



GALENA FIRE DEPARTMENT
Standard Operating Guideline
TANKER OPERATIONS

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Page: 1 of 2

Purpose: To ensure that Driver/Operators are functioning in a safe and effective manner when responding to, and operating at a fire incident requiring supplemental water, and to educate all GFD personnel on the practical application as well as safety issues while supporting a tanker operation.

The Driver/Operator will drive in a safe manner, obeying all traffic laws and all "Rules Of The Road" e.g., you cannot run stop signs or stop lights without coming to a full stop and watching for cross traffic.

Seat belts are to be worn at all times when vehicle is in motion.

The center of gravity of a tanker is higher than a pumper. Be aware of this when going into a corner. A tanker with 2,000 gallons of water is carrying 16,600 pounds or 8.3 tons of water. Think ahead when braking, turning and stopping.

If a Water Officer has not been assigned before the tankers arrive on the scene, tanker operators must communicate with the Incident Commander to determine the best location of the pumper and folding tank, as well as determine the ease of tanker shuttle movement into and out of the incident scene, and to and from the folding tank.

Be alert for soft shoulders and culvert drop-offs. Watch for oncoming traffic on narrow roads to and from the scene.

Locate the designated fill site for each tanker and go to your assigned site for refill.

When filling the tanker from a hydrant, be sure you have a 2 ½" gate valve on the hydrant. Leave a wrench on the hydrant. Personnel permitting, it is recommended to have two (2) Firefighters at the hydrant.

When using a pumper to pump/draft from a pond or stream, use as many 2 ½" discharges as possible. This facilitates filling one tanker quickly or multiple tankers at the same time.

When required to fill tankers from other departments, always have 2 ½" double female and 2 ½" double male adapters available. Not all departments have the same end connections with which to fill their tankers.

When setting up a folding tank/tanker operation, allow the full tankers to approach the folding tanks directly and, let the empty tankers do the maneuvering to leave the site. Empty tankers are easier to maneuver and less likely to get stuck than the full ones.

A spotter must be assigned for backing tankers and to assist in opening the rear and side chutes.

Never stand between the folding tank and the tanker. The tanker truck may roll back and you could get caught between the two.



TANKER OPERATIONS

Be aware that some mutual aid departments must place extensions on their chutes so that the chute can reach the folding tank.

When unloading a tanker into the folding tank, do not wait until the last few gallons trickle out. When the main surge of water is complete, shut off the valve, slide back the extension(s), if any, and take the tanker to be filled.