_\_\_\_

Fax: \_\_\_\_\_

**Billing Contact**

Name: \_\_\_\_\_

Phone: \_\_\_\_\_      Extension: \_\_\_\_\_

Email: \_\_\_\_\_

**Customer Type:**    End User:       Var:       \_\_\_\_\_ %

**Accounting Use**

Customer Number: _____	Credit Limit: _____
------------------------	---------------------



## VIII – Value Added Products and Services Response

Control Module Inc. is the parent company of EVSE LLC and has been in business for over 50 years. In addition to electric vehicle chargers Control Module also manufactures a Time Management and a Fleet Management line of products. Both product lines have been manufactured in the US for over 20 years.

- The Time Management line of products include time and attendance clocks which have been used by many fortune 500 companies across the world. We manufacture from the very basic clocks that track the punch-in and punch-out of employees to the more complicated Windows and Lenox based hardware that can be customized to the customer's needs. These time clocks are compatible with just about any Workforce Management software supplier. Some our more notable clients are Disney, UPS, Bart, BI-LO, and Albertsons just to name a few.
- The Fleet Management line of products include vehicle and employee tracking to and from secured locations, servicing productivity, fuel & preventative maintenance management, Entry & Exit gate controls and monitoring, & lot tracking. Many of the custom product offerings in this line were designed specifically for the rental car industry. CMI works with Hertz, Dollar, Thrifty, Enterprise, Alamo, National, and Avis throughout the US and Canada. Other products that have spawned from this product line are 2 separate fuel management solutions designed for Old Dominion and Penske gas and diesel dispensary locations.

Control Module has also been a part of a number of different customized one off solutions for a number of different companies throughout their many years in business.

- For Disney they wanted to track the flow of ride goers to the various amusement park rides in Disneyworld. The problem is they had the old 3 post turnstile and did not want to update at the time. CMI engineered a switch to be mounted in those units that would send a signal every time the unit was turned. All of the turnstiles reported back to a hub located at the location of the ride and then was sent to a software solution that monitored the status of the location.
- For a Naval base they wanted to control these 120 outlets that were used to power the golf carts at the base. They wanted to restrict use so CMI designed a unit that had a RFID reader on it that when triggered by a programmed badge would allow the person to use the outlet.
- For a school technology company CMI is presently we are working on a hardware solution for children riding on school buses. This unit has an internal GPS and monitors the students as they get on and off the bus. The bus driver is told who should be getting on and/or off the bus at a specific stop. If that person does not get on or off the bus then the main office location is notified and action can be taken to find out why.

As you can see EVSE LLC and its affiliates can offer a number of different products & options to clients of the NCPA. We hope that we are selected to be one of the vendors chosen to supply EV charging solutions to your clients.



## IX – Required Documents

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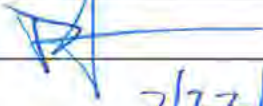
A signed PDF copy of the Clean Air and Water Act & Debarment Notice has been attached to this RFP.

A signed PDF copy of the Antitrust Certification Statements has been attached to this RFP.

## Clean Air and Water Act & Debarment Notice

I, the Vendor, am in compliance with all applicable standards, orders or regulations issued pursuant to the Clean Air Act of 1970, as Amended (42 U.S. C. 1857 (h), Section 508 of the Clean Water Act, as amended (33 U.S.C. 1368), Executive Order 117389 and Environmental Protection Agency Regulation, 40 CFR Part 15 as required under OMB Circular A-102, Attachment O, Paragraph 14 (1) regarding reporting violations to the grantor agency and to the United States Environment Protection Agency Assistant Administrator for the Enforcement.

I hereby further certify that my company has not been debarred, suspended or otherwise ineligible for participation in Federal Assistance programs under Executive Order 12549, "Debarment and Suspension", as described in the Federal Register and Rules and Regulations

Potential Vendor	EVSE LLC
Print Name	Brett Sisson
Address	89 Phoenix Avenue
City, State, Zip	Enfield, CT, 06082
Authorized signature	
Date	7/22/20

# Contractor Requirements

## **Contractor Certification Contractor's Employment Eligibility**

By entering the contract, Contractor warrants compliance with the Federal Immigration and Nationality Act (FINA), and all other federal and state immigration laws and regulations. The Contractor further warrants that it is in compliance with the various state statutes of the states it is will operate this contract in.

Participating Government Entities including School Districts may request verification of compliance from any Contractor or subcontractor performing work under this Contract. These Entities reserve the right to confirm compliance in accordance with applicable laws.

Should the Participating Entities suspect or find that the Contractor or any of its subcontractors are not in compliance, they may pursue any and all remedies allowed by law, including, but not limited to: suspension of work, termination of the Contract for default, and suspension and/or debarment of the Contractor. All costs necessary to verify compliance are the responsibility of the Contractor.

The offeror complies and maintains compliance with the appropriate statutes which requires compliance with federal immigration laws by State employers, State contractors and State subcontractors in accordance with the E-Verify Employee Eligibility Verification Program.

Contractor shall comply with governing board policy of the NCPA Participating entities in which work is being performed

### **Fingerprint & Background Checks**

If required to provide services on school district property at least five (5) times during a month, contractor shall submit a full set of fingerprints to the school district if requested of each person or employee who may provide such service. Alternately, the school district may fingerprint those persons or employees. An exception to this requirement may be made as authorized in Governing Board policy. The district shall conduct a fingerprint check in accordance with the appropriate state and federal laws of all contractors, subcontractors or vendors and their employees for which fingerprints are submitted to the district. Contractor, subcontractors, vendors and their employees shall not provide services on school district properties until authorized by the District.

The offeror shall comply with fingerprinting requirements in accordance with appropriate statutes in the state in which the work is being performed unless otherwise exempted.


Contractor shall comply with governing board policy in the school district or Participating Entity in which work is being performed

### **Business Operations in Sudan, Iran**

In accordance with A.R.S. 35-391 and A.R.S. 35-393, the Contractor hereby certifies that the contractor does not have scrutinized business operations in Sudan and/or Iran.

Authorized signature

Date

  
\_\_\_\_\_  
7/22/20  
\_\_\_\_\_



## Antitrust Certification Statements (Tex. Government Code § 2155.005)

I affirm under penalty of perjury of the laws of the State of Texas that:

(1) I am duly authorized to execute this contract on my own behalf or on behalf of the company, corporation, firm, partnership or individual (Company) listed below;

(2) In connection with this bid, neither I nor any representative of the Company has violated any provision of the Texas Free Enterprise and Antitrust Act, Tex. Bus. & Comm. Code Chapter 15;

(3) In connection with this bid, neither I nor any representative of the Company has violated any federal antitrust law; and

(4) Neither I nor any representative of the Company has directly or indirectly communicated any of the contents of this bid to a competitor of the Company or any other company, corporation, firm, partnership or individual engaged in the same line of business as the Company.

Company name EVSE LLC

Address 89 Phoenix Avenue

City/State/Zip Enfield / CT / 06082

Telephone No. (860) 745-2433

Fax No. (860) 741-6064

Email address bsisson@controlmod.com

Printed name Brett Sisson

Position with company Business Development

Authorized signature 

## Required Clauses for Federal Funds Certifications

Participating Agencies may elect to use federal funds to purchase under the Master Agreement. The following certifications and provisions may be required and apply when a Participating Agency expends federal funds for any purchase resulting from this procurement process. Pursuant to 2 C.F.R. § 200.326, all contracts, including small purchases, awarded by the Participating Agency and the Participating Agency's subcontractors shall contain the procurement provisions of Appendix II to Part 200, as applicable.

### **APPENDIX II TO 2 CFR PART 200**

(A) Contracts for more than the simplified acquisition threshold currently set at \$150,000, which is the inflation adjusted amount determined by the Civilian Agency Acquisition Council and the Defense Acquisition Regulations Council (Councils) as authorized by 41 U.S.C. 1908, must address administrative, contractual, or legal remedies in instances where contractors violate or breach contract terms, and provide for such sanctions and penalties as appropriate.

(B) Termination for cause and for convenience by the grantee or subgrantee including the manner by which it will be effected and the basis for settlement. (All contracts in excess of \$10,000)

(C) Equal Employment Opportunity. Except as otherwise provided under 41 CFR Part 60, all contracts that meet the definition of "federally assisted construction contract" in 41 CFR Part 60-1.3 must include the equal opportunity clause provided under 41 CFR 60-1.4(b), in accordance with Executive Order 11246, "Equal Employment Opportunity" (30 CFR 12319, 12935, 3 CFR Part, 1964-1965 Comp., p. 339), as amended by Executive Order 11375, "Amending Executive Order 11246 Relating to Equal Employment Opportunity," and implementing regulations at 41 CFR part 60, "Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor."

Pursuant to Federal Rule (C) above, when a Participating Agency expends federal funds on any federally assisted construction contract, the equal opportunity clause is incorporated by reference herein.

(D) Davis-Bacon Act, as amended (40 U.S.C. 3141-3148). When required by Federal program legislation, all prime construction contracts in excess of \$2,000 awarded by non-Federal entities must include a provision for compliance with the Davis-Bacon Act (40 U.S.C. 3141-3144, and 3146-3148) as supplemented by Department of Labor regulations (29 CFR Part 5, "Labor Standards Provisions Applicable to Contracts Covering Federally Financed and Assisted Construction"). In accordance with the statute, contractors must be required to pay wages to laborers and mechanics at a rate not less than the prevailing wages specified in a wage determination made by the Secretary of Labor. In addition, contractors must be required to pay wages not less than once a week. The non-Federal entity must place a copy of the current prevailing wage determination issued by the Department of Labor in each solicitation. The decision to award a contract or subcontract must be conditioned upon the acceptance of the wage determination. The non-Federal entity must report all suspected or reported violations to the Federal awarding agency. The contracts must also include a provision

for compliance with the Copeland “Anti-Kickback” Act (40 U.S.C. 3145), as supplemented by Department of Labor regulations (29 CFR Part 3, “Contractors and Subcontractors on Public Building or Public Work Financed in Whole or in Part by Loans or Grants from the United States”). The Act provides that each contractor or subrecipient must be prohibited from inducing, by any means, any person employed in the construction, completion, or repair of public work, to give up any part of the compensation to which he or she is otherwise entitled. The non-Federal entity must report all suspected or reported violations to the Federal awarding agency.

(E) Contract Work Hours and Safety Standards Act (40 U.S.C. 3701-3708). Where applicable, all contracts awarded by the non-Federal entity in excess of \$100,000 that involve the employment of mechanics or laborers must include a provision for compliance with 40 U.S.C. 3702 and 3704, as supplemented by Department of Labor regulations (29 CFR Part 5). Under 40 U.S.C. 3702 of the Act, each contractor must be required to compute the wages of every mechanic and laborer on the basis of a standard work week of 40 hours. Work in excess of the standard work week is permissible provided that the worker is compensated at a rate of not less than one and a half times the basic rate of pay for all hours worked in excess of 40 hours in the work week. The requirements of 40 U.S.C. 3704 are applicable to construction work and provide that no laborer or mechanic must be required to work in surroundings or under working conditions which are unsanitary, hazardous or dangerous. These requirements do not apply to the purchases of supplies or materials or articles ordinarily available on the open market, or contracts for transportation or transmission of intelligence.

(F) Rights to Inventions Made Under a Contract or Agreement. If the Federal award meets the definition of “funding agreement” under 37 CFR §401.2 (a) and the recipient or subrecipient wishes to enter into a contract with a small business firm or nonprofit organization regarding the substitution of parties, assignment or performance of experimental, developmental, or research work under that “funding agreement,” the recipient or subrecipient must comply with the requirements of 37 CFR Part 401, “Rights to Inventions Made by Nonprofit Organizations and Small Business Firms Under Government Grants, Contracts and Cooperative Agreements,” and any implementing regulations issued by the awarding agency.

(G) Clean Air Act (42 U.S.C. 7401-7671q.) and the Federal Water Pollution Control Act (33 U.S.C. 1251-1387), as amended— Contracts and subgrants of amounts in excess of \$150,000 must contain a provision that requires the non-Federal award to agree to comply with all applicable standards, orders or regulations issued pursuant to the Clean Air Act (42 U.S.C. 7401- 7671q) and the Federal Water Pollution Control Act as amended (33 U.S.C. 1251- 1387). Violations must be reported to the Federal awarding agency and the Regional Office of the Environmental Protection Agency (EPA).

(H) Debarment and Suspension (Executive Orders 12549 and 12689)—A contract award (see 2 CFR 180.220) must not be made to parties listed on the government wide exclusions in the System for Award Management (SAM), in accordance with the OMB guidelines at 2 CFR 180 that implement Executive Orders 12549 (3 CFR part 1986 Comp., p. 189) and 12689 (3 CFR part 1989 Comp., p. 235), “Debarment and Suspension.” SAM Exclusions contains the names of parties debarred, suspended, or otherwise excluded by agencies, as well as parties declared ineligible under statutory or regulatory authority other than Executive Order 12549.

(I) Byrd Anti-Lobbying Amendment (31 U.S.C. 1352)—Contractors that apply or bid for an award exceeding \$100,000 must file the required certification. Each tier certifies to the tier above that it will not and has not used Federal appropriated funds to pay any person or organization for influencing or attempting to influence an officer or employee



of any agency, a member of Congress, officer or employee of Congress, or an employee of a member of Congress in connection with obtaining any Federal contract, grant or any other award covered by 31 U.S.C. 1352. Each tier must also disclose any lobbying with non-Federal funds that takes place in connection with obtaining any Federal award. Such disclosures are forwarded from tier to tier up to the non-Federal award.

#### **RECORD RETENTION REQUIREMENTS FOR CONTRACTS INVOLVING FEDERAL FUNDS**

When federal funds are expended by Participating Agency for any contract resulting from this procurement process, offeror certifies that it will comply with the record retention requirements detailed in 2 CFR § 200.333. The offeror further certifies that offeror will retain all records as required by 2 CFR § 200.333 for a period of three years after grantees or subgrantees submit final expenditure reports or quarterly or annual financial reports, as applicable, and all other pending matters are closed.

#### **CERTIFICATION OF COMPLIANCE WITH THE ENERGY POLICY AND CONSERVATION ACT**

When Participating Agency expends federal funds for any contract resulting from this procurement process, offeror certifies that it will comply with the mandatory standards and policies relating to energy efficiency which are contained in the state energy conservation plan issued in compliance with the Energy Policy and Conservation Act (42 U.S.C. 6321 et seq.; 49 C.F.R. Part 18).

#### **CERTIFICATION OF COMPLIANCE WITH BUY AMERICA PROVISIONS**

To the extent purchases are made with Federal Highway Administration, Federal Railroad Administration, or Federal Transit Administration funds, offeror certifies that its products comply with all applicable provisions of the Buy America Act and agrees to provide such certification or applicable waiver with respect to specific products to any Participating Agency upon request. Purchases made in accordance with the Buy America Act must still follow the applicable procurement rules calling for free and open competition.

## Required Clauses for Federal Assistance provided by FTA

### ACCESS TO RECORDS AND REPORTS

Contractor agrees to:

- a) Maintain all books, records, accounts and reports required under this Contract for a period of not less than three (3) years after the date of termination or expiration of this Contract or any extensions thereof except in the event of litigation or settlement of claims arising from the performance of this Contract, in which case Contractor agrees to maintain same until Public Agency, the FTA Administrator, the Comptroller General, or any of their duly authorized representatives, have disposed of all such litigation, appeals, claims or exceptions related thereto.
- b) Permit any of the foregoing parties to inspect all work, materials, payrolls, and other data and records with regard to the Project, and to audit the books, records, and accounts with regard to the Project and to reproduce by any means whatsoever or to copy excerpts and transcriptions as reasonably needed for the purpose of audit and examination.

*FTA does not require the inclusion of these requirements of Article 1.01 in subcontracts. Reference 49 CFR 18.39 (i)(11).*

### CIVIL RIGHTS / TITLE VI REQUIREMENTS

- 1) Non-discrimination. In accordance with Title VI of the Civil Rights Act of 1964, as amended, 42 U.S.C. § 2000d, Section 303 of the Age Discrimination Act of 1975, as amended, 42 U.S.C. § 6102, Section 202 of the Americans with Disabilities Act of 1990, as amended, 42 U.S.C. § 12132, and Federal Transit Law at 49 U.S.C. § 5332, Contractor or subcontractor agrees that it will not discriminate against any employee or applicant for employment because of race, color, creed, national origin, sex, marital status age, or disability. In addition, Contractor agrees to comply with applicable Federal implementing regulations and other implementing requirements FTA may issue.
- 2) Equal Employment Opportunity. The following Equal Employment Opportunity requirements apply to this Contract:
  - a. Race, Color, Creed, National Origin, Sex. In accordance with Title VII of the Civil Rights Act, as amended, 42 U.S.C. § 2000e, and Federal Transit Law at 49 U.S.C. § 5332, the Contractor agrees to comply with all applicable Equal Employment Opportunity requirements of U.S. Dept. of Labor regulations, "Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor, 41 CFR, Parts 60 et seq., and with any applicable Federal statutes, executive orders, regulations, and Federal policies that may in the future affect construction activities undertaken in the course of this Project. Contractor agrees to take affirmative action to ensure that applicants are employed, and that employees are treated during employment, without regard to their race, color, creed, national origin, sex, marital status, or age. Such action shall include, but not be limited to, the following: employment, upgrading, demotion or transfer, recruitment or recruitment advertising, layoff or termination, rates of pay or other forms of compensation; and selection for training, including apprenticeship. In addition, Contractor agrees to comply with any implementing requirements FTA may issue.
  - b. Age. In accordance with the Age Discrimination in Employment Act (ADEA) of 1967, as amended, 29 U.S.C. Sections 621 through 634, and Equal Employment Opportunity Commission (EEOC) implementing regulations, "Age Discrimination in Employment Act", 29 CFR Part 1625, prohibit employment discrimination by Contractor against individuals on the basis of age, including present and prospective

employees. In addition, Contractor agrees to comply with any implementing requirements FTA may issue.

- c. Disabilities. In accordance with Section 102 of the Americans with Disabilities Act of 1990, as amended (ADA), 42 U.S.C. Sections 12101 *et seq.*, prohibits discrimination against qualified individuals with disabilities in programs, activities, and services, and imposes specific requirements on public and private entities. Contractor agrees that it will comply with the requirements of the Equal Employment Opportunity Commission (EEOC), "Regulations to Implement the Equal Employment Provisions of the Americans with Disabilities Act," 29 CFR, Part 1630, pertaining to employment of persons with disabilities and with their responsibilities under Titles I through V of the ADA in employment, public services, public accommodations, telecommunications, and other provisions.
  - d. Segregated Facilities. Contractor certifies that their company does not and will not maintain or provide for their employees any segregated facilities at any of their establishments, and that they do not and will not permit their employees to perform their services at any location under the Contractor's control where segregated facilities are maintained. As used in this certification the term "segregated facilities" means any waiting rooms, work areas, restrooms and washrooms, restaurants and other eating areas, parking lots, drinking fountains, recreation or entertainment areas, transportation, and housing facilities provided for employees which are segregated by explicit directive or are in fact segregated on the basis of race, color, religion or national origin because of habit, local custom, or otherwise. Contractor agrees that a breach of this certification will be a violation of this Civil Rights clause.
- 3) Solicitations for Subcontracts, Including Procurements of Materials and Equipment. In all solicitations, either by competitive bidding or negotiation, made by Contractor for work to be performed under a subcontract, including procurements of materials or leases of equipment, each potential subcontractor or supplier shall be notified by Contractor of Contractor's obligations under this Contract and the regulations relative to non-discrimination on the grounds of race, color, creed, sex, disability, age or national origin.
  - 4) Sanctions of Non-Compliance. In the event of Contractor's non-compliance with the non-discrimination provisions of this Contract, Public Agency shall impose such Contract sanctions as it or the FTA may determine to be appropriate, including, but not limited to: 1) Withholding of payments to Contractor under the Contract until Contractor complies, and/or; 2) Cancellation, termination or suspension of the Contract, in whole or in part.

*Contractor agrees to include the requirements of this clause in each subcontract financed in whole or in part with Federal assistance provided by FTA, modified only if necessary to identify the affected parties.*

#### **DISADVANTAGED BUSINESS PARTICIPATION**

This Contract is subject to the requirements of Title 49, Code of Federal Regulations, Part 26, "*Participation by Disadvantaged Business Enterprises in Department of Transportation Financial Assistance Programs*", therefore, it is the policy of the Department of Transportation (DOT) to ensure that Disadvantaged Business Enterprises (DBEs), as defined in 49 CFR Part 26, have an equal opportunity to receive and participate in the performance of DOT-assisted contracts.

- 1) Non-Discrimination Assurances. Contractor or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this Contract. Contractor shall carry out all applicable requirements of 49 CFR Part 26 in the award and administration of DOT-assisted contracts. Failure by Contractor to carry out these requirements is a material breach of this Contract, which may result in the termination of this Contract or other such remedy as public agency deems appropriate. Each subcontract Contractor signs with a subcontractor must include the assurance in this paragraph. (See 49 CFR 26.13(b)).



- 2) Prompt Payment. Contractor is required to pay each subcontractor performing Work under this prime Contract for satisfactory performance of that work no later than thirty (30) days after Contractor's receipt of payment for that Work from public agency. In addition, Contractor is required to return any retainage payments to those subcontractors within thirty (30) days after the subcontractor's work related to this Contract is satisfactorily completed and any liens have been secured. Any delay or postponement of payment from the above time frames may occur only for good cause following written approval of public agency. This clause applies to both DBE and non-DBE subcontractors. Contractor must promptly notify public agency whenever a DBE subcontractor performing Work related to this Contract is terminated or fails to complete its Work, and must make good faith efforts to engage another DBE subcontractor to perform at least the same amount of work. Contractor may not terminate any DBE subcontractor and perform that Work through its own forces, or those of an affiliate, without prior written consent of public agency.
- 3) DBE Program. In connection with the performance of this Contract, Contractor will cooperate with public agency in meeting its commitments and goals to ensure that DBEs shall have the maximum practicable opportunity to compete for subcontract work, regardless of whether a contract goal is set for this Contract. Contractor agrees to use good faith efforts to carry out a policy in the award of its subcontracts, agent agreements, and procurement contracts which will, to the fullest extent, utilize DBEs consistent with the efficient performance of the Contract.

### **ENERGY CONSERVATION REQUIREMENTS**

Contractor agrees to comply with mandatory standards and policies relating to energy efficiency which are contained in the State energy conservation plans issued under the Energy Policy and Conservation Act, as amended, 42 U.S.C. Sections 6321 *et seq.* and 41 CFR Part 301-10.

### **FEDERAL CHANGES**

Contractor shall at all times comply with all applicable FTA regulations, policies, procedures and directives, including without limitation those listed directly or by reference in the Contract between public agency and the FTA, as they may be amended or promulgated from time to time during the term of this contract. Contractor's failure to so comply shall constitute a material breach of this Contract.

### **INCORPORATION OF FEDERAL TRANSIT ADMINISTRATION (FTA) TERMS**

The provisions include, in part, certain Standard Terms and Conditions required by the U.S. Department of Transportation (DOT), whether or not expressly set forth in the preceding Contract provisions. All contractual provisions required by the DOT, as set forth in the most current FTA Circular 4220.1F, dated November 1, 2008, are hereby incorporated by reference. Anything to the contrary herein notwithstanding, all FTA mandated terms shall be deemed to control in the event of a conflict with other provisions contained in this Contract. Contractor agrees not to perform any act, fail to perform any act, or refuse to comply with any public agency requests that would cause public agency to be in violation of the FTA terms and conditions.

### **NO FEDERAL GOVERNMENT OBLIGATIONS TO THIRD PARTIES**

Agency and Contractor acknowledge and agree that, absent the Federal Government's express written consent and notwithstanding any concurrence by the Federal Government in or approval of the solicitation or award of the underlying Contract, the Federal Government is not a party to this Contract and shall not be subject to any obligations or liabilities to agency, Contractor, or any other party (whether or not a party to that contract) pertaining to any matter resulting from the underlying Contract.

*Contractor agrees to include the above clause in each subcontract financed in whole or in part with federal assistance provided by the FTA. It is further agreed that the clause shall not be modified, except to identify the subcontractor who will be subject to its provisions.*

#### **PROGRAM FRAUD AND FALSE OR FRAUDULENT STATEMENTS**

Contractor acknowledges that the provisions of the Program Fraud Civil Remedies Act of 1986, as amended, 31 U.S.C. §§ 3801 et seq. and U.S. DOT regulations, "Program Fraud Civil Remedies," 49 CFR Part 31, apply to its actions pertaining to this Contract. Upon execution of the underlying Contract, Contractor certifies or affirms the truthfulness and accuracy of any statement it has made, it makes, it may make, or causes to be made, pertaining to the underlying Contract or the FTA assisted project for which this Contract Work is being performed.

In addition to other penalties that may be applicable, Contractor further acknowledges that if it makes, or causes to be made, a false, fictitious, or fraudulent claim, statement, submission, or certification, the Federal Government reserves the right to impose the penalties of the Program Fraud Civil Remedies Act of 1986 on Contractor to the extent the Federal Government deems appropriate.

Contractor also acknowledges that if it makes, or causes to be made, a false, fictitious, or fraudulent claim, statement, submission, or certification to the Federal Government under a contract connected with a project that is financed in whole or in part with Federal assistance originally awarded by FTA under the authority of 49 U.S.C. § 5307, the Government reserves the right to impose the penalties of 18 U.S.C. § 1001 and 49 U.S.C. § 5307 (n)(1) on the Contractor, to the extent the Federal Government deems appropriate.

*Contractor agrees to include the above clauses in each subcontract financed in whole or in part with Federal assistance provided by FTA. It is further agreed that the clauses shall not be modified, except to identify the subcontractor who will be subject to the provisions.*

## State Notice Addendum

The National Cooperative Purchasing Alliance (NCPA), on behalf of NCPA and its current and potential participants to include all county, city, special district, local government, school district, private K-12 school, higher education institution, state, tribal government, other government agency, healthcare organization, nonprofit organization and all other Public Agencies located nationally in all fifty states, issues this Request for Proposal (RFP) to result in a national contract.

For your reference, the links below include some, but not all, of the entities included in this proposal:

[http://www.usa.gov/Agencies/Local\\_Government/Cities.shtml](http://www.usa.gov/Agencies/Local_Government/Cities.shtml)

<http://nces.ed.gov/globallocator/>

<https://harvester.census.gov/imls/search/index.asp>

<http://nccsweb.urban.org/PubApps/search.php>

<http://www.usa.gov/Government/Tribal-Sites/index.shtml>

<http://www.usa.gov/Agencies/State-and-Territories.shtml>

<http://www.nreca.coop/about-electric-cooperatives/member-directory/>

<https://sos.oregon.gov/blue-book/Pages/state.aspx>

<https://portal.ehawaii.gov/government/>

<https://access.wa.gov/governmentagencies.html>