



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 #:		T01-267		
Amount: (Contract/Amendment/Grant)		\$ 10,348.80	Advantage CT / RQS #:	20230905000000000358
CONTRACT	Proposed Start Date:	2 Aug 23	Proposed End Date:	11 Aug 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 T01-267, a 2014 International Wheeler, Check engine light on, lacks power and has code for exhaust brake.		

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 01-267 had a check engine light on and lacked power. Dot field tech got a code through the dash information center, he then went to the international web site and found it was for exhaust brake system. After looking at the diagnostic chain and the other system that work with the exhaust brake system, along with lack of diagnostic computers for all field tech's, factory training and special tools that are required it was decided to send to the dealer. The following is what the dealer tech found:

(TRUCK HAD EGR CODES. TRUCK ALSO HAD 9 COUNTS OF LOW COOLANT. PUT PRESSURE GAUGE ON RADIATOR AND PRESSURIZED TO 15 PSI. LOOKED TRUCK OVER FOR EXTERNAL COOLANT LEAKS, NONE FOUND. SUSPECT EGR CORES ARE LEAKING INTERNALLY WHEN HOT. ALSO SUSPECT THE LOW COOLANT OVER HEATED EGR VALVE CAUSING THE EGR POSITION CODE AND KEEPING THE VALVE OPEN DURING BOOST CAUSING THE LOW POWER ISSUE). This is what the dealer tech did for repair (STARTED PULLING OFF STUFF TO GET COOLERS OUT. GOT ONTO THE JOB TO CONTINUE REMOVAL OF EGR COOLER ASSEMBLY, TOOK THE HOT PIPE BOLTS OUT, REMOVED INTAKE PIPING FOR ACCESS, REMOVED COOLANT LINES, REMOVED ELECTRICAL CONNECTIONS, REMOVED THE EGR COOLER, AFTER REMOVAL OF THE EGR COOLER, REMOVED THE COLD SIDE COOLER, AFTER REMOVAL OF THE COLD SIDE COOLER, REMOVED THE EGR VALVE. THEN REMOVED THE HOT SIDE COOLER CORE, THE HOT SIDE WAS DIFFICULT TO REMOVE. HAD TO FIX THE REMOVAL TOOL, AFTER GETTING IT OUT. REMOVED THE 4 O-RINGS ON EACH SIDE OF THE COOLER CORES, PUT THE COOLER HOUSING INTO THE WASH TANK DURING LUNCH. INSTALLED NEW O RINGS, INSTALLED NEW COOLER CORES WITH THE INSTALL TOOL, AFTER INSTALLATION OF THE CORES, INSTALLED THE NEW EGR VALVE WITH NEW GASKETS. INSTALLED THE EGR COOLER AFTER REPLACING O RINGS ON COOLANT PIPES THAT THE EGR COOLER SITS ON. WHEN STARTING TO INSTALL THE EGR COOLER HAD DIFFICULT Y GETTING THE BACK COOLANT CROSSOVER GROMMET TO FALL INTO PLACE, HAD TO UNBOLT THE COOLANT CROSSOVER PIPE TO INSTALL THE EGR COOLER AFTER GETTING THE COOLER BOLTED IN PLACE, INSTALLED THE CROSSOVER, INSTALLED THE HOT PIPES, HOOKED ALL THE COOLANT LINES BACK UP AND ALL THE CHARGE PIPING. HOOKED UP ELECTRICAL CONNECTIONS. FINISHED BOLTING DOWN THE HOT PIPES AND THEN PUT ON 1 AIR TO AIR PIPE, BREATHER AND PIPES. TIED UP WIRES AND LINES AND PUT ON BOTH FRONT FENDERS AND REPLACED A CLAMP ON BASE BREATHER HOSE. PUT FAN SHROUD HOLDER ON AND THEN FILLED IT UP WITH COOLANT. REINSTALLED CUP HOLDER BACK ON TO DOGHOUSE. GOT TRUCK RUNNING AND CLEARED CODES. BACKED TRUCK OUT AND PUT THROUGH A REGEN. COMPLETED REGEN WITH NO ISSUES, TOOK FOR A TEST DRIVE AND WENT GOOD. CHECKED FOR LEAKS, GOOD. NO CHECK ENGINE LIGHTS. PARKED TRUCK AND GOT COMPLETED HEALTH REPORT).

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 \$200,261.80 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 2 Tech's. The vendor for this work was able to work 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.

Click or tap here to enter text.

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 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 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)

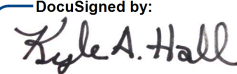
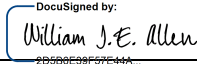
Does this request utilize ARPA/MJRP funds?

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:  51BA1171F8B9463...		
Typed Name:	Kyle Hall, Director Maintenance & Operations	Date:	8/30/2023
Signature of DAFS Procurement Official:	DocuSigned by:  2B88E98F57E4A...		
Typed Name:	william J.E. Allen	Date:	9/11/2023

NOI 0920230992 09/11/2023 - 09/17/2023