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Date: September 14, 2009

Route To:

Subject: National Fire Engine Standardization Update

To: Regional Foresters, Station Directors, Area Director, IITF Director

The Senior Fire Leadership Group accepted recommendations presented by the Fire Vehicle Standardization Committee (FVSC) chartered by Fire and Aviation Management (FAM) in 2008 to standardize fire engines across the Agency. The FVSC facilitated input from the field via a data call to identify fire engine types now being used and to determine engine specifications to meet Agency needs. A memo dated January 30, 2009, relayed this information as well as the Chief's recent decision on paint and markings as recommended through the Fleet Management Business Process Reengineering (BPR).

Subsequently, the FVSC has been developing the complete specifications (including marking standards) for each model that is an accepted new standard. As these specifications have been developed, some minor changes have been made based on input from subject matter experts as well as changes in the industry. It is accepted that slight adjustments may occasionally be made based upon changes in industry, technology, and field input. The specifications are being posted to the FAM web site for use by the Regions and **shall be used for any new fire engine purchases**. The specifications can be found at: <http://www.fs.fed.us/fire/equipment/engine-models/models.html>.

Over the past several months some regions and individual units have begun ordering engines under standard replacement cycles. The FVSC has been and will continue to be engaged with fleet managers, subject matter experts or inspectors if any questions arise concerning the standard specifications. There will be open competition -- all engines will be built by fire apparatus manufacturers and in no case shall apparatus be built by a Forest Service unit (except for installing a manufactured Type 7 slip-on unit onto a chassis). Regional fire equipment committees should actively engage with their respective regional fleet managers throughout the procurement process to ensure fire and aviation needs will be met.

The FVSC is developing a deviation process for use if a unit determines there is a substantiated need for specific and minor allowances. In the interim, the deviation shall be substantiated with the regional fleet manager, forest unit, and fire management officer to ensure the national specifications are being followed. If it is determined that the forest seeks to deviate from the established standard, the request for deviation and justification should be submitted to the regional fleet manager. The regional fleet manager will deliver the deviation request with substantiation to the FVSC. The purpose is to ensure the national standard is meeting the needs of the Agency and to possibly capture design criteria that could be implemented agency-wide. Committee evaluation is critical to ensure the deviation will not unintentionally create other problems in the development of the apparatus or potential training and safety concerns.



It is understood that the procurement process for engines may change based on the final decisions from the Fleet Management BPR. It is desired that all engine specifications and additional fire fleet standardization will be completed by that time.

Please contact the committee lead, Tory Henderson, FAM Fire Equipment Branch Chief, at (208) 387-5348 or thenderson@fs.fed.us with any questions.

/S/ ROBIN L. THOMPSON (FOR)

JAMES E. HUBBARD

Deputy Chief, State and Private Forestry

/S/ JOEL D. HOLTROP

JOEL D. HOLTROP

Deputy Chief, National Forest System

cc: Rebecca A Hutchins

Tory Henderson