

## **Calspan Performing Study on Cargo Theft Prevention Systems**

Calspan Corporation, under sponsorship of the Federal Motor Carrier Safety Administration (FMCSA), is conducting a test and evaluation study on truck-based wireless theft prevention technologies. This study concentrates on one of five areas identified in the Motor Carrier Efficiency Study (MCES), completed by FMCSA in February 2009. Both the Cargo Theft Prevention study and MCES were funded through Section 5503 of the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Act.

The purpose of the Cargo Theft Prevention Study is to make data and information available to motor carriers to allow for an informed decision regarding the implementation of cargo theft prevention devices. The object is to establish minimum performance requirements and determine how well each of the given systems fulfills those requirements. The final product will be a published report summarizing the information collected, and a product guide that will be published on the FMCSA website.

Calspan and FMCSA are requesting cargo theft prevention technology providers to provide Calspan, on a pro gratis basis, fully functional systems to undergo a test and evaluation program. To be considered in the Cargo Theft Prevention study, wireless truck-based systems must be a commercially available mature technology. Prototype and engineering evaluation systems will not be considered. The system must be able to geospatially locate the truck (tractor, trailer and/or cargo). Systems will be installed and tested on a Calspan-owned tractor trailer.

Additionally, the system must satisfy a minimum of two (2) of the five (5) functional requirements below:

- FR 1 – The system must detect unscheduled or unauthorized trailer/truck operation or detours.
- FR 2 – The system must be able to detect an attempt at tampering or disabling the system.
- FR 3 – The system must be capable of notifying authorized individuals of a theft or attempted theft.
- FR 4 – The system must be able to detect a trailer breach.
- FR 5 – The system must be able to detect an untethered trailer.

Responding to this request does not ensure that a given system will be evaluated. A total of ten systems will be evaluated. Submitted systems must be received in factory packaging complete with installation instructions. Fees associated with communications systems, call centers, etc. must be borne by the supplier. Supplier must provide technical support during the evaluation period.

Response period ends Friday, April 16, 2010 at 5:00pm EST.

Interested suppliers may contact Bob Bilz at [robert.bilz@calspan.com](mailto:robert.bilz@calspan.com) (716) 631-6805.