



DEPARTMENT OF ADMINISTRATIVE AND FINANCIAL SERVICES
OFFICE OF STATE 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 Office of State 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 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 #:		T01-223	
Amount: (Contract/Amendment/Grant)	\$ 10,838.39	Advantage CT / RQS #:	Click or tap here to enter text.
CONTRACT	Proposed Start Date:	8/7/2024	Proposed End Date: 9/26/2024
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:		Ballard Truck Center (Bangor Truck & Trailer Sales	
Brief Description of Goods/Services/Grant:		Unit failed to complete a regen.	

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.

- On 8-06-24 Region 4 fleet technician was unable to get unit T01-223 to perform a forced regen. Dot diagnostic computers are not equipped to put a Volvo into a forced regen, therefore the decision to send the unit to an authorized dealer was made. After running a diagnostic test, the tech found the T2 sensor, and the purge air valve were both faulty. Both parts were replaced, and the unit performed a regen without any issues. Upon further inspection the EGR cooler was determined to be faulty and needed to be replaced. Ballard Tech verified approval from Bangor Fleet before continuing with additional repairs. Tech proceeded to remove the air filter housing, remove the charge air pipe, removed all coolant and oil lines to the turbo. He removed the hot pipes from the turbo, removed the turbo, removed the coolant lines and hot pipe from the EGR cooler. He removed the EGR cooler, removed the EGR cooler brackets, removed the exhaust manifold to deal with the stuck turbo bolt that had to be drilled out. Once completed he then cleaned and inspected the manifold, EGR valve, and turbo mounting surfaces. At this time the tech found the turbo oil return O-ring to be broken, which he replaced along with the mounting gasket and oil filter housing, torqued bolts to OEM specs of 15-foot pounds, installed the new EGR cooler with new gaskets. Tapped the egr valve and turbo bolt holes, installed EGR hot pipe and gasket clamps, torqued the EGR bolts using OEM technique to final torque of 38-foot lbs. He installed the oil lines to the turbo, installed the diffuser from the turbo to the DPF, installed the AFI module with new gasket and plugged in fuel and coolant lines, installed the charge air pipe and air box pipes. Plugged in and routed all sensors, refilled coolant, tested for leaks. The total cost of this repair was \$10,838.39.

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

Region 4 Fleet currently has a large amount of equipment down and 3 fleet tech vacancies that would prohibit a timely repair and turnaround time on this unit. This Unit was diagnosed by Region 4 Fleet techs on 08-6-24 and the vendor was able to get it in their shop on 08-07-24. The vendor for this work was able to work it in as soon as we got it to their location and has Volvo 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 to send this unit to the dealer.

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

Ballard Truck Center is a heavy truck dealer, we have had work done there in the past and when compared with the other Volvo truck dealers their rates were the same or in some cases a little cheaper. They are able too efficiently and cost effectively do a repair of this significance.

PART III: SUPPLEMENTAL INFORMATION

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

When considering vendors that are qualified to make the repairs on T01-223 a 2010 Volvo Wheeler, Bangor Truck and Equipment and O'Connor's GMC were the logical options for Region 4. O'Connor's stated they were not to get this unit into the shop in a timely manner at this time, So the decision was made to send it to Ballard Truck Center formerly known as Bangor Truck & Trailer sales. As always, we will continue to contact local vendors for repairs needed and base our decisions on Time, Availability and costs of goods and services.

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.

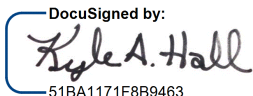
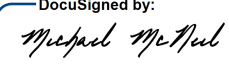
PART V: CONFLICTS OF INTEREST (COI); CONTRACT WITH THE STATE

Maine law contains Conflict of Interest statutes directed to State Departments, State Officers, and Employees Generally under MRS [Title 5, §18](#) and [§18-A](#), in harmony with MRS [Title 17, §3104](#).

The requesting department signatory understands and acknowledges Maine's Conflict of Interest statutes.

PART VI: APPROVALS

The signatures below indicate approval of this procurement request.

Signature of requesting Department's Commissioner (or designee):	 <small>51BA1171F8B9463...</small>		
Typed Name:	Kyle Hall, Director Maintenance & Operations	Date:	10/22/2024
Signature of DAFS Procurement Official:	 <small>7008796FB36A449...</small>		
Typed Name:	Michael McNeil	Date:	10/29/2024

NOI 1020241273