



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 #:		T11-138		
Amount: (Contract/Amendment/Grant)		\$ 9,335.17	Advantage CT / RQS #:	20240409000000001457
CONTRACT	Proposed Start Date:	2/27/2024	Proposed End Date:	3/15/2024
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 11-138 a patrol truck had DEF fluid leaking out of exhaust and needs a PMB.		

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 T11-138 had DEF fluid leaking out of exhaust and needed a 300-hour Preventative Maintenance. The truck was at the Winthrop camp, and currently the region doesn't have a DOT field technician at this location. With the region down 3 field technicians, and Fleet Augusta down 6 technicians, the decision was made to send the unit to be serviced and repaired with a vendor, that had availability to repair and get the unit back in service. These are the vendor technician repair notes. DROVE TRUCK INTO SHOP, NO CHECK ENGINE LIGHT ON OR CODES TO GO BY. LOOKED EXHAUST OVER GOOD AND DEF DOSER BUT WAS NO DEF BUILD UP OR ANYTHING. HOOKED UP WITH NEDS AND MONITORED A FEW PARAMETERS. NOTICED THERE WAS NO BOOST AT ALL, PRESSURE TESTED THE CAC SYSTEM, IT WAS GOOD AND HELD 35LBS, CHECKED ALL BOOTS AND HOSES. FOUND BOOST SENSOR COMPLETELY PLUGGED. CHANGED IT OUT AND STILL NO BOOST. THE TC1OP1 SENSOR ONLY READS ABOUT 1.2 POUNDS AT FULL THROTTLE. CHECKED EVERYTHING OVER, REMOVED LPCAC PLENUM AND INSPECTED IT AND THE HOSE, FOUND NOTHING WRONG. AFTER TREATMENT IS ALL TIGHT, EGR SYSTEM IS GOOD. SMOKED THE ENGINE FROM THE INTAKE SIDE, FOUND NOTHING. PUT SMOKER IN DOWN PIPE AND SMOKED THE ENGINE BACKWARDS, FOUND A LEAK AT SLOBBER JOINT WHERE THE 2 PIECES OF MANIFOLDS SLIDE TOGETHER. MADE A PARTS LIST. DRAINED COOLANT. STARTED REMOVING PARTS FOR ACCESS TO THE MANIFOLD. TOOK OVER ON JOB AND IF FINISHED REMOVING THE TURBOS THEN PULLED EGR COOLER AND THEN EXHAUST MANIFOLD AND GOT EVERYTHING CLEANED UP. INSPECTED EGR COOLER, EGR COOLER GOOD FOR REUSE. THE GOT THE NEW PARTS AND GOT THE NEW MANIFOLD ON WITH A NEW SLOBBER KIT ON IT. SET EGR COOLER IN PLACE. BOLTED DOWN EGR COOLER AND FINISHED REINSTALLING REMOVED PARTS. FINISHED UP FILLING COOLANT AND PUT ON FRONT FENDER THEN GOT TRUCK RUNNING. HAD A HARD TIME GETTING IT RUNNING, HAD TO PUT THE FUEL PRIMER ON IT AND A BATTERY CHARGER TO FOR A BIT THEN IT FIRED UP. ROAD TESTED TRUCK AND CHECKED IT OVER AND ALL OK. PUT UNIT INTO A REGEN. UNIT DID A COMPLETE REGEN WITH NO ISSUES. DID A MAF CALIBRATION, THE MAF COMPLETED WITH NO PROBLEMS. ALSO DID A FUEL ADAPTATION RESET. WENT FOR A ROAD TEST AND RECORDED A PERFORMANCE SESSION UNIT GOES GOOD. GOT A HEALTH REPORT. PERFORMED PM SERVICE AND B SERVICE IAW CUSTOMER SUPPLIED CHECK LIST. CHECKED OVER THE WHOLE UNDERNEATH OF TRUCK. CHANGED OIL AND FILTER. 37 QUARTS OF NEW OIL. CHANGED FUEL FILTER. GREASED DRIVELINE, PTO, AND STEERING SHAFT. REST WAS COVERED BY AUTO GREASE SYSTEM. FOUND A MISSING 3/4 FRAME BOLT UP FRONT ON THE FRAME RAIL BESIDE MOTOR/DRIVER SIDE SHOCK. INSTALLED NEW BOLT. ADJUSTED BRAKES ON BOTH STEER AND DRIVE AXLES. CHECKED COOLANT PH TEST. ALSO PRESSURE TESTED SYSTEM. CHECKED AND ADJUSTED ALL TIRE PRESSURES AND RECORDED TREAD DEPTHS. CHECKED ALL FLUID LEVELS. OPERATION COMPLETE. Repairs totaling \$9,335.17 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.

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

Daigle & Houghton is an 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.

PART III: SUPPLEMENTAL INFORMATION

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):

DocuSigned by:

Kyle A. Hall

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Typed Name:

Kyle Hall, Director Maintenance &
Operations

Date:

4/5/2024

Signature of DAFS
Procurement Official:

DocuSigned by:

William J.E. Allen

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Typed Name:

William J.E. Allen

Date:

4/17/2024

NOI 0420240402