



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:		Maurice Hinkley		
(If applicable) Department Reference #:		T11-116		
Amount: (Contract/Amendment/Grant)		\$ 9,383.92	Advantage CT / RQS #:	20231204000000000823
CONTRACT	Proposed Start Date:	26 Sept 2023	Proposed End Date:	20 Oct 2023
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 T11-116, a 2016 International Patrol truck – had stopped running and the red stop engine light came on.		

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 T11-116 was going down the road and stopped running, and a red stop engine light came on. Contacted a DOT field tech and he drove to location where the truck was. He checked fuses and wiring, as there have been known issues on this vintage of truck. He checked fuses in the battery box and under the hood. He inspected wire chaffing on crossmember and behind the driver seat that go into the RPM modules. He continued and checked for leaks in the DEF system and found no issues. Field truck was not equipment with diagnostic computer so no further actions could be taken on the side of the highway. At that time, it was determined that it was in the best interest to the department with already 5 trucks being down, serves was needed immediately and reach out to Allegiance. Allegiance had the availability to service this truck and the vehicle was transferred to them for repair.

The following are the dealer tech notes: (HOOKED UP TO UNIT AND GOT A HEALTH REPORT. UNIT HAD A CODE 3556-7 AFTER TREATMENT INJECTOR NOT RESPONDING AS EXPECTED. FOLLOWED THE TROUBLE SHOOTING. TROUBLE SHOOTING LED ME TO CLEAR THE CODE AND GO FOR A ROAD TEST. CLEARED THE CODE AND WENT FOR A ROAD TEST. DURING ROAD TEST, NOTICED UNIT HAD NO POWER. PULLED OVER AND STARTED A PERFORMANCE SESSION, FINISHED TO ROAD TEST AND CHECKED THE SNAPSHOT OF THE PERFORMANCE SESSION. UNIT IS NOT BUILDING BOOST. FOUND THAT THE WASTEGATE CONTROL SOLENOID IS BAD AND THE PLASTIC BOOST LINES NEED REPLACING. REPLACED THE SOLENOID AND THE BOOST LINES. DID A MAF CALIBRATION. UNIT WOULDN'T DO THE CALIBRATION DUE TO MORE ISSUES. TOOK UNIT FOR A ROAD TEST UNIT STILL HAS NO BOOST. AFTER THE ROAD TEST THE RED STOP LIGHT CAME ON AND CODE 132-14 MAF CALIBRATION FAILED CAME ACTIVE. THE AIR FILTERS ARE NEW AND THE CAC LOOKS NEW. THE HOT SIDE CAC HOSES HAD SUSPICIOUS MARKS ON THEM SO I REMOVED THE CAC PIPE AND PRESSURE TESTED IT WITH THE HOSES. THE HOSES AND PIPE ARE NOT LEAKING. REINSTALLED THE HOT SIDE CAC PIPING. CONFIRMED THAT THE WASTEGATE DOES MOVE FREELY. UNIT ALSO NEEDS TO HAVE THE EXHAUST MANIFOLD RESEALED, NUMBER SIX PORT IS LEAKING THIS COULD ALSO BE WHY MAF CALIBRATION FAILED. NEED TO MAKE REPAIRS AND THEN RETEST. SUSPECT BOTH TURBOS MAY ALSO BE BAD. GOT ONTO THE JOB, REMOVED COOLANT AND AIR PIPING FOR ACCESS, GOT THE TURBOS OFF AND NOTICED THE PAC BRAKE WAS CLOSED, FOUND PAC BRAKE CYLINDER WAS BROKE, GOT A NEW PAC BRAKE, INSPECTED TURBOS, FOUND NO ISSUES WITH THE TURBOS, WAS NOT PASSING OIL AND WAS NOT LOOSE AT THE SHAFT, REMOVED EGR COOLER, REMOVED MANIFOLD, CLEANED UP SURFACES AND INSTALLED. THE MANIFOLD WITH A NEW GASKET AND NEW BOLTS, TORQUED TO SPEC, INSTALLED EGR COOLER BACK ON WITH NEW GASKET FOR CROSSOVER PIPE, TORQUED TO SPEC, INSTALLED NEW PAC BRAKE WITH THE DOSER AND COOLANT LINES SWAPPED OVER, REINSTALLED THE TURBOS, INSTALLED AIR AND COOLANT PIPING. GOT THE TRUCK STARTED AND FOUND THAT THE TRUCK WAS RUNNING ROUGH, FOUND THAT THE FUEL LIFT PUMP WAS INOPERABLE, REPLACED LIFT PUMP, TRUCK STARTED MUCH BETTER AND RAN SMOOTHER, TOOK VEHICLE FOR A ROAD TEST AFTER THE REGEN, REALLY NEEDED A REGEN BAD AND TOOK A WHILE FOR IT TO COMPLETE, PERFORMED MAF CAL AND IT PASSED, TOOK VEHICLE FOR A ROAD TEST, HAD GOOD POWER AND HAD NO LEAKS. RECHECKED FLUID LEVELS, TOPPED OFF COOLANT. CHECK ENGINE LIGHT CAME ON AFTER ROAD TEST FOR NOX CODE. HOOKED UP TO TRUCK AND STARTED TROUBLESHOOTING INLET NOX SENSOR CODE. PERFORMED DIAGNOSTIC TROUBLESHOOTING WHICH LEAD TO REPLACING THE INLET NOX SENSOR. REPLACED SENSOR, RECALIBRATED ECM. CLEARED CODES AND TEST DROVE, WENT GOOD, NO CODES CAME BACK.)

Repairs totaling \$9,383.92 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.

PART III: SUPPLEMENTAL INFORMATION

Region 2 is down 3 field techs and Fleet Augusta heavy shop was busy and is down 2 techs. 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 due to factory/dealer training and having special tools that maybe needed. 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)

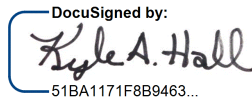
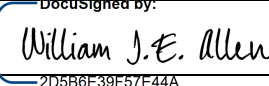
Does this request utilize ARPA/MJRP funds?

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):	 51BA1171F8B9463...		
Typed Name:	Kyle Hall, Director Maintenance & Operations	Date:	12/4/2023
Signature of DAFS Procurement Official:	 2D5B6E39F57E44A...		
Typed Name:	william J.E. Allen	Date:	12/15/2023

NOI 1220231378 12/18/2023 - 12/24/2023