



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:		Michael Colson		
(If applicable) Department Reference #:		T01-914		
Amount: (Contract/Amendment/Grant)		\$ 12,748.82	Advantage CT / RQS #:	20231222000000000908
CONTRACT	Proposed Start Date:	3 Nov 23	Proposed End Date:	22 Nov 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:		Daigle & Houghton (Allegiance), Hermon, ME		
Brief Description of Goods/Services/Grant:		Repairs to T01-914, a 2016 International Wheeler – had check engine light on, was derated		

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.

Plow truck T01-914 had check engine light on and was derated. The DOT field tech checked wiring and connectors that have known common issues, but none were found. The DOT field tech didn't have a diagnostic computer and has had very little factory computerized electrical training. With limited specialty tools (break out box and or test harness) no other electrical diagnosing could be performed.

With the region not having a full staff of field techs and having a considerable workload, it was decided it send to the vendor.

These are the vendor tech repair notes- ULLED HEALTH REPORT ON TRUCK. LOOKED AT CODE RANKING AND RANKED I WAS A RECALIBRATION RECALL. RECALIBRATED TRUCK AND ROAD TESTED. ON ROAD TEST THE TRUCK STARTED TO OVERHEAT. LIMPED TRUCK OFF EXIT AND LIFTED HOOD, FAN BELT WAS COMPLETELY MISSING. LET TRUCK COOL AND KEPT RPM LOW AND WAS ABLE TO GET TRUCK BACK TO SHOP.

AFTER FAN BELT REPAIRS, ROAD TESTED AGAIN AND THEN GOT TRUCK BACK TO SHOP AND PERFORMED A REGEN. DURING REGEN THE TRUCK WAS SMOKING, FOUND BOTH DPF CLAMPS BAD AND LEAKING, THAT WOULD CAUSE THE MISSING DPF CODE THE TRUCK HAD BEFORE IT WAS RECALIBRATED. ALSO THE DECOMP PIPE HAD A BROKEN CLAMP AND DEF BUU.,D UP CAUSING THE LOW NOX CODE IT HAD AGAIN BEFORE THE RECALIBRATION. FOUND MANY OF THE FLANGES RUSTED, TRUCK NEEDS A NEW AFTERTREATMENT SYSTEM DUE TO EXCESSIVE RUST AND LEAKS. BROUGHT TRUCK INSIDE, GRABBED PARTS, OPENED UP PARTS, GOT THE NEW GASKETS OUT, REMOVED THE REGEN COMPONENTS SHIELD, SPRAYED DOWN ALL THE CLAMPS AND PROBES WITH KROIL IN HOPES THAT THEY WILL COME OUT EASIER AFTER SITTING OVERNIGHT.

REMOVED OLD DPF AND DOC, GOT THE SENSORS ALL SWAPPED ONTO THE NEW SETUP AND THE SETUP IS IN THE TRUCK. PUT DOWN PIPE ON AND TIGHTENED ALL CLAMPS AND SENSORS AND PUT COVERS AND STEPS BACK ON TRUCK IS READY TO START AND REGEN.

PUT TRUCK THROUGH A REGEN AND IT KICKED OUT FOR A NOX COMMUNICATION CODE ON THE J 1939. LOOKED EVERYTHING OVER AND FOUND ONE OF THE CONNECTIONS NOT SEATED PROPERLY. RESEATED AND TRUCK COMPLETED A REGEN WITH NO ISSUES. NO AFTERTREATMENT CODES CAME BACK ACTIVE. PENDING CODE FOR TURBOCHARGER WHEN PULLING COMPLETED HEALTH REPORT

Repairs totaling \$12,748.82 were 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 techs and Fleet Augusta heavy shop is busy and is down 4 techs. The vendor for this work was able to work it in and has International 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.

PART III: SUPPLEMENTAL INFORMATION

Daigle & Houghton (Allegiance) is an International vendor we have had work done there in the past and when compared with the other International dealer their rates were the same or in some cases a little cheaper. They are able to efficiently and cost effectively do a repair of this significance due to factory/dealer training and having special tools that maybe needed. 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 International 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)

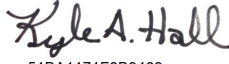
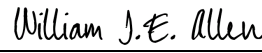
Does this request utilize ARPA/MJRP funds?

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):	DocuSigned by:  51BA1171F8B9463...		
Typed Name:	Kyle Hall, Director Maintenance & Operations	Date:	12/21/2023
Signature of DAFS Procurement Official:	DocuSigned by:  2D5B6E39F57E44A...		
Typed Name:	william J.E. Allen	Date:	1/4/2024

NOI 0120240020 01/05/2024 - 01/11/2024