



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 #:		T11-115		
Amount: (Contract/Amendment/Grant)		\$ 8,439.02	Advantage CT / RQS #:	RQS2023050500000001350
CONTRACT	Proposed Start Date:	21 April 23	Proposed End Date:	1 May 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 T11-115, a 2016 International Patrol truck – had check engine light, starts hard and using coolant.		

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 11-115 had check engine light on, starts hard and using coolant. Dealer tech connected computer to truck and found a list of codes for connections, found dirty one under truck cleaned and recheck codes only one active is for ACM low voltage.

The following are the dealer notes (FINISHED FOLLOWING DIAG STEPS FROM ZEKE FOR ACM. THE ACM TESTED FINE AND CONNECTORS WERE CLEAN AND TIGHT. I LOAD TESTED THE BATTERIES AND FOUND ONE LOOSE GROUND CABLE AND A BAD BATTERY. I REPLACED THE BATTERY AND MADE SURE ALL CONNECTIONS WERE TIGHT AND CLEAN. THEN MOVED ONTO LOOKING FOR A COOLANT ISSUE. FOUND LOWER COOLANT RETURN LINE FROM AFT FUEL INJECTOR TO EGR COOLER WAS LEAKING. HAD TO HEAT AND USE CUT OFF WHEEL TORE MOVE LINES AND FITTINGS. REPLACED BOTH LINES AND USED THREAD SEALANT TO BE SURE. CLEARED THE CODES AND HAD TRUCK RUNNING UP TO TEMP. 15 MINUTES IN AND CHECK LIGHT CAME ON, CRANKCASE OIL SEPERATOR CODED FOR NO RPMS. DIAG THE ISSUE AND FOUND BOTH WIRES AT CONNECTOR TO BE PARTIALLY BROKEN. FOUND CORRECT PINS AND RE PINNED THE CONNECTOR AND TIED UP HARNESS. HAD TIM ROAD TEST TRUCK, ALL IS GOOD. NO CHECK LIGHTS AND NO LEAKS.) Crew went to pick up the truck and got halfway back to camp and check engine light came back on and the smelled coolant, they took truck back to Daigle and the following are dealer notes for this repair :(DROVE TRUCK INTO SHOP, GOT HEALTH REPORT. AFTER DOING SOME ACTUATOR TESTS FOR EGR AND FURTHER INSPECTION. FOUND EGR COOLER TO BE PLUGGED. MADE A PARTS LIST AND GOT STARTED ON THE JOB. DRAINED THE COOLANT, REMOVED AIR BOX AND PIPING. REMOVED TURBOS AND HAD TO USE SOME HEAT TO REMOVED PAC BRAKE BOLT. IT WAS SIEZED GOOD. BROKE A COOLANT SUPPLY TUBE TOEGR COOLER AS IT WAS SEIZED AND BROKE WHEN REMOVING, REPLACED IT WITH A NEW ONE. REMOVED OLD EGR COOLER, REPLACED THE FAYE RINGS ON EXHAUST MANIFOLD AND INSTALLED NEW EGR COOLER. CLEANED UP PAC BRAKE AND INSTALLED IT WITH NEW GASKETS AND CLAMPS. SET TURBOS IN PLACE WITH NEW GASKETS AND CLAMPS ALSO. REPLACED O-RINGS ON TURBO DRAIN TUBES. REPAIRED 3 WIRES

ON MASS AIR FLOW SENSOR. TIED UP LOOSE ENDS, SET AIRBOX AND PIPING BACK INTO PLACE. REPLACED AIR FILTER CAUSE IT WAS DUSTED BAD. PUT COOLANT BACK INTO TRUCK. REPLACED BOTH HOG RINGS ON COOLANT SUPPLY HOSE FROM DERATION TANK TO WATER PUMP HOUSING. RAN TRUCK UP TO TEMP, RAN A MAF RECAL DUE TO NEW EGR COOLER. ROAD TESTED TRUCK, ROAD TEST WENT GOOD. RECHECKED FOR LEAKS, NONE FOUND. DOWNLOADED POST REPAIR HEALTH REPORT, NO CODES).

Repairs totaling \$8,439.02 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.

PART III: SUPPLEMENTAL INFORMATION

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 shop was busy and is down 3 Tech's. 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.

Daigle & Houghton (Allegiance) is an international dealer 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. 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:
Kyle A. Hall
51BA1171F8B9463...

Typed Name:

Kyle Hall, Director Maintenance & Operations

Date:

5/4/2023

Signature of DAFS
Procurement Official:

DocuSigned by:
William J.E. Allen
2D5B6E39F57E44A...

Typed Name:

william J.E. Allen

Date:

5/15/2023

NOI 0520230467 05/16/2023 - 05/22/2023