



**Appendix**

(Ref para 2 of ADG Acq Tech (Army) letter No  
36137/ADG Acq Tech (Army)/Non WE) dated 10 Jan 23)

**PRE-BID QUERIES: TELESCOPIC HANDLERS**

<b><u>S No</u></b>	<b><u>Parameters</u></b>	<b><u>Firm</u></b>	<b><u>Queries</u></b>	<b><u>Resp Stakeholder</u></b>	<b><u>Clarification</u></b>
1.	<u>Indigenous Content.</u>	M/s Krishna Group	Our product is indigenous and we confirm that we fulfill the requirements of Buy Indian. However, the sourcing and costing being Business Confidential, it is requested that such details are only sought after the bidders qualify the trials.	OS Dte	Details in reference to Para 7 of RFP to be submitted along with the Bid.
2.	<u>Codification</u>	M/s Krishna Group	Instead of NATO Stock Numbers (NSNs) can we provide manufacturer CAT part number which will be given and codification will be done later with the help of Directorate of Standardization.	Dte of Stdn	Codification applicable as per DAP 2020 only after contract finalisation and before introduction into service.
3.	<u>Appendix A Operational Parameters Sub point (p)</u> BS III/BS IV emission norms to be adhered to ////////	M/s JCB India Ltd	<p>(a) The current effective Emission Norms for Construction Equipment is CEV IV (BSIV). Kindly confirm if BSIII Equipment can be supplied.</p> <p>(b) As per MORTH gazette dated 20<sup>th</sup>September 2020, the statutory Emission Norms for Construction Equipment will change to CEV Stage V with effect from 1<sup>st</sup> April 2024. So all Construction Equipment will have to be mandatorily be compliant to CEV Stage V from 1<sup>st</sup> April 2024.</p> <p>Also please note that the Construction Equipment do not fall under the Commercial Vehicle as per MORTH, hence the any exemption to Defence for Commercial Vehicles is not applicable for Construction Equipment, a separate exemption is required for these Equipment.</p> <p>Considering the timeline of the procurement of 93 Nos. of Telescopic Handler, it is likely that NCNC Trials will be conducted on Equipment compliant to CEV Stage IV Emission Norms. But the bulk production might take place when the Emission norms have graduated to CEV Stage V.</p> <p>The CEV Stage V or any future Emission level compliant Equipment will be totally different from CEV Stage IV compliant Equipment in terms of design and output of Engine and the Hydraulic &amp; Electrical system. Even the structures and maintenance requirements will be very different from CEV Stage IV Equipment.</p> <p>In such a scenario, please clarify —</p> <p>(i) Whether Ministry of Defence has sought/received the Exemption to continue with the procurement and use of CEV Stage IV compliant 3 Ton Telescopic Handler for period covering the entire projected Delivery Period i.e. upto 2026.</p> <p>(ii) If it is yet to be sought, when will the confirmation to this aspect be provided to the bidders as the response to Techno Commercial offer is dependent on this aspect.</p>	DGQA (EE)	<p>(a) Emission Norms are statutory Rules. Hence, without violating the condition of RFP and to give a uniform requirement to all vendor, it is clarified that “emission norms of CEV Stage III/CEV Stage IV to be adhered to.</p> <p>(b) CEV Stage V will be applicable with effect from 01 Apr 2024 vide MORTH Notification. However, the conditions for which exemptions from BS-VI have been granted for Armed Forces is equally applicable to construction Equipment Vehicle. The same would be clarified from MORTH accordingly. If not exempted, the exemption would be sought from Competent Authority for procurement of Telescopic Handler as per CEV Stage IV emission norms for period beyond Apr 2024.</p>

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4.	<p><u>Operational Parameters.</u> <u>Appendix</u> <u>////</u> Operational Parameters sub point (f)</p> <p>Brakes. (i) Service. It should have fail safe braking system. (ii) Parking. It should have parking brakes.</p>	M/s JCB India Ltd	<p>JCB has supplied over a 1000 numbers of Excavator cum Loaders to Indian Army. The Service and Parking Brake provided on Telescopic Handler are similar to those of Excavator cum Loader in-service with Indian Army.</p> <p>As per the CMVR guidelines, each Equipment has to comply to AIS 143; which has machine wise requirement for gradient/brake holding.</p> <p>Both Service Brake and Parking Brake have to comply to AIS 143.</p> <p>Parking Brake acts as Secondary Brake (As per AIS 143Secondary brake system is defined as a System used to stop the machine in the event of any single failure in the service brake system. This provides fail safe •braking)</p> <p>Kindly confirm whether compliance to AIS 143 is acceptable as 'fail safe braking system' requirement by Army.</p>	DGQA (EE)	The telescopic handler shall be provided with the braking system having performance requirements stipulated in IAS:143-2017 as amended from time to time. Certificate from ARAI/ICAT complying to AIS 143 will be accepted.
5.	<p><u>Part-I- General Requirements-</u></p> <p>Furthermore, Indian Bidder in, buy (Indian), category will be required to submit their indigenisation plan in respect of indigenous content as stipulated in Para 4 to 7 of Appendix B to Chapter I and Para 39 of Chapter II of DAP 2020////////</p>	M/s JCB India Ltd	<p>(a) Please advise if there is any standard format for submission of Indigenisation plan.</p> <p>(b) Does the NCNC Trial machine have to comply to minimum 60% indigenous content or lower indigenous content is acceptable for NCNC Trial equipment.</p> <p>(c) If a bidder submits his Equipment for NCNC Trials with 60% indigenous content, can he supply Equipment with higher indigenous content at the time of Bulk Production.</p>	CD Dte (RFP Cell)	<p>(i) As per vendor format.</p> <p>(ii) As per para 9 of Chapter I to DAP 2020.</p> <p>(iii) If there is any changes in the Assy/Sub Assy/Component wrt the trial equipment, then the partial/complete trial/FOPM trial to conducted before Bulk Production Clearance (BPC).</p>

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6.	Partl- General Requirements- 24 months////////	M/s JCB India Ltd	In case the L1 bidders expresses the ability to supply all 93 numbers in a timeframe earlier than 24 months, will it be accepted.	OS Dte	As per the delivery schedule.
7.	<b>Appendix D Product Support-</b> Cost of the MRLS, along with likely consumption rate of spares is to be provided with the Technical Proposal /////.		Please clarify whether Priced MRI-S is to be attached in Technical Bid.	HQ TG EME (AE Wing)	MRLS is reqd as per format att under Annexure I to Appendix 'D' of RFP. As per para 4 (a) of Appx 'K' to sch I to ch-II of DAP 2020 "Cost of the MRLS, alongwith likely consumption rate of spares is to be provided with the Technical Proposal" is reqd.
8.	Appendix E Trial Methodology. Deposition of Technical Documents/////		For the purpose of NCNC Trial, does the one set of the Technical Documents have to comply with JSG-025 1 -01 :201 5 guidelines or can OEMs submit their standard format literature for Trials.	HQ TG EME (AE Wing)	Preferably, tech docus in JSG-0251-01: 2015 (Revision No 2) for the purpose of NCNC trial.
9.	Appendix E Trial Methodology.		Does the Trial Equipment have to be in Olive Green color as prescribed for Bulk Production or can it be in Manufacturer's own color scheme.	OS Dte	Yes, it has to in colour Olive Green.
10.	Annexure to Appendix E- Broad trial plan: Telescopic Handlers, 93 Transportability. The equipment should be capable of being transported mounted on a trailer by road, rail and air and should fulfill ODC requirements Certification/////		Please advise whether OEM certification will be acceptable.	OS Dte	Certification as asked vide RFP is only acceptable.



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11.	Appendix G Commercial Clauses	M/s JCB India Ltd	The complete procurement cycle from Tender Submission to Contract Execution may take over 3 years of time. During this period, it is likely that the domestic Commodity Prices will undergo substantial change. Please clarify whether Price Variation Clause will be applicable for this procurement.	MGS Budget PCM (Capital)	Price variations clause is not acceptable since delivery schedule does not exceed 36 months as per para 10 of Appendix M to Sch-I to ch-II of DAP 2020.
12.	Appendix F Broad Quality Assurance Instructions and ATP Guidelines		Test certificate of Govt approved Lab / NABL accredited Lab may not be available for this parameter as this requirement is not quantifiable. This requirement will be verified physically during the Trial.  Kindly confirm if OEM Certificate will suffice the requirement.	DGQA (EE)	Physical check/ OEM Certificate Of Conformance as per the format given in the RFP and calibration certificate for gauges from NABL/ Govt approved lab.
13.	Appendix F Broad Quality Assurance Instructions and ATP Guidelines Sub Point 4. A		This parameter will be verified physically during the Trial. As these Parameters will be physically verified during the trial, please confirm whether Test Certificate of Govt approved Lab/NABL will still be required.		
14	Appendix F Broad Quality Assurance Instruction s and ATP Guidelines Sub point 4. B		These gauges will be physically verified during the Trials.  (a) As these gauges will be physically verified during the trial, please confirm whether Test Certificate of Govt approved Lab/NABL accredited Lab will still be required.  (b)Also in-case NABI- accredited lab certificate is required, kindly advice the specification requirement which must be certified for each of these gauges by the Lab.		
15.	Appendix F Broad Quality Assurance Instructions and ATP Guidelines Sub Point 4. e		Please note that other than ROPS & FOPS all other sub points to this requirements of Driver Cabin are non quantifiable in nature and do not have any regulatory standard.  Kindly clarify that test certificate of Govt approved Lab / NABI- accredited Lab is required only for ROPS & FOPS.		

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16.	Appendix F Broad Quality Assurance Instructions and ATP Guidelines Sub Point 4. f	M/s JCB India Ltd	The Lighting Arrangements will be physically verified during the Trial. (a) As all required lighting arrangements are physically verifiable during trial, please confirm whether Test Certificate of Govt approved Lab/NABL will still be required. (b) Also in-case NABI- accredited lab certificate is required, kindly advice the specification requirement which must be certified for lighting arrangements by the Lab.	DGQA (EE)	(i) Govt approved Lab/NABL will be required  (ii) As per CMVR guidelines for lighting assy.
17.	Appendix F Broad Quality Assurance Instructions and ATP Guidelines Sub Point 8. a		Please confirm whether NABL lab report is required or the parameters will be tested during the Trials		(i) Vendor certificate with accredited lab report or CMVR certification for operations by eqpt in temp rg from -15°C to 45°C without any deterioration in reliability or condition of the eqpt. (ii) Vendor certification with accredited lab report or CMVR certification for operations by the eqpt upto an altitude of 3500m above MSL.
18	Appendix F Broad Quality Assurance Instructions and ATP Guidelines Sub Point 1 0. f		Tow Hooks can be physically and visually verified. (a) Please confirm whether Govt/NABL Lab for this requirement. (b) Also in-case NABI- accredited lab certificate is required, kindly advice the specification requirement which must be certified b the Lab.		CoC along with NABL test report for the Chemical & Mechanical properties of material used for manufacturing of Towing Hook to be submitted.
19.	Appendix F Broad Quality Assurance Instructions and ATP Guidelines Sub Point 10. g		Paint can be visually verified along with OEM Test certificate (a) Please confirm whether Govt/NABL Lab certification is required. (b) Also in-case NABL accredited lab certificate is required, kindly advice the specification requirement which must be certified by the Lab.		(i) CoC along with NABL test report for Mat finish & corrosion resistance to be submitted. (ii) NABL/ OEM lab report complying to Mat finish. (iii) For corrosion resistance test report from NABL/ OEM lab to be submitted complying to Test No 9 i.e Corrosion (Salt/ Salt Fog) of JSS 55555:2020 (Procedure 2)

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20.	<b>Pg 20, Para v</b> – One spare wheel of each type to be provided.	M/s Horizon Aerospace (India) Pvt Ltd	Do we need to supply one spare wheel separately or as a part of vehicle stepney. Please confirm.	DGQA (EE)	As per CMVR guidelines for lighting assy. One spare wheel for each type.
21.	<b>Pg 20, Para 2 (d) (i)</b> – Four Wheel Drive.		<b>We request to include Four Wheel drive &amp; Steer (instead of only Four wheel drive) keeping in view the operational requirements of Indian Army in handling of various Ordnance stores like palletized ammunition, heavy equipment and components on uneven / rough surface and requirement of capability of operating in uneven, deserts and mountain terrains in all climatic conditions of the country</b> Further please be noted that there are two other similar programs of Indian Army viz Multi-purpose Fork Lift (MPFLT-4Ton) and Rough terrain fork lift (RTFLT-2Ton) and in both the programs – it is <b>“FOUR WHEEL DRIVE AND STEER”</b> .	CD 2&3	Basic requirement to the Tech parameters (Transmission – Four Wheel Drive) has to be adhered.
22.	<b>Pg 18 -Para 1. (c) (i) &amp; (ii)</b> – Operating Temperature and Altitude and <b>Pg 21 Para 3 (d)</b> – Drivers Cabin		We propose <b>HVAC arrangements</b> to maintain a cabin temperature -15°C to 45°C in operating conditions. This is critical requirement for an efficient working of Driver in extreme conditions and altitudes	DGQA (EE)	(i) Veh needs to be operational as per given requirement. HVAC is not part of the RFP but if supplied it will be an additional features.  (ii) Physical check will be done.
23.	<u>Appendix F- Broad Quality Assurance Instructions and ATP Guidelines Sub Point 5(a), Page 63</u>	M/s JCB Ltd	Emergency Operations as described on Page 63 is not mentioned in the GSQR and Appendix A.  Please confirm that the point 5 (a) Emergency Operations mentioned on page 63 is not part of the RFP requirement.	DGQA (EE)	This parameter has not been stated in the GSQR. However, it is an elaboration amplifying the interpretation & application of safety provision factor mentioned at Para (g) of Appx 'F'.