



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 #:		T11-117		
Amount: (Contract/Amendment/Grant)		\$ 9,682.53	Advantage CT / RQS #:	RQS2023050500000001351
CONTRACT	Proposed Start Date:	19 Oct 22	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 T11-117, a 2016 International Patrol truck – had check engine light and will not restart when at running temp.		

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 11-117 had check engine light and will not restart if you shut off truck at running temperature and try to restart. Dealer tech connected computer to truck and found a NOX not detected code. Dealer tech than ran truck up to running temperature and shut truck on and off a couple times with no issue on the third time truck would not restart suspected EGR valve, he tested EGR valve it was ok tried to start truck without EGR installed and it would not start. Dealer tech suspect injector drivers are burnt out and truck will need a new ECM. The ECM where factory back ordered with no estimated time for delivery. Truck was down for 6 months. **The following are the dealer notes** (HOOKED UP TO TRUCK, TRUCK HAD NO ICP CODES, TRUCK HAD A OUT NOX NOT DETECTED ON J1939, RAN TRUCK ON HIGH IDLE UNTIL OIL TEMP HIT 210, SHUT TRUCK DOWN AND RESTARTED, NO ISSUES, LET TRUCK SIT HOT, RESTARTED NO ISSUES, PARKED TRUCK OUTSIDE AND LET RUN ON HIGH WHILE I STARTED ANOTHER JOB, TRUCK SHUT OFF AT SOME POINT, WENT TO TRY TO START BUT TRUCK WOULD JUST CRANK AND NOT FIRE, BATTERIES WERE A LITTLE WEAK SO HOOKED UP CHARGER, STILL NO START, USED STARTING FLUID AND STILL WOULDN'T START, I SUSPECTED EGR VALVE STUCK OPEN, REMOVED VALVE, NOT STUCK, TRIED TO START TRUCK WITH VALVE OUT, NO LUCK, PERFORMED INJECTOR BUZZ TEST, NO BUZZING NO INJECTOR CODES, SUSPECT INJECTOR DRIVERS ARE BURNT OUT, TRUCK NEEDS A ECM. AIRD TRUCK UP AND MOVED TRUCK INTO SHOP REMOVED DRIVER INNER FENDERS AND LIFTED CAB TO ACCESS THE ECM CONNECTORS. WENT THROUGH ALL THE CIRCUIT TESTING TO VERIFY IT WAS NOT A WIRING PROBLEM, PROVED ALL CIRCUITS IN THE HARNESSES WERE IN SPEC. THE ECM HAS INTERNAL FAILURE OF THE INJECTOR DRIVER MODULE, THEY ARE ON CRITICAL BACK ORDER PUT TRUCK BACK TOGETHER AND OUTSIDE. MIKE CALLED AND HE HAD ANOTHER UNIT HERE NEEDING A THROTTLE PEDAL WE DID NOT HAVE IN STOCK, HE ASKED US TO ORDER ONE IN AND SWAP THE ONE FROM THIS UNIT FOR NOW.

INSTALLED SUPPLIED ECM, WENT TO PROGRAM IT AND FOUND THAT THE ECM CUSTOMER SUPPLIED WAS INCORRECT EPA BUT CORRECT YEAR, GOT IN CONTACT WITH SOMEONE THAT IS GOING TO FIX IT, REMOVED ECM AND BOXED UP. PUSHED TRUCK OUT, A REFURBISHED ECM SHOWED UP SO PULLED TRUCK BACK IN SHOP, INSTALLED ECM AFTER TAKING THE INNER FENDER OFF AND PICKING THE CAB UP, THE MODULE WAS BLANK, TRIED TO PROGRAM, IT WOULDN'T GO PAST HALFWAY AND THROW INTERNAL EPROM FAULT. REMOVED ABS AND TCM FUSES AND STILL NO LUCK. HOOKED UP BENCH HARNESS AND STILL NO LUCK, ECM SEEMS TO BE DROPPING OUT. LEFT ECM BOLTS IN THE CUP HOLDER OF THE TRUCK, LEFT THE DRIVER SIDE FRONT FENDER OFF AND PUT TRUCK OUTSIDE, SENT ECM TO ANOTHER REFURB SHOP PER DAN'S REQUEST. WHILE WAITING FOR REFURB ECM THE BRAND NEW CORRECT ONE SHOWED UP FROM NAVISTAR, PULLED TRUCK IN AND INSTALLED ECM. I CHECKED AND LOAD TESTED HARNESS FROM FUSE PANEL DOWN TO CHASSIS SIDE CONNECTOR FOR SWBAT VOLTAGE, ALL WAS GOOD, I FOUND KAPW FUSE BLOWN, REPLACED IT. TRUCK NOW STARTS AND RUNS. HAS CODE FOR ABS, NOX OUT NOT DETECTED, NEED TO CHECK DCU POWERS AND GROUNDS. DCU HAS INTERNAL CHIP FAILURE PENDING CODE, NOX OUTLET NOT DETECTED AND ABS RETARDER NOT DETECTED ON 1939. I DIAG THE WIRING FOR ECM INTERNAL CHIP ERROR AND FOUND KAPW FUSE BLOWN. I REPLACED IT AND CLEARED CODE, THEN DIAGNOSED A BAD NOX OUTLET SENSOR, WIRING HARNESS WAS GOOD AND DATA LINK. I INSTALLED NEW NOX SENSOR AND TAGGED OLD ONE FOR CORE, I HOOKED UP WITH BENDIX ACOM PRO BUT ON LEGACY SIDE, I HAD TO CHECK ABS CONFIGURATIONS AND I JUST RECONFIGURED THE ABS MODULE. BASICALLY, RESET ITSELF AND RUN A SELF-TEST. IT CLEARED THE CODE. SO NOW ALL CODES ARE GONE TIGHTENED IT UP. TRUCK RUNS AND SOUND GOOD, ROAD TESTED WITH NO ISSUE, ECM AND NOX SENSOR CORES ARE TAGGED AND ON SHELF OUT BACK.)

Repairs totaling \$9,682.53 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.

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, Direct Maintenance & Operations

Date:

5/5/2023

Signature of DAFS
Procurement Official:

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

Typed Name:

William J.E. Allen

Date:

5/16/2023

NOI 0520230472 05/16/2023 - 05/22/2023