



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 #:		T11-599		
Amount: (Contract/Amendment/Grant)		\$ 17,131.63	Advantage CT / RQS #:	20230605000000001508
CONTRACT	Proposed Start Date:	20 Apr 23	Proposed End Date:	30 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 T11-599, a 2014 International Patrol truck – had check engine light and was derated.		

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 11-599 had check engine light and was derated. The dealer tech connected computer and got codes for aftertreatment temperature signal out of range and other codes for catalyst reduction, after making repairs for these codes and clearing codes road tested truck and some of the same codes came back. Dealer tech made a case file with Navistar, and they recommended replacing the engine wiring harness. While dealer tech was replacing the engine wiring harness, he found exhaust manifold leaking and alternator had bad bearings, the dealer tech repaired/replaced these also. The following are the dealer notes (LOOKED OVER HEALTH REPORT FOLLOWED FCAP, I HAD TO PULL THE DOGHOUSE TO GET TO THE AFTERTREATMENT TEMP SENSOR. I HAD TO CUT TWO OF THE BOLTS FOR THE DOGHOUSE BECAUSE THE WOULD SPIN BUT NOT COME OUT. I FOLLOWED THE FCAP FOR THE CODE AND UNPLUGGED THE SENSOR, THEN PLUGGED IN THE JUMPER HARNESS AND CHECKED TO MAKE SURE VOLTAGE ON PIN TWO WAS LESS THEN 6 VOLTS, IT WAS LESS. THEN I USED A JUMPER WIRE AND JUMPED PIN 1 TO PIN 2 CLEARED THE CODE AND CHECKED TO SEE IF IT WOULD COME BACK. THE CODE CAME BACK. FCAP POINTS TO REPLACING THE TEMP SENSOR. THE SENSOR COMES AS PART OF THE FUEL BLOCK, THE FUEL BLOCK HAD TO BE CRITICAL ORDERED. PULLED TRUCK BACK IN AND INSTALLED THE ASSEMBLY THEN PURGED AND CLEARED CODES. STARTED TRUCK AND RUN ON HIGH IDLE THE SAME TEMP CODE CAME BACK SO MADE A CASE WITH NAVISTAR AND THEY ADVISED TO REPLACE THE ENGINE HARNESS, THE SENSOR BEING SHORTED COULD HAVE SHORTED THE WIRING IN THE FOAM HARNESS. ORDERED ENGINE HARNESS, STARTED REMOVING ALL THE ENGINE HARNESS AND FOUND EXHAUST MANIFOLD LEAKING, SO WHILE THAT WAS APART AND GOING BACK TOGETHER I INSTALLED PASSENGER SIDE BEFORE ALL THE TURBO AND PLUMBING WAS INSTALLED BACK ON. ON THE DRIVER SIDE I HAD TO REMOVE MULTIPLE BRACKETS AND FUEL LINES TO GET ACCESS TO CONNECTORS, THEN HAD TO LIFT CAB TO GET ENOUGH ROOM TO GET CRANK SENSOR CONNECTOR OF THAT WAS SEIZED. WHILE REMOVING THE LINES THE TWO QUICK DISCONNECTS WERE VERY BRITTLE AND BROKE BEFORE I COULD GET THE WHITE SAFETY LOCK REMOVED. HAD TO REPLACE ONE END AND ONE SHORT LINE. WAS ABLE TO GET ENTIRE OLD HARNESS OUT AND FINISH ROUTING THE NEW HARNESS IN AND CONNECTING EVERYTHING, THEN PUT ALL THE REMOVED PIECES BACK ON AFTER REMOVING THE INNER FENDERS AND ALL COMPONENTS NEEDED TO REPLACE THE ENGINE HARNESS

I FOUND EXCESSIVE SOOT COMING FROM EXHAUST MANIFOLD. AFTER DIGGING IN DEEPER I FOUND THE MANIFOLD WAS CRACKED 4 DIFFERENT PLACES AND TWO BOLT WERE BROKE OFF IN HEAD. REMOVED ALL THE TURBO ASSEMBLY INCLUDING LINES HOSES ECT, NOW I WAS ABLE TO INSPECT THE EGR COOLER WHILE I WAS THAT FAR IN. I TOOK A PICTURE OF HE INTERNAL WHERE IT WAS FACE PLUGGED AND WET, GAVE ESTIMATE TO SERVICE ADVISOR AND STARTED WORKING ON THE MANIFOLD. HAD TO CUT THE MANIFOLD AWAY FROM THE TWO BROKEN BOLT'S BECAUSE THEY HAD BEEN RUN SO LONG THAT WAY THEY WERE RUSTED TIGHT TO MANIFOLD ALMOST LIKE A WELD. AFTER GETTING THAT REMOVED, I WAS ABLE TO GET AT THE TWO BROKEN BOLT'S AND THEY WOULD NOT REMOVE WITH EASY OUT. ENDED UP HAVING TO WELD A NUT TO WHAT WAS LEFT OF THE STUD AND ATTEMPT TO REMOVE. AFTER MULTIPLE ATTEMPTS I WAS ABLE TO GET BOTH BROKEN BOLTS OUT, THEN CLEANED THE CYLINDER HEAD AND RUN THREADS CHASER DOWN ALL THE MANIFOLD HOLES TO CLEAN THEM OUT. INSTALLED NEW TURBO WITH NEW BOLTS AND GASKETS THEN TORQUED TO SPEC. I WAS INSTRUCTED TO REPLACE EGR COOLER WHILE I WAS THERE, SO REMOVED COOLER HAD TO CUT TWO COOLANT SUPPLY LINES THAT THE NUTS HAD RUSTED OFF TO THE POINT YOU COULDN'T GET A WRENCH ON THEM. REMOVED COOLER AND CLEANED EVERYTHING UP THEN INSTALLED NEW COOLER WITH THE LINES THAT HAD TO BE CUT. INSTALLED COMPLETE TURBO SETUP THEN HOOKED UP ALL THE REQUIRED PLUMBING AND WIRING. WHILE REMOVING THE BELT TO ACCESS SOME OF THE CONNECTORS ON THE FRONT OF HE ENGINE I FOUND THE BELT TENSIONER WAS METAL TO METAL AT THE HINGE POINT. SO, I SPUN ALL THE PULLEYS TO MAKE SURE, THERE WAS NO OTHER ISSUES, WHEN DOING THAT THE ALTERNATOR WAS EXCESSIVELY LOUD BEARING GROWL AND THE SHAFT MOVED UP AND DOWN ALSO IN AND OUT. SERVICE ADVISOR CALLED CUSTOMER AND THEY ASKED US TO REPLACE BOTH, REMOVED ALTERNATOR AND TENSIONER THEN INSTALLED NEW. AFTER COMPLETING ALL THE OTHER ISSUES THAT WAS FOUND ALONG THE WAY I STARTED UNIT AND RUN

UP TO TEMP, THE ENGINE LIGHT CAME ON AND DERATE. TOOK ANOTHER HEALTH REPORT AND THIS TIME IT HAD DIFFERENT CODES THEN THE INITIAL DIAGNOSTICS. CODES FOR THE DUC NOT COMMUNICATING ON J1939 AND CODE FOR THE EXHAUST BACK PRESSURE SENSOR SHORT TO POWER, SO I DIAGNOSED THE EXHAUST SENSOR FIRST AND DIAGNOSED THAT THE SENSOR WAS SHORTED TO ITSELF I INSTALLED NEW ONE CODE CLEARED. STILL HAD THE DUC CODE AND COULD SEE THAT THE ECM WAS NOT READING THE SOFTWARE NUMBER LIKE IT WAS NOT POWERING UP, SO I PULLED FENDER OFF AGAIN AND PULLED THE

PART III: SUPPLEMENTAL INFORMATION

HARNESS OFF THE ACM AND TESTED FOR POWER AND GROUNDS. TOOK 24 PIN CONNECTOR APART, 1 OHM TESTED OUT FROM PIN 9 TO PIN 1 OF DOZER CONNECTOR, IT WAS GOOD. 1 OHM TESTED OUT FROM PIN 10 TO PIN 2 OF DOZER CONNECTOR, UPSTREAM WAS GOOD, ISSUE IS BETWEEN DCU 86 PIN AND 24 PIN INTER CONNECTOR. RUN OVERLAY FOR REPAIR, NOW NO CODES SO RUN UP TO TEMP AGAIN AND ALL WENT GOOD PUT INTO PARKED REGEN AND ABOUT 10 MINUTES IN THE ENGINE LIGHT CAME ON AND TRUCK IDLED DOWN. CODES WERE FOR AFTERTREATMENT INJECTOR, AFTER GOING THROUGH FCAP I FOUND INTERNAL FAULT OF THE INJECTOR SO WENT TO REPLACE AND THE FUEL SUPPLY LINE WAS SEIZED AND HAD TO CUT IT OFF. REMOVED INJECTOR AND THE LINE FROM ONE SIDE OF THE ENGINE TO THE OTHER, THEN INSTALLED NEW AND PUT TRUCK BACK INTO REGEN. THIS TIME IT WENT THROUGH WITH NO ISSUES ROAD TESTED WITH NO ISSUES.

Repairs totaling \$17,131.63 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.

Click or tap here to enter text.

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 4 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 where the same or in some cases a little cheaper. They are able too 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.

Procurement Justification Form (PJF)

Signature of requesting Department's Commissioner (or designee):	DocuSigned by: <i>Kyle A. Hall</i> 51BA1171F8B9463...		
Typed Name:	Kyle Hall, Director Maintenance & Operations	Date:	6/5/2023
Signature of DAFS Procurement Official:	DocuSigned by: <i>William J.E. Allen</i> 2D5B6E39F57E44A...		
Typed Name:	William J.E. Allen	Date:	6/12/2023

NOI 0620230601 06/12/2023 - 06/18/2023