

Sl no.	Description	Supplier Response		
1	<b>GENERAL DESCRIPTION:</b>	Complied	Not complied	remarks
	<p>There is a requirement of strengthened cabin for high mobility vehicle 8X8 vehicle to make a Mounted Gun System (MGS). The strengthened Cabin is to withstand blast pressure and temperature of exhaust gases from muzzle. The requirement of the cabin includes Right Hand Drive, Co-Driver and 4 crew members. The windshields used on the cabin must be blast proof to STANAG Level I standard. The Cabin structure is to be made out of tubular square and rectangle tubes to resist the blast pressure, dynamic loads. The Armored plates are welded over the structure to form a cabin.</p> <p>The cabin has to accommodate:</p> <ul style="list-style-type: none"> <li>• Driver, Co Driver and 4 nos. crew</li> </ul>			
	<p>Installation Dimensions are as per <b>Appendix -C</b> in the PTS.</p> <p>To the front frame there is attached an all-metal armour four-door tilting cabin for driver and crew. In the cabin roof there is a tilting rectangular manhole. The cabin is locked in the driving position by a system of levers controlled from the LH side of the vehicle. The tipping of the cabin (after unlocking) is done with the help of a hydraulic cylinder and hand pump located on the LH side behind the driver's cabin. The driver and co-driver's seats are adjustable. Behind these two seats there are crew seats for four persons ( 2 nos either sides) and this seat is fitted with lap belts. During the driving all crew including driver and Co driver must be tied with safety belts. On the instrument panel, firmly connected to the cabin front wall, there are check instruments and elements serving for the vehicle control.</p>			
2	<b>SCOPE OF WORK:</b>			
	Development of Armored Driver's cabin for BEML High Mobility Vehicle 8x8, Installation, internal testing, Fabrication, Pre-treatment, CED dip paint & top coat , Furnishing of cabin aggregates with BEML supplied FIM & supplier sourced aggregates , Interior, ABS Trims blast testing & Factory Acceptance Test (FAT).Detailed scope of work is given in <b>APPENDIX - E</b>			
3	<b>CABIN STRUCTURE:</b>			
	The cabin shall have all driving controls on right hand side, made from hollow structural steel with tubular cross section, drop down cab type with four doors and on front wind shield partitioned in the centre			
	<p>Driver cabin should be equipped with Armored glass for the following places:</p> <ul style="list-style-type: none"> <li>a) Driver Cabin Front Windshield ( LH and RH)</li> <li>b) Driver, Co Driver Door Fixed Window glasses (LH and RH)</li> <li>c) Crew Entry Door Fixed Window glasses (LH and RH)</li> </ul>			
	Windows glass should be made up of armored glass. Technical requirements of armored glasses are as per APPENDIX - B in the PTS Document			
	Front structure, Side structure LH & RH & Roof structure of the cabin should be provided with provision for cladding the outer surface with armored steel sheets so as to withstand blast pressure upto STANAG Level 1. Vendor has to obtain confirmation from BEML finalizing the technical details of armored steel plates to be used on the cabin shell for cladding. Strengthened cabin to withstand blast pressure & Temperature of exhaust gases from Muzzle of BARREL. Protection against small arms tentatively as per STANAG Level-I to be provided. Cabin structure should be covered with armored sheet of 6 mm* (approx) on all surfaces (Front, rear, side wall, top, doors). Cabin floor structure and engine tunnel should be covered using Galvanized carbon steel with extra deep draw of cold rolled /hot rolled sheets of 3 mm (approx) thick.			