



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 #:		T11-125		
Amount: (Contract/Amendment/Grant)		\$ 5,756.74	Advantage CT / RQS #:	20240326000000001387
CONTRACT	Proposed Start Date:	2/26/2024	Proposed End Date:	3/12/2024
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:		Daigle & Houghton (Allegiance truck) Hermon Me.		
Brief Description of Goods/Services/Grant:		Repairs to T11-125 a 2016 patrol truck, was starting hard and check engine 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 T11-125 was starting hard and had check engine light on. The DOT field tech at the Richmond camp didn't have a diagnostic laptop and has no training on International diagnostic program. With the region not having a full staff of field technicians, and the two-field technicians were already working on trucks with computer issues. We then reached out to Fleet Augusta, and with them only having 3 technicians they had no availability to get this truck diagnosed as well. With it being the winter season, it was decided to send it to a vendor that could diagnose and repair it to get back in service.

These are the vendor technician repair notes. LOOKED INTO TRUCK FOR STARTING COMPLAINT. HOOKED UP AND TRUCK DIDNT HAVE ANY STARTING CODES. STARTED TRUCK AND IT STARTED RIGHT UP, NO ISSUES. PULLED TRUCK OVER TO SHOP AND LET HIGH IDLE TO WARM UP. SHUT TRUCK DOWN TO LET SET, TRUCK AGAIN STARTED UP WITH NO ISSUES. ROAD TESTED TRUCK AND HIT BUMPS, NO ISSUES. LET TRUCK SIT OVERNIGHT. STARTED TRUCK COLD, NO ISSUES. LET TRUCK DO A REGEN TO SEE IF EXHAUST BRAKE WAS HANGING SHUT, NO ISSUES THERE AND BRAKE WAS NEW. SET TRUCK ON HIGH IDLE AND STARTED WIGGLING HARNESS. STARTED AT BATTERIES AND WORKED MY WAY TO PDM, NO ISSUES. STARTED TAPPING ON THE RELAYS BY AIR CLEANER AND THE TRUCK STARTED TO MISS. CHECKED POWER AND GROUND AT RELAYS, ALL GOOD EVEN LOAD TESTED, NO ISSUES. REPLACED RELAYS. STARTED TRUCK AND TAPPED ON RELAYS NO ISSUES. ROAD TESTED, NO ISSUES. LETTING TRUCK SIT OVERNIGHT TO TRY AGAIN IN THE MORNING, CUSTOMER CAME TO PICK UP TRUCK AND IT HAD AN EXTENDED CRANK AGAIN, WENT OUT AND TRUCK STARTED RIGHT UP. RECOMMEND REPLACING PDM AT THIS TIME. REPLACED PDM ON PASSENGER SIDE FRAME RAIL. INSTALLED FENDER AND RECONNECTED BATTERY'S TOOK TRUCK FOR TEST DRIVE. PULLED HEALTH REPORT. PENDING CODE FOR ICP. BROUGHT TRUCK INTO THE SHOP AGAIN AND PULLED CODES, THE ONLY ACTIVE CODE WAS FOR THE NOX SENSOR. FOLLOWED TROUBLESHOOTING, DETERMINED BAD SENSOR, WILL NEED TO REPLACE. LOOKED AT PREVIOUS HEALTH REPORT AND FOUND PENDING ICP CODE, TROUBLESHOT THAT CODE AS IT IS LIKELY CONNECTED TO THE EXTENDED CRANK/ NO START ISSUES THIS TRUCK IS EXPERIENCING. DETERMINE ICP SENSOR REQUIRES REPLACEMENT. STARTED BY REMOVING PARTS FROM THE VALVE COVER AREA, FINISHED REMOVING THE VALVE COVER AND REPLACED THE ICP SENSOR. DETERMINED THAT WE SHOULD PRESSURIZE THE OIL RAIL AND CHECK FOR LEAKS. THE INJECTOR PUCKS ARE LEAKING AND NEED TO BE REPLACED. REMOVED THE HIGH-PRESSURE OIL RAIL AND REMOVED AND REPLACED ALL SIX INJECTOR PUCKS. REINSTALLED HIGH PRESSURE OIL RAIL AND TORQUED TO SPEC. INSTALLED THE VALVE COVER AND ALL COMPONENTS REMOVED. FILLED WITH COOLANT AND REPLACED THE NOX INLET SENSOR. RETURNED THE OLD SENSOR FOR A CORE. PUT UNIT INTO A REGEN. UNIT DID A COMPLETE REGEN WITH NO ISSUES. GOT A HEALTH REPORT AND PARKED UNIT.

Repairs totaling \$5,756.74 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 \$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.

The Fleet Augusta heavy equipment shop is down six technicians. Region 2 was down three field technicians. The vendor for this work has International trained technicians and along with all the special tools needed for the repair and replacement of the parts associated with the issue. The magnitude of this repair was considered, and the logical decision was to send this unit to a vendor.

**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 is a International vendor 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 International vendors 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, 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.

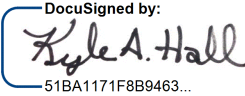
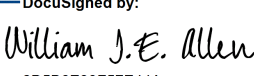
**PART V: CONFLICTS OF INTEREST (COI); PURCHASES BY THE STATE**

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):	 <small>51BA1171F8B9463...</small>		
Typed Name:	Kyle Hall, Director Maintenance & Operations	Date:	3/25/2024
Signature of DAFS Procurement Official:	 <small>2D5B6E39F57E44A...</small>		
Typed Name:	William J.E. Allen	Date:	3/26/2024

NOI 0320240330