मुख्यालय राष्ट्रीय सुरक्षा गारद
गृह मंत्रालय (भारत सरकार)
सम्भरण शाखा (आयुद्व अनुभाग)
मेहरम नगर, पालम, नई दिल्ली-37

संख्या-पी/604/25/389/SLCV/ई0-161706/संभरण(ऑर्डनेंस)/मु0रा0सु0गा0/ 1796 दि0 9 नवम्बर 2026

विषय: सस्पेक्ट लॉगेज कन्टेंनमेंन्ट वेसल/पोर्टबल एक्प्लोसिव कन्टेनमेन्ट सीस्टम (Suspect Luggage Containment Vessel (SLCV)/Portable Explosive Containment System (PECS)) के संशोधित गुणात्मक आवश्यकता (क्यू.आर.) और परीक्षण निर्देशों (टी.डी.) का प्रेषण।

तकनीकी विशेषज्ञों के उप समूह द्वारा किए गये सूत्रीकरण एवम महनिदेशक, राष्ट्रीय सुरक्षा गारद द्वारा अनुमोदित **सस्पेक्ट लॉगेज कन्टेंनमेंन्ट वेसल/पोर्टबल एक्प्लोसिव कन्टेनमेन्ट सीस्टम (Suspect Luggage Containment Vessel (SLCV)/Portable Explosive Containment System (PECS))** के संशोधित गुणात्मक आवश्यकता (क्यू.आर.) और परीक्षण निर्देशों (टी.डी.) को अग्रिम कार्यबाही हेतु प्रेषित किया जाता है ।

संलग्न- उपरोक्तानुसार

(राजेश रंजन)
ग्रुप कमांडर (क्रय)
फोन- 011-25663100
ईमेल- gcproc@nsg.gov.in

वितरण :

1.	संयुक्त सचिव (पुलिस आधुनिकीकरण), गृह मंत्रालय, जेसलमेर हाउस, नई दिल्ली। ई0मेल: us-prov2@mha.gov.in	सूचनार्थ हेतु।
2.	अनुभाग अधिकारी (आई0टी0), एन0आई0सी0, गृह मंत्रालय, नार्थ ब्लाक, नई दिल्ली। ई0मेल: soit@nic.in mpsugandhi@nic.in	आपसे अनुरोध है कि उपरोक्त क्यू0आर0/टी0डी0 को गृह मंत्रालय के वेबसाईट पर पुलिस आधुनिकीकरण डिविजन- क्यू0आर0- कैटगरी – BDDS Equipment पर ऑपलोड करने का कष्ट करें।
3.	महानिरीक्षक/निदेशक (आर0एण्ड डी) ,बी0पी0आर0एण्ड डी0, महिपालपुर, नई दिल्ली। ई0मेल- igmod@bprd.nic.in/dd-mod@bprd.nic.in	
4.	अतिरिक्त महानिदेशक, पी0पी0 एण्ड टी0, रूम संख्या- 37, एच ब्लाक, डी0जी0क्यू0ए0, भारत सरकार, रक्षा मंत्रालय, रक्षा उत्पादन विभाग, गुणवत्ता आश्वासन निदेशालय, नई दिल्ली। ई0मेल: saarmt-dgqa@gov.in	
5.	उप महानिरीक्षक (सम्भरण), के0रि0पु0बल, केन्द्रीय कार्यालय परिसर, लोदी रोड, नई दिल्ली। ई0मेल: digprov@crpf.gov.in/ dcord@crpf.gov.in	
6.	उप महानिरीक्षक (सम्भरण), सी0सु0बल, केन्द्रीय कार्यालय परिसर, लोदी रोड, नई दिल्ली। ई0मेल : digprovfhq@bsf.gov.in / comdtord@bsf.nic.in	
7.	उप महानिरीक्षक (सम्भरण), के0औ0सु0बल, केन्द्रीय कार्यालय परिसर, लोदी रोड, नई दिल्ली। ई0मेल : digprov@cisf.gov.in/ aigtech@cisf.gov.in	
8.	उप महानिरीक्षक (सम्भरण), भा0ति0सी0पु0, केन्द्रीय कार्यालय परिसर, लोदी रोड, नई दिल्ली। ई0मेल : digprov@itbp.gov.in/digcommn@itbp.gov.in	

9.	उप महानिरीक्षक (सम्भरण), एस0एस0बी0, आर0के0पुरम0, नई दिल्ली। ई0मेल: digprov@ssbdel.in/ cr.ssbdel@nic.in
10.	उप महानिरीक्षक (सम्भरण), असम राईफल, (एल0ओं0ए0आर0 द्वारा) ई0मेल : loar-mha@nic.in
11.	ग्रुप कमांडर, ऑप्स (डब्लू0ई0), मु0रा0सु0 गारद - सूचनार्थ एवं आवश्यक कार्यवाही हेतु।
12.	मुख्यालय, सी0टी0एफ0, रा0सु0 गारद - सूचनार्थ एवं आवश्यक कार्यवाही हेतु।
13.	नोडल अधिकारी (जेम) - सूचनार्थ एवं आवश्यक कार्यवाही हेतु। ई0मेल:advisor-di@gem.gov.in
14.	हिन्दी सेल, मु0 रा0सु0गा0 को इस आशय के साथ है कि उक्त क्यू0आर0/टी0डी0 का हिन्दी रूपान्तरण कर 03 दिन के अन्दर प्रस्तुत करने हेतु।

REVISED QUALITATIVE REQUIREMENT (QRs) AND TRIAL DIRECTIVE (TDs) OF SUSPECT LUGGAGE CONTAINMENT VESSEL (SLCV)/ PORTABLE EXPLOSIVE CONTAINMENT SYSTEM (PECS)

Sl.No	Specification/QRs	Trial Directives (TDs)
1.	The size of PECS/SLCV (ATV along with Containment vessel) should be equal to or less than 9.5 feet (length) x 7.5 feet (height) x 6 feet (width).	(a) To be checked physically by BOO. (b) SLCV should be able to negotiate or pass through door size of 10 feet (length), 8 feet (height) x 6.5 feet (width).
2.	Internal hollow dimensions should be minimum 500mm (wide) x 700mm (high) x 1000 mm (length) with an adequately sized door.	BOO to physically check the door size by placing a box of 480mm (wide) x 680mm (height) x 980mm (long) on the extended tray then retracting the tray inside the equipment along with the box.
3.	The equipment should be able to contain 100% fragmentation effect and blast impact of minimum TNT equivalent capacity as mentioned below. However, gases may be safely vented out. There should not be any secondary fragmentation: - (i) 3Kg TNT (Single Time) **Optional.** 3Kg TNT (reusable) - To be specified by the user at the time of bidding subject to weight limit of 3000 Kg weight excluding ramp and trailer. The reusability will be defined by the user as per their threat perception.	(a) Test report submitted in support of compliance shall be issued by: - (i) NABL accredited laboratories. **OR** (ii) Laboratories accredited to ISO/ IEC 17025 by an accredition body that is signatory to the ILAC MRA, provided laboratory's scope of accredition covers the specific tests being reported.
4.	When mounted on a trailer should be able to be towed by Light Motor Vehicle (LMV).	To be checked physically by BOO by driving around to see the stability with different vehicles available.

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Sl. No	Specification/QRs	Trial Directives (TDs)
5.	It should have replaceable built-in battery with fast charging facility to operate self-propelled cart with an operational capability of min 3 hrs. It should be operated both by a tethered cable and wireless remote control. The wireless remote control should be functional at a distance of min 100 mtrs. 100 mtr tethered cable to be provided with the equipment for wired operation. One rotating (automatic or manual) disc or drum to be provided to roll & unroll the cable. Connectors to be provided if single 100m length cable not available. Wire disc or drum can be inbuilt or separately provided.	(a) To be checked physically by BOO using cable and wireless remote control minimum from 100m distance. (b) This should be demonstrated with the use of both wireless and wired tethered controls. (c) The operational capacity of 3 hrs to be checked physically by moving the vehicle continuously for the duration.
6.	Limit sensors to be installed to detect door completely opened or completely closed.	BOO to physically check the sensor functionality by opening and closing the door 5 times.
7.	There should be a kill switch for emergency shutdown of PECS/SLCV on tethered control device and wireless remote control.	(a) To be checked physically by BOO. (b) The PECS should instantly stop moving during the door opening or closing routine when the kill switch is engaged at the PECS/SLCV and at the remote. This should be demonstrated with the use of wireless, wired (tethered) control and with switch on the device.
8.	Door can be manually opened or closed in case of power supply failure within 5 minutes.	(a) To be checked physically by BOO. (b) The vendor to provide live verification demo of the capability to open & close the door if the primary power supply fail. (Primary power supply to be switched off while testing).
9.	The turning radius should be less than 4 meters to support operations inside and outside the building.	To be checked physically by BOO
10.	Should be fitted with programmable logic control for remote opening and closing of the door by using wireless remote control or wired (tethered) control.	(a) BOO to physically check using wired (tethered) and wireless connection to demonstrate door operation (open if close and closed-if open). (b) Perform the routine five (5) times.

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Sl. No	Specification/QRs	Trial Directives (TDs)
11.	It should be completely battery operated (without any petrol/ diesel/CNG/ LPG based engine/ generator) for operation and propelling inside and outside building, malls etc.	(a) BOO to physically check the internal battery of the PECS/SLCV. (b) It should be rechargeable batteries from the electrical power outlet. Check if the entire PECS/SLCV operations are powered from the battery (door operation and PECS/SLCV mobility). (c) No combustion engine or generator should be powering the system.
12.	Design of PECS/SLCV should be made to allow air lifting of the said equipment as underslung.	BOO to hang the PECS/ SLCV by a crane for 15 minutes. Then the SLCV should be operated and checked. The cost of crane / arrangement of the crane shall be the responsibility of OEM/ vendor.
13.	**Trailer with Ramp**. (a) If user op requirement necessitates trailer with ramp for transportation alongwith SLCV/PECS following are dimensions of trailer. L – 11' ± 10% W – 9' ± 10% (b) Ground clearance ≥ 1 ft. (c) Weight of trailer should not exceed 1 Ton. (d) It should be 4 wheeled with reliable suspension system. (e) Trailer should have effective braking system.	(i) To be physically checked by BOO by loading and unloading PECS/ SLCV into a vehicle. (ii) Ramp should not bend permanently or crack while loading & unloading.
14.	(a) Fixed/Variable speed control and braking system to be provided on wired/wireless remotes for controlled navigation. (b) Slope climb assist braking/ hill climb assist braking to be provided to navigate slopes upto 10 degrees gradient using remote control. (c) PECS/ SLCV should also have obstacle avoidance system to include camera and sensors to be integrated for safe remote operation.	To be physically checked by BOO by loading and unloading PECS/ SLCV into a vehicle. Ramp with Suitable gradient to be provided by the OEM/vendor for testing.
15.	Maintenance and cleaning tools to be provided with the eqpt. Two spare tyres along with Jack (Mechanical and hydraulic) to be provided with equipment.	(a) BOO to check physically. (b) Maintenance and cleaning tools to be provided along with list.

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Sl. No	Specification/QRs	Trial Directives (TDs)
16.	Total weight of the PECS/SLCV should be less than or equal to 2500kg for single use excluding ramp and trailer.	(a) BOO to check physically. (b) Additionally, OEM to provide certificate from any national/ international accredited lab.
17.	User manual in English and Hindi language be provided with the equipment.	To be checked by Board of Officers.

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Approved / ~~Not Approved~~

(B Srinivasan) IPS
Director General, NSG