Issue: Engines and Water Tenders - Multiple Tanks

It has recently been brought to the attention of Washington Office Fire and Aviation Management that some vendors have inquired about adding one or more tanks to increase tank capacity in order to qualify as additional water handling (engine/WT) types. Although not explicitly precluded in the template, the practice of adding additional tanks will not be allowed for a variety of reasons which include, but are not limited to:

- Potential issues with gross axle and vehicle weights, reduction in vehicle stability, and the need for tank baffling in these auxiliary tanks;

- Security of the additional tanks in an accident or rollover: The need for additional tank(s) to be attached to the chassis frame or to a structurally sound flatbed in such a way to withstand pitch, roll and yaw of the load during on and off road operation of the unit without damaging the tank or other chassis components (current template requirement);

- The need to perform pump testing with each combination of tanks, to ensure pumping performance is not compromised;

- The need to weigh the vehicle in each configuration;

- Where do we draw the line? If two tank are allowed, why not 10?

- The vendor application only allows multiple typing for type 3 and 4 engines. The tank capacity ranges specified in the solicitation and in the VIPR Vendor Application for type 4, 5 and 6 engines purposely do not allow them to be multi-typed without the vendor somehow circumventing the system.

If a vendor wishes to multi-type a type 3/4 engine, and multi-typing for a given resource category (e.g. engines) is supported by the soliciting region, our position is that the engine must meet the tank capacity requirements with a single tank. Inspectors are encouraged to look for this during contract compliance inspections.

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