



DEPARTMENT OF ADMINISTRATIVE AND FINANCIAL SERVICES

DIVISION OF PROCUREMENT SERVICES

STATE OF MAINE

PROCUREMENT JUSTIFICATION FORM (PJF)

This form must accompany all contract requests and sole source requisitions (RQS) over \$5,000 submitted to the Division of Procurement Services.

INSTRUCTIONS: Please provide the requested information in the white spaces below. All responses (except signatures) must be typed; no hand-written forms will be accepted. See the guidance document posted with this form on the Division of Procurement Services intranet site (Forms page) for additional instructions.

PART I: OVERVIEW			
Department Office/Division/Program:		Maine DOT Region 4 Fleet	
Department Contract Administrator or Grant Coordinator:		Jeremy Schobel	
(If applicable) Department Reference #:		T21-715	
Amount: (Contract/Amendment/Grant)		\$12,566.68	Advantage CT / RQS #: 20240311000000001314
CONTRACT	Proposed Start Date:	2/1/2024	Proposed End Date: 2/29/2024
AMENDMENT	Original Start Date:		Effective Date:
	Previous End Date:		New End Date:
GRANT	Project Start Date:		Grant Start Date:
	Project End Date:		Grant End Date:
Vendor/Provider/Grantee Name, City, State:		United Construction & Forestry, Hermon, Me.	
Brief Description of Goods/Services/Grant:		Unit T21-715 had three issue that needed attention, rear differential overfull, hydraulic leak under the cab, cracked engine bellows pipe.	

PART II: JUSTIFICATION FOR VENDOR SELECTION			
Check the box below for the justification(s) that applies to this request. (Check all that apply.)			
<input type="checkbox"/>	A. Competitive Process	<input type="checkbox"/>	G. Grant
<input type="checkbox"/>	B. Amendment	<input type="checkbox"/>	H. State Statute/Agency Directed
<input checked="" type="checkbox"/>	C. Single Source/Unique Vendor	<input type="checkbox"/>	I. Federal Agency Directed
<input type="checkbox"/>	D. Proprietary/Copyright/Patents	<input type="checkbox"/>	J. Willing and Qualified
<input type="checkbox"/>	E. Emergency	<input type="checkbox"/>	K. Client Choice
<input type="checkbox"/>	F. University Cooperative Project	<input type="checkbox"/>	L. Other Authorization

Please respond to ALL of the questions in the following sections.

PART III: SUPPLEMENTAL INFORMATION

1. Provide a more detailed description and explain the need for the goods, services or grant to supplement the response in Part I.

T21-715 is a 2012 John Deere Wheel loader, this unit had multiple issues going on, the first issue detected was the rear differential was consistently overfull of hydraulic oil. The region 4 technician would drain the rear end fluid to an acceptable level, and within a few days the rear end housing would be overfull again. The region had multiple trucks in service being repaired, and with the number of issues and hydraulic leak, the decision was made to send the unit to a vendor that is better equipped to deal with the issues. The technician at United Construction & Forestry followed the service advisor specs and pumped the brake pressure up to 1450PSI and found the brake seals to be leaking. The tech proceeded to jack up the unit, remove both rear tires, drain the rear end housing and outer hubs. He removes the brake inspection plugs, removes the brake supply lines, and bleeder screws. He also removed both the right- and left-hand hubs and wore brake seals. The tech then installed new brake seals, outer wheel seals, reinstalled the brake pistons on both sides, reassembled both hubs, and installed back on to the rear axle. Both the right and left brake lines were replaced due to being extremely rusty and the supply hose to the right hub was replaced as well. The rear axle housing was refilled, a pressure check was done on the system, no leaks were detected. The rear wheels were installed and torqued to spec. The second issue to be addressed was a hydraulic leak under the cab of the machine. The tech found a leaking hose from the loader control valve to the bucket tilt cylinder. The tech removed the old hose and while doing so, the retainer bolts in the clamp block broke off. The tech had to fabricate a new one out of bar stock. He drilled and tapped two holes for 3/8 thread and welded the new block on the loader frame, he also painted to help prevent future rust. Once the new block was complete the tech installed the new hydraulic hose with new O-rings, and this completed the hydraulic leak. The third issue was to replace the cracked bellows pipe and adjust the intake and exhaust valves. The tech removed the top of the engine enclosure and the bellows pipe clamps. He then removed the faulty bellows pipe, removed all electrical connections, and bolts from the DPF (Diesel Particulate Filter). The after-treatment package (regen system) is now ready to be removed from the machine. The tech proceeded to remove the engine wiring harness and brackets from the valve cover. He then removed the valve cover, adjusted the intake and exhaust valves according to tech advisor specs. The tech then re-installed the valve cover with a new gasket, O-rings and torqued the bolts to spec. He re-installed the engine wiring harness, replaced a faulty rubber mount on the DPF, installed the after-treatment package (regen system), and hooked up all the remaining electrical connections. The new bellows pipe and gasket were reinstalled, followed by the top engine enclosure. This completed the repairs of all the issues. This repair cost a total of \$12,566.68.

2. Provide a brief justification for the selected vendor to supplement the response in Part II. Reference the RFP number, if applicable.

The vendor for this work was able to get the unit in to be diagnosed and repaired in a timely manner. They have John Deere trained technicians along with all the special tools for the repair and replacement of the parts associated with this issue. The magnitude of this repair was considered, and the logical decision was for the vendor to complete the repair as they diagnosed the additional issue, and still had possession of the unit .

PART III: SUPPLEMENTAL INFORMATION

3. Explain how the negotiated costs or rates are fair and reasonable; or how the funding was allocated to grantee.

United Construction & Forestry is a John Deere dealer that we have had work done at in the past as they are an approved Vendor. They are able too efficiently and cost effectively do a repair of this significance. This repair would not have been something the department could have cost effectively done and completed in a timely manner with the amount of Trucks & Equipment Region 4 has currently waiting to be repaired.

4. Describe the plan for future competition for the goods or services.

We will continue to work with all approved vendors in the Greater Bangor area. In this case United Construction & Forestry had the best skill set ,and availability to get the unit in for repairs and returned to Maine DOT in a timely manner.

PART IV: AMERICAN RESCUE PLAN ACT (ARPA) / MAINE JOBS & RECOVERY PLAN (MJRP)

Does this request utilize ARPA/MJRP funds?

Yes, MJRP funds (023) – If Yes, please attach the approved Business Case(s).

Yes, ARPA funds (025) – If Yes, please be aware of the requirements from awarding federal agencies.

No – If No, proceed to Part V.

PART V: CONFLICTS OF INTEREST (COI); PURCHASES BY THE STATE

Does the requesting Department signatory understand and acknowledge Maine's COI Statute?

Yes, the requesting Department signatory understands and acknowledges [Title 17, Chapter 101, §3104](#).

PART VI: APPROVALS

The signatures below indicate approval of this procurement request.

Signature of requesting
Department's Commissioner
(or designee):

DocuSigned by:
Kyle A. Hall
51BA1171F8B9463...

Typed Name:

Kyle Hall, Director, Maintenance &
Operations

Date:

3/8/2024

Signature of DAFS
Procurement Official:

DocuSigned by:
William J.E. Allen
2D5B8E39F57E44A...

Typed Name:

William J.E. Allen

Date:

3/12/2024

NOI 0320240267