Г	Energy Network Services	EV Gateway	Evlutio	ion Charge	Fractal EV	Foreseeson Technology Inc.		Guillevin International	InCharge Energy	Nuvve	PD McLaren Trd.	Polara Energy
<u>Line</u> <u>Item</u> <u>Specifications</u>	Yes/No Additional Information	Yes/No Additional Information		Additional Information		Yes/No Additional Information	Yes/No		Yes/No Additional Information	Yes/No Additional Information		Yes/No Additional Information
Technical Specifications 1 The charging station is compatible with at least one of	Yes Interoperability testing either	Yes Manufacturer Name: Tellus	Ves Comi	npatible with all buses Y	ps I	Yes CP6000 uses a SAE J1772 connector and therefore is	Ves	CP6000 uses a SAE J1772 connector and therefore is	Yes Yes all but the Jouley.	Yes Our Level 2 chargers can	Yes Our charging solution is capable of	Yes All listed Level 2 chargers are
the electric buses outlined in the TRA 23-02 document please specify which model/s	completed or planned for many of the mentioned vehicles on the list that accept Ac Charging, (Complete for IC Bus Electric CE Series; Planned for 8PO/RIDE Achiever Blue Bird Vision Electric BYD/Ride Creator Blue Bird All American 8PO/Ride Desamer; No AC available Micro Bird G5 Thomas Bull Saf-1-Liner)	Power Green & LiteOn Model 1) EVG-SC80A 2) EVG-IC80A 3) TP-EVVA-80A		11772 port		compatible with the following vehicles according to their spec sheets: Micro Bird GS Lionc. The Bluebird Type C/D Jouley and IC Bus mention 11772 charging but we will need more information from the manufacturer to determine full compatibility. ChargePoint has successfully conducted testing at ChargePoint's interoperability lab in Campbell CA with Blue Bird IC Bus and Lion. ChargePoint's andware and software tested successfully with the Thomas Built Jouley at the Daimler HO electric island.	I I	compatible with the following vehicles according to their spec sheets: Micro Bird GS Lionc. The Bluebird Type (7) Doubley and IC Bus mention J1772 charging but we will need more information from the manufacturer to determine full compatibility. ChargePoint has successfully conducted testing at ChargePoint's interoperability lab in Campbell CA with Blue Bird IC Bus and Lion. ChargePoint's hardware and software tested successfully with the Thomas Built Joulgy at the Daimler	tes resultationers.	charge all three models listed Vision Electric Type Blue Bird Vision Type C ar Micro Bird Type A.	charging all models of electric bus as D provided in this solicitation.	compatible with all the buses listed in the TRA 24-02 Document
2 Input Power Supply – 208V/240V 60Hz single phase	Yes	Yes	Yes	Y	es	Yes	Yes	HQ electric island. CP6000 supports 208/240V 60 Hz 1-phase AC input.	Yes	Yes	Yes 208V±15%; 240V±15% 60Hz Please note that to achieve 80A output we use 240v Single Phase power.	Yes All chargers accept standard 208/240V single-phase AC input typical for depot charging.
3 Minimum charging power of 19.2kW - please specify charging output capability	Yes	Yes	Yes 19.2i	2kW Y	25	Yes CP6000 can provide 19.2 kW – 80 A @ 240 V – using a 100 A circuit breaker.	A Yes	CP6000 can provide 19.2 kW – 80 A @ 240 V – using a 100 A circuit breaker.	Yes	Yes 19.2kW is maximum charging power may be limited by local infrastructure constraints e.g. 208 volts instead of	Yes Charger output capability of 19.2kW	Yes AUTEL and Siemens chargers are 19.2kW rated and meet or exceed this requirement.
4 Wall-mounted with mounting hardware provided	Yes	Yes	Yes	Y	es -	Yes CP6000 has a wall mount option and includes all necessary mounting hardware.	Yes	CP6000 has a wall mount option and includes all necessary mounting hardware.	Yes	240. Yes	Yes We offer wall mounted and pedestal mounted options for our Level 2 charging stations.	Yes All models are wall-mountable and shipped with full mounting hardware.
5 Capable of use 24 hours a day every day of the year in an Operating Temperature of 22F to 122F (-30C to +50C) and Operating Humidity of up to 95% @ 50C (122F) non-condensing	Yes Operating Temperature: -40C to +50C 98% Humidity (non- condensing)	Yes	Yes As pe	per the specs sheet Y	es	Yes CP6000 can be used 24 hours a day and is rated with an operating temperature of -40 to 122 F. Please note an exception specific to operating humidity as the CP6000 is rated up to 85% at 122 F. Non-operating humidity tolerance up to 95% at 122 F.	Yes	CP6000 can be used 24 hours a day and is rated with an operating temperature of -40 to 122 F. Please note an exception specific to operating humidity as the CP6000 is rated up to 85% at 122 F. Non-operating humidity tolerance up to 95% at 122 F.	Yes	Yes	Yes Operating Temperature range of -40F to +131F	Yes Confirmed in AUTEL and Siemens datasheets. Suitable for year-round operation.
6 Weatherproof to minimum of NEMA 3	Yes NEMA 4	Yes	Yes NEM	v/A Type3R Y	es	Yes CP6000 is weatherproof rated to NEMA Type 3R.	Yes	CP6000 is weatherproof rated to NEMA Type 3R.	Yes	Yes	Yes Fully NEMA3R certified	Yes All chargers are rated NEMA 3R or higher for outdoor deployment.
7 Connector compliance with Society of Automotive Engineers (SAE) Combined Charging System 1 (CCS1)	Yes Comply with J1772	Yes	No Not a charg	applicable to Level 2 N	o FractalEV provides L2 Chargers only.	No No. This is no possible for any AC Level 2 charger. The CP6000 is an AC charging station and as such utilizes SAE J1772 connector type. CCS Type 1 is used for DC fast charging.	No	No. This is no possible for any AC Level 2 charger. The CP6000 is an AC charging station and as such utilizes SAE J1772 connector type. CCS Type 1 is used for DC fast charging.	No No charging standard is J-1772.	Yes	Yes Yes our charger uses a J1772 in accordance with the SAE standards.	No Level 2 chargers use J1772 not CCS1 which is standard for Level 2 AC charging.
8 CSA cUL or other recognized certification approved for use in Canada 9 Charging station cord is a minimum of 5m in length. Please indicate other options available.	Yes cUL listed Yes 24ft - Approximately 7m	Yes Yes		meters standard and 7.5 Y ters option	es Charging station cord is 21 feet	Yes CP6000 is UL and cUL listed; complies with UL 2594 UL 2231- 1 UL 2231-2and NEC		CP6000 is UL and cUL listed; complies with UL 2594 UL 2231-1 UL 2231-2and NEC Article 625 CP6000 is available in both 5.5 and 7 m cable lengths.	Yes All of our chargers are UL certified. Yes 25ft cable available	Yes Yes	Yes In full compliance with: UL 2231-1 UL 2231-2 UL2594 NEC Yes 7.5m cable length is standard. We also offer a 5m cable.	Yes All listed units carry cUL or CSA certification as required. Yes All listed models come with 7.6m (25ft) cables; longer options
10 Over-current protection that prevents circuit breaker trips	Yes	Yes	Prote Curre OTP[Temp UVP[Prote Frote Grou SCP[S	P(Over Voltage Y tection) OCP(Over rent Protection) (Over perature Protection) (Under Voltage tection) SPD(Surge tection) SPD(Surge tection Detection) unding Protection (Short Circuit Protection) tro Pilot Fault Relay Idding Detection CCID Self-	es	Yes CP6000 is installed with a 100 A circuit breaker on the electrical panel for overcurrent protection. CP6000 is equipped with surge protection of 6 kV @ 3000A. In geographic areas subject to frequent thunderstorms supplemental surge protection at the service panel is recommended.		CP6000 is installed with a 100 A circuit breaker on the electrical panel for overcurrent protection. CP6000 is equipped with surge protection of 6 kV @ 3000A. In geographic areas subject to frequent thunderstorms supplemental surge protection at the service panel is recommended.	No	Yes	Yes Over-Current Over-Voltage Under- Voltage Integrated Surge Protection all included	available. Yes Integrated in onboard protection circuits; compliant with UL standards.
11 Display must be liquid crystal display (LCD) light- emitting diode (LED) or equivalent and shall be	Yes No LCD on the charger. LED lights present on the charger to	Yes	Yes	Y	es	Yes CP6000 includes an 8" touchscreen display although can be special ordered without a display is desired.	e Yes	CP6000 includes an 8" touchscreen display although can be special ordered without a display is desired.	Yes	Yes	Yes Our L2 units offer a readable display.	Yes All units have readable LED/LCD displays for outdoor conditions.
readable in direct sunlight and at night. 12 Must automatically continue to provide a charge to the electric school bus if station loses network connectivity or if remote station management system	indicate status. Yes	Yes	Yes	Y	es	No CP6000 ensures charging can be continued at a safe default rate if network connectivity is disrupted.	t Yes	CP6000 ensures charging can be continued at a safe default rate if network connectivity is disrupted.	Yes	Yes	Yes Our units will continue to charge in absence of network connection	Yes All units operate independently from CMS if needed with fail-safe fallback mode.
is offline. 13 Charging station must provide local data storage in the vevent of a network communication failure. All data automatically uploaded when connectivity is restored. Must have sufficient storage to hold at least 30 days of	Yes	Yes	Yes	Y	es	Yes CP6000 stores charge session data for up to 90 days and will upload to the cloud when network connectivity is restored.		CP6000 stores charge session data for up to 90 days and will upload to the cloud when network connectivity is restored	Yes Our proprietary InControl software	Yes Limited data points will b stored on the device.	e Yes Yes	Yes Local data buffering and automatic syncing are built-in to CMS (Cléo/Gen E).
offline data. NETWORK SERVICES												
Station is capable of OCPP 1.6J or later governing communication between the station and the proposed network	Yes OCPP 1.6J and software is OCPP 2.0 Ready. Hardware upgrade to OCPP 2.0.1 when available.	Yes		PP1.6 J/OCPP2.0.1 Y gradeable	es	Yes	Yes	ChargePoint CP6000 utilizes OCPP 2.0.1.	Yes All industry standard OCPP 1.6-1 chargers can communicate with our software. Depending on the age of the equipment inCharge may still be able to connect to the charger network and capture charger session data that we can incorporate into dashboards and reports that are visible in the InControl software platform.	Yes Station is OCPP 1.6J ready however uses proprietary Nuvve protocol by defaul		Yes All Level 2 chargers provided are OCPP 1.61-compliant supporting integration with open protocol CMS platforms like Polara's prorietary software Cleo.
2 The following information and controls (at a minimum) are available from the charging station to be integrated with the Purchaser's charging management software: - Station identifer + location - Charging station status - Charging session start/stop times - Active charging time - kWh delivered - Charging station utilization/output (kW) - Error messages - Control functions Please indicate additional functionalities.	Yes	Yes	Yes yes	Y	25	Yes	Yes	ChargePoint charge management software can provide the listed functions and/or information. Control functions include the following allowing a user complete control to optimize fleet charging and electrical costs: *Access control *Dynamic power module allocation *Cable Sharing *Charge scheduling *Power Sharing Management: circuit panel and site levels *Plug and Charge *API *Fleet Integration (for telematics) For additional details please refer to Section 2.1 of the attached ChargePoint Solutions Overview.	Yes InCharge has built its own dealership management platform (inControl) designed to increase uptime and lower the cost to operate a fleet. The software is built with industry-leading security and reliability. If features multi-factor authentication and end-to-end encryption. The platform is designed for scalability of fleets facilities and whichics with a GraphQL. API that increases performance reliability and customization. InControl manages charging stations' access control usage data remote management network operations and advanced load management capabilities. The software reduces operating costs with remote service offerings over-the-air updates and energy management functions. Users can track service warranty and preventative maintenance. Additionally the software provides load management to reduce fleet total cost of operations (TCO) peak energy demand and can generate revenue from incentives and LCFS credits. It is OCPP compatible and interoperability tested with 10 different EV charging OEMs. InControl ensures a comprehensive delivery of services for users with features including but not limited to live session and charger data site yard Jayout energy and uptime reports real-time updates on charging activity state of charge & charging speed tracking access controls PIN/RFID load management policies automatic alerts of service events and support ticket creation and tracking. Importantly InControl also provides full ownership and control to our customers of their own data generated with an open API to allow integrations into other software platforms such as fleet or building management software accounting jabiforms or other. No other	Yes	Yes we offer these capabilities as part of our charger management software Camber Core: Salos known as Valence. These names are interchangeable and describe the same product.	Yes The CMS dashboard includes full reporting capabilities with optional modules for smart energy management load balancing and site analytics.
3 Supports remote firmware upgrades	Yes	Yes	Yes yes	Y	es	Yes	Yes	All ChargePoint products are networked via cellular connection and can be updated remotely.		Yes	Yes Yes we fully support Remote Firmware Updates.	Yes Remote firmware updates are supported over OCPP via LTE or Ethernet to ensure all chargers remain compliant and secure.
Supplier is responsible for enabling cellular connectivity to a data network prior to shipping the unit(s) - please indicate proposed network	Yes Chargers are shipped with SIM cards for LTE connection	Yes	the o betw cellul	cellular provider gives option to choose ween multiple major ular networks including Rogers and Telus.	es The chargers use an Emnify MVNO esim which is compatible with Rogers Bell Telus Wind among others in Canada	Yes Telus Rogers Bell networks are all supported.	Yes	All ChargePoint products utilize a private cellular network for security purposes; network activation is completed by ChargePoint or installer after commissioning. All ChargePoint stations are designed tested and confirmed to be seamlessly integrated with the ChargePoint charger management software.	Yes We are working with roaming SIM Cards which choose the strongest network.	Yes Additional equipment will be required for cellular connectivity. We can use any cellular provider used by the customer.	roaming between multiple networks fo optimal coverage.	Yes Polara pre-configures LTE connectivit using major Canadian carriers based on client preference or coverage area.
Installation (Optional) 1 If providing installation services (optional) all work must be completed under appropriate permit and installation to meet Canadian electrical code requirements.	Yes ENS can provide installation of units and all electrical infrastructure required to charger across BC. Each site will require an assessment engineering discussion with BC Hydro prior to adding chargers to site.		seal (we have certified red electricians on our all team		Yes Foreseeson has agreements in place for the installation of EVSE equipment by certified electrical contractors in all parts of Canada.	Yes	ChargePoint partner program - certified installers available all across British Columbia	Yes To ensure complete execution of hardware and software offerings InCharge offers complete installation and commissioning assistance for all products. This includes site development engineering permitting and self-performance capabilities. Alternatively for our customers who are conducting their own make-ready infrastructure InCharge offers an installation service that completes the installation with a final installation / boit down service that includes field commissioning to ensure the equipment is installed correctly and operational.		Yes We can perform complete turnkey installation following a site visit to determine onsite conditions. We will perform all electrical work in accordance with Canada electrical codes and standards.	Yes Polara works with certified local contractors and electricians to ensure compliance with all Canadian electrical code and permitting requirements.

Supplier must perform the testing and commissioning of the charging station including the successful charge of an electric school bus using each port so that they are functional and ready for use.	Yes ENS can provide commissioning of units across Bc. Depending on site locations & # of units call out times may vary based on region.	OPTED OUT	Yes yes we have a comprehensive commissioning team	OPTED OUT	Yes Testing and commissioning is included in our price.	Yes CPSupport-activation covers the testing and activation of the software to ensure it works with the charger/buses. Doesn't require a site visit because we offer smart chargers and all handled remotely ChargePoint charges an activation fee for the startup and initial programming of the charging stations. AC Station Activation & Configuration Service includes activation of cloud services and configuration of radio groups custom groups connections access control visibility control pricing reports and alerts. Site Validation is an on-site service which assesses and verifies that the stations and make-ready have been installed to ChargePoint specifications. ChargePoint will deploy an O&M partner to validate electrical capacity transformers panels breakers wiring cellular coverage against ChargePoint and local code requirements. Site-validation is required for the optional Assure warranty to take effect.	In Charge requires a commissioning appointment once stations are installed. During the appointment the stations are tested to ensure they are installed to specifications before the stations can be fully energized. If an issue is found during the commissioning appointment that will be provided to the customer so their installer can rectify the issue. Hardware is tested to be interoperable with OEM brands and models Design and engineering is targeted toward low-cost serviceability and future planning Software is integrated to service dispatch – allowing the technician to arrive with the right tools and parts to complete the job the first time On-staff service technicians assure that when your chargers are down Incharge is not calling on another company with other customers in-line ahead of you Software and hardware integration allows for optimizing performance and eliminating bugs.	OPTED OUT	Yes We perform full testing and commissioning of a charging station when we provide turnkey installation work to deploy EV charging stations. Please see the optional line items in "Step 1 Schedule of Prices" which describe our commissioning pricing.	Yes Commissioning includes verification of all ports with real-time charging of electric school buses to ensure readiness and operability across multiple OEMs.
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