



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 #: | | T11-123 | | |
| Amount: (Contract/Amendment/Grant) | | \$ 8,153.36 | Advantage CT / RQS #: | 20240214000000001174 |
| CONTRACT | Proposed Start Date: | 16 Jan 24 | Proposed End Date: | 23 Jan 24 |
| 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 T11-123, a International Patrol truck – Check engine and ABS light on | | |

| 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 T11-123 had check engine light on and lacked power. The DOT field tech performed diagnostic testing and got a code for an injector misfire. Having these codes before, it was determined it was a bad injector. This repair is not something that is typically done in the field. Field tech reached out to Allegiance, and they had availability to take the truck in to confirm codes, and repair if needed. When the crew was taking the truck to vendor, the ABS light came on, which was indicating more issues. With the region not having a full staff of field techs and having a considerable workload, it was in the best interest to have the vendor work on the vehicle to get it back in service in a timely manner.

These are the vendor tech repair notes- BROUGHT TRUCK INTO THE SHOP AND HOOKED UP WITH HERO TO PULL HEALTH REPORT, LOOKED OVER CODES IN HEALTH REPORT. CODE FOR INJECTOR 4 SPOOL MOTION COMPENSATION MAX AUTHORITY REACHED, BROUGHT UP THE TROUBLESHOOTING PROCEDURES, AND THE FIRST THING TO CHECK IS TO DETERMINE IF THE AFFECTED INJECTOR HAS BEEN RECENTLY REPLACED AND DISCONNECT HARNESS TO OHMS TEST PIN 1 AND 4. LOOKED AT REPAIR HISTORY, WE HAVE NO HISTORY OF AN INJECTOR ON THIS TRUCK SO I OHMS TESTED PIN 1 AND 4 WHICH WERE OUT OF SPEC BY ALMOST DOUBLE. SERVICE ADVISOR CONTACTED CUSTOMER AND THEY HAVE NOT REPLACED INJECTORS. GOT VALVE COVER REMOVED HAD TO TURBO SOCKET MOST ALL THE TEN MIL HEADED BOLTS OUT WAS ALL RUSTED, GOT INJECTORS ALL-OUT. INSTALLED NEW PUCKS IN OIL RAIL CLEANED INJECTOR HOLES AND INSTALLED NEW INJECTORS AND INSTALLED OIL RAIL AND VALVE COVER AND PUT DOWN DRAFT TUBE BACK ON. BOXED UP OLD INJECTORS AND PUCKS. FINISHED HOOKING UP TOP COOLER AND AIR BREATHER AND ALL OTHER ACCESSORIES THEN WENT TO START TRUCK AND BATTERIES WERE WEEK CHARGED AND TESTED. AND ALL RED LOW ON CCA COMPUTER WOULD NOT STAY CONNECTED DUE TO BATTERIES BEING BAD, IT WOULD DROP OUT. GOT BATTERY'S REPLACED THEN TRIED TO START TRUCK. TRUCK STARTED, RAN TRUCK FOR ROAD TEST. HOOKED UP WITH BENDIX AND FOUND CODE FOR MODULATOR SHORTED TO GROUND GOT PIN OUT OF MODULE AND FOUND RIGHT REAR MODULATOR WAS SHORTED TO GROUND. FOUND THE BAD WIRES WAS FROM CHASSIS HARNESS CONNECTOR MID SHIP CONNECTOR TO MODULATOR. RAN OVERLAY FROM CONNECTOR TO THE MODULATOR. INSTALLED CONNECTOR FOR RIGHT REAR SENSOR AND DROVE TRUCK AROUND YARD TO MAKE SURE ABS PROBLEMS WERE FIXED. CODES STAYED INACTIVE FOR ABS.

Repairs totaling \$8,153.36 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 \$188,00.00. 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 down 7 techs and are busy. 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.

PART III: SUPPLEMENTAL INFORMATION

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

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)

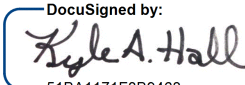
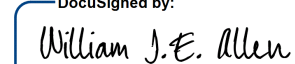
Does this request utilize ARPA/MJRP funds?

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:  <small>51BA1171F8B9463...</small> | | |
| Typed Name: | Kyle Hall, Director Maintenance & Operations | Date: | 2/5/2024 |
| Signature of DAFS Procurement Official: | DocuSigned by:  <small>2D5B6E39E57E44A...</small> | | |
| Typed Name: | William J.E. Allen | Date: | 2/21/2024 |

NOI 0220240195 02/21/2024 - 02/27/2024