

RESOLUTION NO. 16 - 1995

WHEREAS, the Township Council of the Township of Willingboro has requested that bids be submitted for a 1995 Aerialscope, and

WHEREAS, bids have been received, opened and read in public; and

WHEREAS, it appears to be in the best interest of the Township to accept the bid of Campbell Supply; and

WHEREAS, the bid of the above has been found to be correct and satisfactory, both in form and in content; and

WHEREAS, funds are available for this purpose as indicated by the attached Treasurer's Certification.

NOW, THEREFORE, BE IT RESOLVED, by the Township Council of the Township of Willingboro, assembled in public session this 19th day of January, 1995, that the bid be accepted as in the amount of \$681,942.00; *and contingent upon the adoption of a supplemental Ord amend 1994- and Ord # (Cap); and estoppel period; and*

BE IT FURTHER RESOLVED, that the bids be spread upon the minutes of this meeting.

PAUL KRANE, MAYOR

ATTEST:

Marie Annese
Deputy Township Clerk

*Check w/ Richard
Bryant re
method of award*

*wording
MAY
CHANGE*

township of Willingboro

MEMO TO: Members of Township Council
FROM: William J. Kearns, Jr.
DATE: January 17, 1995
SUBJECT: Aerialscope / Bid Fire Company

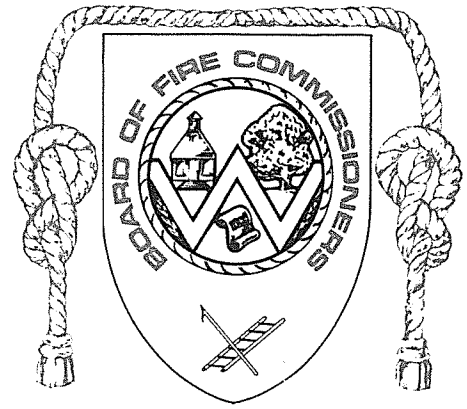
I have reviewed the report of the Fire Commissioners on the bids received.

They have prepared a very thorough report and there is no doubt that the two bidders specified in the report need to be disqualified for failure to comply with the specifications.


It is my opinion that the specs were reasonable and that the lack of compliance would not provide the Township with the equipment needed or allow housing in the existing facility.

WJK/ma

township of Willingboro



TO: Richard Crane
Deputy Township Manager

FROM: Thomas Boyle 
Chair, Board of Fire Commissioners

DATE: January 16, 1995

RE: Explanation of Exceptions to Bid

The Board of Fire Commissioners recommends that Town Council award the 1995 95' Aerial Truck bid to Campbell Supply Co.

The major determining factors in selecting an appropriate vehicle for the Township of Willingboro is whether or not the vehicle will fit into the existing fire house and how easily the vehicle will maneuver on our streets. The E-One does not fit into the fire house due to its height. There is only one inch clearance between the top of the vehicle and the door. The Sutphen is four feet longer than the other two vehicles and will not fit in the fire house without displacing another vehicle to the parking lot. Because of its length, this vehicle will be unmanageable on many of the side streets, rendering it useless to many townspeople. See the enclosed "Explanation of Exceptions to Bid" for more details.

If you have any questions please feel free to contact me at one of the following numbers:

Pager: 609-738-5895
Work: 215-898-4453
Home: 835-0408

encl.

cc: Anthony Burnett, Chair, Truck Committee
Jeffrey Silagy, Chief
Ken Sitzenstock, President

SUTPHEN

EXPLANATION OF EXCEPTIONS TO BID

1. The Fire Department Headquarters station has 8 fire apparatus bays with 8 pieces of apparatus. Sutphen's overall length of 48 feet and 8 inches will not allow a required vehicle to be parked behind it. FOR ALL INTENT AND PURPOSE THIS VEHICLE WILL NOT FIT IN THE STATION WHERE IT WILL BE STATIONED AT.
2. The vehicle will not fit into either substation (Station 162 & 163). It must be able to fit in at least one substation in the event of an emergency.
3. The length of the wheelbase combined with the overall length of the vehicle makes turning the vehicle more difficult and hazardous in narrow spaces. i.e. Rittenhouse Park section of this township. Rittenhouse Park is a predominately townhouse development with restrictive parking which poses a maneuverability problem for a vehicle this large. A ladder truck is essential in fighting a major fire in townhouses.
4. (a) Sutphen's double rail construction in the rear axle area combined with the single rail construction in other areas, in not as strong as triple rail construction as required by the specifications. Note: Deflection of bending can occur with this type of rail construction.

(b) The Section Modulus combined with the frame p.s.i. rating (pounds per square inch) and the quantity of crossmembers provided shows that the frame is not as strong as required by the specifications.

	<u>SUTPHEN</u>	<u>SPECIFICATIONS</u>
Section Modulus (cu in)	34.68	49.09
Frame Rating (psi)	100,000	110,000
Crossmembers	6	8

5. In addition to these major deficiencies, there are numerous other exceptions to the specifications which are attached. These exceptions range from equipment not being able to be placed it specified locations to water flow capacity not being equal to what our pumpers can supply it with.

SUTPHEN

In some paragraphs, reference is made to "the pump". Being that a pump is not part of this bid, it seems that some parts of the proposal specification are generic.

The following items were found to be in non-conformance with the bid specs.

Wheelbase is 252", 9" over required. **(Deficient)**

Overall height is approximately 1" over required. **(Deficient)**

Overall length is approximately 4' longer than required. **(Deficient)**

Mainframe rails are 10"X3.25. Spec calls for 10.25" X 3.25". **(Deficient)**

Innerliner is provided in rear axle area only. Spec calls for full liner. **(Deficient)**

Section Modulus is 34.68 in cu., spec calls for 49.09 in cu. **(Deficient)**

PSI rating is 100,000 in frame, spec calls for 110,000. **(Deficient)**

A total of 6 crossmembers are provided. Spec calls for 8. **(Deficient)**

Front axle is 20,000 lb. cap., 21,500 is required. **(Deficient)**

Rear axle is 40,000 lb. cap., 52,000 is required. **(Deficient)**

A total of 4 batteries are provided, six is required. **(Deficient)**

Rear axle suspension is a RT-400, RT-520 is required. **(Deficient)**

Rear tires are 11R22.5, 12R22.5 is required. **(Deficient)**

No electric fuel primer is provided. **(Deficient)**

A Lestex alternator is provided. Niehoff is required. **(Deficient)**

Cab is of aluminum construction. Galvanneal steel is required. **(Deficient)**

Entire cab interior, including engine doghouse, is fully upholstered w/pleated vinyl. This is not specified due to high possibility of tearing. **(Deficient)**

There are no front cab access panels provided. **(Deficient)**

Bumper is extended 12". Spec calls for no extension. **(Deficient)**

Windshield area is smaller than specified. **(Deficient)**

A 50,000 BTU htr is provided. Spec call for 52,000. **(Deficient)**

Two jump seats are provided facing outward. Spec required to be forward facing. **(Deficient)**

All sirens to be in center of cab. Spec required to be in bumper. **(Deficient)**

Fender innerliners are of fiberglass. Aluminum ones are called for. **(Deficient)**

Compt./body construction varies greatly. No reinforcing on any compt. floors as called for. **(Deficient)**

Body design specs are very general. Not a great deal of detail in construction standards. **(Deficient)**

Aluminum rubrails are provided. Spec requires stainless steel. **(Deficient)**

2.

Compartmentation layout is drastically different from specified. **(Deficient)**

A hosebed is being furnished. Spec does not call for one. **(Deficient)**

Turntable attachment is by using 36 Grade 8 bolts. 48 Grade 9 are required. **(Deficient)**

No bustin steel on turntable. **(Deficient)**

Has only 2 outriggers and 2 stabilizers. There are no front stabilizers as required. **(Deficient)**

65 gallon hydraulic tank. IPO 80 gallon. **(Deficient)**

Huckbolts are used in construction of the booms. Page 39 of City spec states this is unacceptable. **(Deficient)**

Waterway is 1,000 GPM. Spec requires 1,500. **(Deficient)**

Platform material and aluminum structural dimensions are not called out. **(Deficient)**

Platform construction varies greatly with bid specs. **(Deficient)**

Hose tray in platform not called out. **(Deficient)**

Third and fourth sections are connected to second section of boom using two aircraft cables. Page 40 of City Spec calls for no cables or pulleys for ext./ret. **(Deficient)**

Compartment lights are 5" diameter. Spec required 7". **(Deficient)**

Model number of Hannay reel not specified.

Boom lowering system varies from specified. **(Deficient)**

Flow meter provided on side of unit, not on console as required. **(Deficient)**

Page 35 of proposal calls for "suitable lighting" to illuminate the platform. What is "suitable lighting"?

EMERGENCY ONE

EXPLANATION OF EXCEPTIONS TO BID

1. (a) The bid specifications call for a midship mounted aerial device. The E-One proposal is a rear mounted aerial device which has a totally different design and operation than a midship mounted device.

(b) This rear mounted design with the bucket extending more than 4 feet past the front of the vehicle combined with the length of the vehicle produces hazardous turning on all streets within the township. This vehicle exhibits the same problems to Rittenhouse Park as does the Sutphen aerial truck.
2. The Height of the vehicle is only one (1) inch shorter than the opening of the apparatus door at the station where the truck will be housed. This poses a problem when there is ice or snow accumulation on the ramps.
3. Although the vehicle will fit at two out of three stations, the length allows less than six (6) inches between the vehicle and other vehicles of station walls. This is extremely hazardous for fire personnel trying to crew other trucks as well as backing into the station after an incident.
4. In addition to these major deficiencies, the attached list of exceptions show less equipment than specified. i.e. a) Electrical cord reel 50 feet short.
b) Less ground ladders, ect.
5. This bid proposal only allowed a fifteen (15) day review period which expired on December 31, 1994 and the committee was advised that a 4 to 5 percent price increase would take effect on January 1, 1995.

EMERGENCY ONE

The bid specifications call for a midship mounted aerial device. The E-One proposal is a rear mounted device which has a totally different design and operation than a midship mounted device.

Chassis frame rail dimensions are not detailed. The RBM is 2,607,000 inch lbs. per rail. **(Deficient)**

Spec req. 5,104,000.

Front bumper is extended 20". Spec required no extension.

Rear tow eyes are not chrome plated. **(Deficient)**

Front axle is a 20,000 lb rating. Spec required 21,500. **(Deficient)**

A Sheppard Steering System is used, not a Ross as specified. **(Deficient)**

Rear axle is a 48,000 lb. rating. Spec requirement 52,000 lb. **(Deficient)**

Michelin tires are being provided IPO Goodyear. **(Deficient)**

Auxiliary Cab Steps are not provided. **(Deficient)**

Dupont Imron paint sys. is not provided. **(Deficient)**

Wheelbase is 6" wider than specified. **(Deficient)**

Overall height is 3" higher than specified. **(Deficient)**

Overall length is approximately 18" longer than specified. **(Deficient)**

Cab and body is of all aluminum construction. **(Deficient)**

4" inlet, single, is provided IPO dual 5" inlets. **(Deficient)**

Only one 2 1/2" discharge is being provided in the platform, IPO 2. **(Deficient)**

Aluminum heat shields around the deck guns are snap on covers. **(Deficient)**

Rear Tomar lights are not provided. **(Deficient)**

The six (6) bottle rack in the cab is not provided. **(Deficient)**

Only eight adjustable shelves are provided.

Nine is specified. **(Deficient)**

Jack System has no safety pins. **(Deficient)**

Hydraulic system has automatic idle-up activation. This is not specified in city specification.

Transmission is an Allison HD4060P not the specified HT740. **(Deficient)**

E-one is providing their own, new battery charger. A kussmaul is specified for ease of parts replacement and reliability. **(Deficient)**

Front cab access panels are not provided. **(Deficient)**

Frontal area of radiator is smaller than specified. **(Deficient)**

Cab construction, interior features and layout vary greatly from bid spec. **(Deficient)**

Front radiator cover and rear section of the cab engine cover are constructed of fiberglass. **(Deficient)**

Heater and defroster BTU output is less than specified. **(Deficient)**

Bench seat is provided for officer IPO specified bucket seat. **(Deficient)**

Forward facing SCBA seats protrude into the front compartments, thereby reducing compartment space. **(Deficient)**

The switch console in the cab is provided overhead. Spec requirements to be within easy reach of driver and officer.

Total CCA of batteries is 2,800, with 2 batteries. Spec requires 6 batteries with 3,750 CCA. **(Deficient)**

Guide Amber arrow turn signals are not provided. **(Deficient)**

Three (3) additional 7" cab dome lights are provided. Spec requires total of six. **(Deficient)**

Rear tire size provided is 11R22.5. 12R22.5 is required. **(Deficient)**

Painted front tow hooks are provided IPO chrome ones. **(Deficient)**

Aluminum rubrail is provided, IPO stnls. **(Deficient)**

Compartmentation layout and construction features do not match bid spec. **(Deficient)**

Only one (1) Airminder breathing air gauge is provided. Spec requires 2, 1 console and 1 platform. **(Deficient)**

Only one (1) electronic siren speaker is provided. Spec requires 2. **(Deficient)**

Q2B siren is not recess mounted in the bumper as required. **(Deficient)**

Double flash strobes are being provided. All new strobes are standard triple flash. **(Deficient)**

Locations of the scene lights are wrong. **(Deficient)**

The model numbers and locations of the Whelen strobe lights are wrong. **(Deficient)**

Rear deck lights are FX-12. FX-9 lights are specified. **(Deficient)**

Compartment lights are 4" and 5". The size and locations do not meet the spec.

The telescoping quartz lights are provided should be stationary and should be one each side, not two. Also, a total of seven quartz lights are specified. E-one is only providing four. **(Deficient)**

Electric cord reel being provided is the wrong model number and is short 50' of cable. **(Deficient)**

The light bar model numbers are not the correct model numbers as specified. **(Deficient)**

The rear strobe lights being provided do not match the specified. **(Deficient)**

The platform construction is of a lesser quality than specified. **(Deficient)**

The Outrigger Jack System does not meet the requirements of the bid spec. **(Deficient)**

The turntable bearing is mounted with 30 grade 8 bolts IPO the required 48 grade 9. **(Deficient)**

3.

Turntable is rear mounted. This results in excessive overhang of the platform over the front of the cab.

Control pedestal is on the curbside IPO the specified roadside. **(Deficient)**

A "low breathing air light and alarm" is being provided, IPO the specified Airminder gauge. **(Deficient)**

The aluminum ladder construction is not compliant with the bid specs. **(Deficient)**

Three operating levers are provided in the platform IPO the required on hand joy stick. **(Deficient)**

Hydraulic system has a "computer driven ramping control".

Platform extension mechanism uses cables which does not meet spec requirements. **(Deficient)**

The platform capacity of 750 lbs with no water flowing and 500 lbs with water. This does not comply with the full time rated capacity of 800 lbs. **(Deficient)**

Only one 2 1/2" outlet is being provided IPO the specified two. **(Deficient)**

Hose box has cap for 50' of 1 1/2" hose.

This should be for 1 3/4" hose. **(Deficient)**

Only a single waterway inlet is provided IPO double inlets. **(Deficient)**

The inlet piping is 4" in place of 5". **(Deficient)**

An electrically activated water curtain nozzle is being provided, in place of required manual. **(Deficient)**

Two platform quartz lights are being provided. Spec requires 3 lights. **(Deficient)**

E-one spec calls for 115 ft. of ground ladders. Bid spec requires 132'. **(Deficient)**

Non corrosive connections are to be used in the breathing air system. This is not specified in the E-one proposal. **(Deficient)**

Under the chassis paint finish section on page 47 of the E-one proposal, it states that the wheels will be painted to match the exterior paint with silver tim. Page 17 of the same proposal call for aluminum wheels. **(Deficient)**

Bid spec calls for 2, SL-40 handlights and 5. SL90X lights. E-one is proposing to provide 7, SL-40 lights. This does not meet the bid requirement. **(Deficient)**

Based on review of the proposal, it seems that the proposal is a generic computer printout and not an exact detailed proposal.

Northeast Fire Apparatus Inc.

1201 Marshall Avenue
Lancaster, PA 17601
717-293-8831
800-367-9542
FAX 717-299-3511

December 5, 1994

Lt. Dwayne Jones
Willingboro Volunteer Fire Company No. 1
Charleston Road & JFK Way
Willingboro, NJ 08046

Re: sale of Mack 75'Aerialscope

Dear Sir:

As per our conversation this past month, Northeast Fire Apparatus, Inc. is committed to purchase the above captioned unit when it comes available for sale upon delivery of a new unit in the upcoming year. We suggest that you use a budget figure of \$ 50,000 as proceeds of this sale. This figure will be accurate within 10%, depending upon the exact condition of the unit at the time of sale.

This commitment is dependant upon the unit being in the same basic condition that it is in today, with a **current certificate of aerial inspection** from a recognized testing company at the time of sale, and all of the basic equipment upon the vehicle as we discussed earlier.

Please keep in touch with me on the status of this project.

Regards,

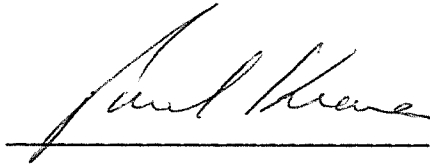


Glenn D. Usdin
President

RESOLUTION NO. 17 - 1995

WHEREAS, the Willingboro Township Council desires to seek a Special Project Grant, in the amount of \$3,500, from the Burlington County Cultural and Heritage Commission under the New Jersey State Council on the Arts/Department of State;

NOW, THEREFORE, BE IT RESOLVED, by the Township Council of the Township of Willingboro, assembled in public session this 17th day of January, 1995, that the Finance Director and Superintendent of Recreation are hereby authorized and directed to process said application on behalf of the Township and to execute all necessary documentation in connection with said application.

A handwritten signature in cursive script, appearing to read "Paul Krane", is written above a solid horizontal line.

PAUL KRANE, MAYOR

ATTEST:

A handwritten signature in cursive script, appearing to read "Marie Annese", is written above a solid horizontal line.

Marie Annese

Deputy Township Clerk

19

township of Willingboro

MEMO TO: RICHARD CRANE, DEPUTY MANAGER
FROM: RAMONA L. BARRIENTOS, ADMINISTRATIVE CLERK
DATE: DECEMBER 29, 1994
SUBJECT: BURLINGTON COUNTY CULTURAL GRANT APPLICATION

We are in the process of completing an application for a Special Project Grant to the County for our annual Jazz Festival.

As part of the application packet we must submit a Resolution from Council and a copy of our latest audit report. Please provide me with a copy of 1993's audit report.

Attached is the proposed wording for the Resolution. Would you please forward to the Clerk's office and request that it be placed on Council's agenda for their next Council Meeting?

The application is due to the County by January 18; therefore, I will need the two items prior to that date. Thank you.

Richard
Ramona
wanted you to see this
12/29/94
Rhoda
Should you please institute a resolution
Richard

R
R. Barrientos
Administrative Clerk
Burlington County Public Works Dept.

RESOLUTION NO. ___ 1995

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MAYOR

ATTEST:

Rhoda Lichtenstadter
Township Clerk