



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 2 Fleet		
Department Contract Administrator or Grant Coordinator:		Maurice Hinkley		
(If applicable) Department Reference #:		T01-201		
Amount: (Contract/Amendment/Grant)		\$ 18,434.27	Advantage CT / RQS #:	20231103000000000698
CONTRACT	Proposed Start Date:	7 July 23	Proposed End Date:	16 Oct 23
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:		O'Connor's Augusta me.		
Brief Description of Goods/Services/Grant:		Repairs to T01-201, a 2009 Volvo Wheeler, Has noise coming from rear of engine/ clutch area.		

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.

It was reported to a DOT field Tech that truck T01-201 had a noise coming from rear of engine /clutch area. The DOT tech inspected the truck and thought it may be the clutch or clutch brake.

After discussion with supervisor many factors were considered, which were, the inability to change clutch in field, having similar issues with another vintage truck, and already having 3 wheeler's needing servicing. It was then decided, it would be in the best interest to get this into a service center to further diagnose.

The following is some of the dealer tech's notes:

(BROUGHT TRUCK UP TO DOOR, CLUTCH BRAKE NOT WORKING GOOD., BUT WORKING LIKE IT SHOULD WHEN I GOT UP TO DOOR. REMOVED COVER FROM HOUSING HAS SOLO CLUTCH IT IS NOISEY. HAD TRANNY TECH LISTEN TO NOISE AND SAID IT NEEDS CLUTCH REMOVED DRIVE SHAFT. DRAIN OIL FROM TRANSMISSION. DISCONNECTED AIR LINES TO TRANS. DISCONNECTED TRANS COOLER LINES. REMOVED SHIFTER FROM TOP OF TRANS. REMOVED THE CLUTCH SLAVE CYLINDER. MOVED TRANS JACK UNDER TRUCK TO SUPPORT TRANS. UNBOLTED TRANS BELL HOUSING FROM ENGINE. BROKE FREE FROM ENGINE BELL HOUSING. REMOVED TRANSMISSION FROM TRUCK. Dealer engine tech found missing teeth behind the rear main seal on the rear gear train. drained oil from engine. removed oil pan and all brackets on pan. supported engine. removed the engine mounts. removed exhaust head pipe from turbo to the inlet of after treatment. removed oil and fuel line from the 7th injector block. removed hot pipe. removed EGR valve. had to cut the oil return line from EGR valve due to being seized. ordered new metal EGR return line. removed EGR valve from exhaust manifold. removed flywheel housing. Found the double idler gear was badly worn. found power steering pump gear missing teeth. Found the small idler gear missing teeth. crank gear and top adjustable idler gear teeth worn. Timed engine to TDC. removed all gears from rear of engine. removed all bolts for timing plate. removed timing plate from the truck. ordered new update timing plate kit. kit ended up being on back order. Found coolant lines for heater core bad, replaced heater core coolant lines. Found ABS light on. Hooked up laptop and found left rear sensor code. Ohmed out sensor OK. Switched sensor wires and road tested  fault stayed left. Problem is between sensor plug and brake ecm in cab. Checked over harness could not find problem. Made up overlay harness and ran from fire wall and sensor. Tied off harness, cleared codes and took for long road test. All OK.)

Repairs totaling \$18,434.27 where made. The decision to move forward with these repairs was made consistent with Maine DOT Fleet Management's guidance considering the vehicle's age, mileage, and anticipated replacement schedule. The estimated replacement cost for this vehicle is \$200,261.80 The decision to use a commercial repair facility was made after careful consideration of the availability and expertise of Department personnel and the operational need to get the equipment back in service.

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

Region 2 is down 3 field Tech's and Fleet Augusta heavy shop was busy and is down 2 Tech's. The vendor for this work was able to get it in 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.

**PART III: SUPPLEMENTAL INFORMATION**

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

O'Connor's is a Volvo dealer and we have had work done there in the past. They are able too efficiently and cost effectively do a repair of this significance due to factory/dealer training and special tooling. This repair would not have been something the department could have cost effectively done and completed in a timely manner.

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

If we could convince more Volvo truck dealers and service facilities to move into more locations in the state it would potentially foster better competition.

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

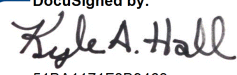
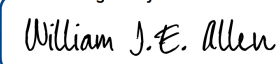
Does this request utilize ARPA/MJRP funds?

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

No – If No, proceed to Part V.

**PART V: APPROVALS**

The signatures below indicate approval of this procurement request.

Signature of requesting Department's Commissioner (or designee):	<small>DocuSigned by:</small>  <small>51BA1171F8B9463...</small>		
Typed Name:	Kyle Hall, Director Maintenance & Operations	Date:	11/1/2023
Signature of DAFS Procurement Official:	<small>DocuSigned by:</small>  <small>2D5B6E39F57E44A...</small>		
Typed Name:	William J.E. Allen	Date:	11/8/2023

NOI 1120231252 11/09/2023 - 11/15/2023