"बम ट्रक/पूर्ण परिरोध पात्र/ट्रेलर पर विस्फोटक निरोधक पोत (Bomb Truck/Total Containment Vessel/Explosive Containment Vessel on Trailer") के परिशोधित गुणात्मक आवश्यकता (क्यू0आर0) और परीक्षण निर्देशों (टी0डी0) के मसौदे पर विक्रेताओं की टिप्पणियों का आमंत्रण

1. आपको सूचित किया जाता है कि "बम ट्रक/ पूर्ण परिरोध पात्र/ट्रेलर पर विस्फोटक निरोधक पोत (Bomb Truck/Total Containment Vessel/Explosive Containment Vessel on Trailer") के परिशोधित गुणात्मक आवश्यकता (क्यू0आर0) और परीक्षण निर्देशों (टीडी) के मसौदे पर फर्मों/विक्रेताओं की टिप्पणियां आमंत्रित है। सभी फर्मों से निवेदन है कि नीचे दिए गए प्रारूप में वे अपनी टिप्पणियां भरकर **OEM Certificate** सहित ई-मेल पता **scord@nsg.gov.in** या **gcproc@nsg.gov.in** पर भेजें।

गुणात्मक आवश्यकता (क्यूआर)	परीक्षण निर्देश (टीडी)	फर्म द्वारा टिप्पणियां

2. आपसे अनुरोध है कि वेबसाइट पर प्रदर्शित होने की तारीख से 15 दिनों के भीतर अपनी टिप्पणियां भेजें । उप समूह कमेटी की बैठक में उपर्युक्त उपकरण के गुणात्मक आवश्यकताओं/परीक्षण निर्देशों को अंतिम रूप देने पर विचार किया जा रहा है।

दिनांक : 19 मई 2026

(के. डी. घोरपड़े)
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DRAFT REVISED QR AND TRIAL DIRECTIVES OF BOMB TRUCK/ TOTAL CONTAINMENT VESSEL/ EXPLOSIVE CONTAINMENT VESSEL ON TRAILER

Ser No	QR/Specification	Trial Directives
VESSEL		
1.	Should be capable of containing minimum 10 blasts of 8 Kg & single blast (upper threshold) of 18 Kg High Explosive (TNT) or equivalent quantity of explosives.	Certification from NABL/International accredited lab for blast testing. Explosive testing is to be performed with 18 Kg of High Explosive (TNT) or equivalent & multiple blast with 8 kg of explosive.
2.	Body should be made of High Grade Steel/alloy material of equivalent or better strength.	Vendor should provide National/international lab certificate and OEM Certificate confirming the grade of steel used for constructions of the Vessel along with its material properties datasheet.
3.	The weight of complete system to include vessel & drive unit (excluding trailer) should not exceed 6000 kgs.	Vendor to provide an OEM Certificate of Govt Auth national or international weighing machine.
4.	The door access/ dia, if circular, should be 37" to 40" $\pm$ 10% or equivalent opening in the other shapes.	To be physically checked by BOO. The door access diameter should be $\geq$ 33 inches or $\leq$ 44 inches or equivalent opening in other shapes.
5.	Overall width of Vessel (incl prime mover) should not exceed 10 feet.	To be physically checked by BOO.

Ser No	QR/Specification	Trial Directives
6.	The container should be reusable in the sense that it withstands repeated detonations with full capacity explosive.	To be physically checked by BOO. **PROCEDURE**. 6.1 Will be verified by doing at total of 10 blasts of 08 Kg High Explosive (TNT) or equivalent each (5 in vented and 5 Gas /Sealed mode) inside Bomb Truck/ TCV/ECV. (a) **Day 1**.Perform 02 blasts in vented configuration with 08 Kg High Explosive (TNT) or equivalent each. (b) **Day 2**. Perform 03 blasts in sealed configuration with 08 Kg High Explosive (TNT) or equivalent each. (c) **Day 3**. Perform 02 blasts in sealed configuration and 01 in vented configuration with 08 Kg High Explosive (TNT) or equivalent each. (d) **Day 4**. Perform bal of 02 vented configuration blasts with 08 Kg High Explosive (TNT) or equivalent each. 6.2 The equipment should be ready for next blast within 03 hrs during trials. (a) Any kind of physical damage to the vessel OR door locking mechanism which prevent conduct of further blasts within 3 hours shall be considered failure. (b) Any leakage of internal atmosphere post detonation in sealed configuration shall be considered failure.
7.	Certified test report from any national/ internationally accredited (by reputed bodies like ILAC) independent lab showing proof test with full capacity explosive should be submitted by the firm. The OEM/ vendor to provide Email address and web address of such lab.	OEM to provide lab test certificate from National or internationally recognized lab.

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Ser No	QR/Specification	Trial Directives
8.	There should be an arrangement for stress measurement after the blast if applicable.	To be physically checked by BOO. **PROCEDURE**. (a) The stress measurement marks should be verified on the outer surface of the Vessel. (b) The stress measurement readings to be recorded after every blast shot to determine integrity of the Vessel. (c) There should be no variation in the measurement with the stress measurement table, provided by OEM.
9.	Should be provided with aluminum finish polish/ anti corrosive coating.	Vendor to provide OEM certificate with details of finish / polish and anti-corrosive coating used for manufacture of the vessel.
10.	Capable of remotely operating the opening and closing remotely (either by wireless remote control or convenient interface with standard EOD robot).	To be physically checked by BOO. **PROCEDURE**. (a) TCV should have both wireless remote control for remote operation as well as a convenient interface that can allow EOD robot to perform remote door operation. (b) Check the ability of remote door operation using wireless remote control. (c) Check the ability of remote door operation using standard EOD Robot.
11.	Should have remote mobility platform that can move the containment vessel off the trailer and closer to the threat. (The vessel can be tracked/ wheel based)	To be physically checked by BOO. **PROCEDURE**. (a) Check the ability of Vessel to be moved on/off the trailer under its own power and closer to the threat. (b) Check the ability to control the mobility Platform using a wireless remote control and wired remote control.

Ser No	QR/Specification	Trial Directives
12.	Configure unit to allow future upgrade of vessel to sealed capacity that can accommodate an IED device with chemical or biological hazard while the unit remains in country.	To be physically checked by BOO. **PROCEDURE**. 1. The vessel unit should be sitting in cleaned and configured vented Mode. 2. In this configuration the vessel should be configurable to go from Vented to Gas- tight in less than 1 hour in the field by a single operator.
13.	The sampling system must incorporate operation under vacuum such that a liquid or vapor sample can be taken out of the vessel atmosphere without leakage.	To be physically checked by BOO. **PROCEDURE**. 13.1 **Live**. To be performed prior to Blast. (a) Liquid sampling is to be done by putting 1-2 liter of colored water in the vessel and checking the presence of liquid in the sampling container. (b) Vapour sampling is to be done by lighting few incense sticks in the vessel or using CO_2 gas canisters and checking presence in the sampling container visually or with appropriate sensor to be provided by OEM. 13.2 **To be performed Post Blast**. (a) Take sample (liquid, vapour or solid) from vessel post blast in the sampling container and vendor should demonstrate that the sample collected in the container is not pressurized (i.e, pressure in the sampling container should be $\leq$ local Atmospheric Pressure). (b) Check the ability of vacuum sampling system to be able to decontaminate the sampling system with bleach or other chemical so the next sample that is collected is not contaminated from residue of the previous samples that are collected.

Ser No	QR/Specification	Trial Directives
TRAILER		
14.	Max Length should be 15 ft ± 10%	To be physically checked by BOO. Check if the length of the Trailer is ≤ 16.5 feet and ≥ 13.5 feet.
15.	Ground clearance should be more than 1 ft.	To be physically checked by BOO. Check if the ground clearance of the trailer is ≥ 1 feet.
16.	The weight of the trailer alone should not exceed 2000kgs.	Vendor to provide an OEM Certificate confirming the same from govt auth national / international weighing machine.
17.	It should be 4 wheeled with reliable suspension system to negotiate rough terrain.	To be physically checked by BOO. (a) Vendor should specify the type of suspension system used on the trailer. (b) Vessel mounted Trailer should be checked physically by towing for 30 minutes minimum.
18.	Should have heavy duty tyres.	Vendor should provide OEM certificate with details of model and make of the tyre including the technical datasheet.
19.	Brakes- should have an effective braking – system.	Vendor should provide OEM certificate with details of type of braking system used on the trailer. Certificate to be physically checked by BOO.

Ser No	QR/Specification	Trial Directives
MISCELLANEOUS		
20.	System should have an on board power back up for operating in emergency.	To be physically checked by BOO. Check Vessel door operation using standard and backup power supply. (Demonstrate redundant power source as backup).
21.	System should have manual backup system for operating in an emergency.	To be physically checked by BOO. Check if the Vessel door can be opened/closed manually without power.
22.	The trailer mounted container/vessel should be towable by range of medium vehicles available in India.	To be physically checked by BOO. Check if the trailer mounted container/ vessel can be towed.
23.	The equipment should be provided with :-	
	(a) Cleaning Kit	To be physically checked by BOO. Inspect the cleaning kit.
	(b) Special maintenance tools /special testing equipment, as applicable.	To be physically checked by BOO. Inspect tools and testing equipment offered by the Vendor.
	(c) MRLS (Manufactures recommended list of spares). If any.	To be physically checked by BOO. Inspect the MRLS recommended by the Vendor.
	(d) Tech documents as applicable	To be physically checked by BOO. Inspect the documents offered by the Vendor.
	(e) Wheel chocks/ Track chocks for vessel carriage on trailer.	To be physically checked by BOO.
	(f) Physical training in India (minimum one week) at respective location where ECVs will be supplied.	Compliance to same by OEM.

Ser No	QR/Specification	Trial Directives
	(g) Illustrated spare part lists (ISPL) if any	To be physically checked by BOO. Inspect ISPL offered by the Vendor.
	(h) Technical specification of equipment including inspection criteria.	To be physically checked by BOO. Inspect technical specification of equipment including inspection criteria offered by the Vendor.
	(j) Proof scheduled to include details of testing and acceptance criteria.	OEM Certificate to be provided.
	(k) Tech manual giving full description of the equipment	To be physically checked by BOO. Inspect Tech manual giving full description of the equipment offered by the Vendor.
	(l) User hand book	To be physically checked by BOO. Inspect if user hand book for the vessel is compressive.
	(m) Literature on preventive maintenance by the user unit.	To be physically checked by BOO. Inspect if the literature provided by the manufacturer on maintenance is compressive.
	(n) Specification for packing handling/ transportation/storage	To be physically checked by BOO. Inspect Specification for packing offered by the Vendor.

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Ser No	QR/Specification	Trial Directives
	(o) Details regarding periodical inspection by user	To be physically checked by BOO. Inspect details regarding periodical inspection offered by the Vendor.
	(p) The firm should confirm in situ inspection of the system after the full capacity blast.	OEM Certificate to be provided.

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AD, BPR&D

Adheesh Gupta
DC, ITBP

Maj Rajeswar Singh
TC, BD Unit, NSG

Maj Lalit Kumar
TC(WE) HQ NSG

Shivendra Mohan Sharma
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Through VC
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