



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 #:		T11-392		
Amount: (Contract/Amendment/Grant)		\$ 6,395.51	Advantage CT / RQS #:	20231205000000000826
CONTRACT	Proposed Start Date:	9 Aug 23	Proposed End Date:	16 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 T11-392, a 2006 International Patrol truck – had an issue with the starting circuit.		

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 T11-392 had an issue with the starting, when turning key to start position had no power at starter solenoid. DOT field tech checked and tested battery, checked fuses and wires going to starter and they were all good. The DOT field tech did not have a diagnostic computer and has had very little factory computerized electrical training. With the region not having a full staff of field techs and having a considerable workload, it was decided it send to the dealer.

The following is what the dealer tech found during diagnostic (WENT OUT TO TRUCK AND TRIED HOOK TO UP WITH COMPUTER AND IT WOULD NOT CONNECT. COULDN'T GET INCOMING HEALTH REPORT. CHECKED OVER BATTERIES AND FUSES, OK. GOT TRUCK PUSHED TO THE SHOP AND STARTED CHECKING WIRING. CLEAN POWER HARNESS WAS CHECKED AND FOUND THERE IS AN ISSUE FROM THE CONNECTORS BY THE STARTER TO THE PLUGS BY THE FIREWALL.) The following is what the dealer tech did for repairs (CLEANED CLEAN POWER CONNECTIONS AND GOT POWER GOING TO FUSE PANEL, THEN CHECKED ALL POWERS AND GROUNDS AT PANEL, ALL TESTED GOOD. TRIED TO START AND DID NOTHING. CHANGED RELAY THEN CROSSED POWER WIRE OVER AND FOUND STARTER WAS STUCK. STARTED TO REMOVE STARTER GOT ALL THE GROUND STUDS OFF AND BOLTS TO TAKE STARTER OFF JUST HAVE TO TAKE POWER WIRES OFF AND FINISH REMOVAL HAVE NEW STARTER ON BOX. FINISHED INSTALLED NEW STARTER. STARTER WAS HARD TO ACCESS AND TOOK QUITE A BIT OF TIME AND REMOVE AND REINSTALL DUE TO LOCATION OF STARTER IN RELATION TO PLOW GEAR AND HYDRAULIC LINES. TRUCK STILL WOULDN'T START. STILL HAD TO CROSS OVER POWER, ONLY HALF OF THE FUSE PANEL IS GETTING GOOD POWER. REMOVED CHASSIS POWER HARNESS FROM CONNECTOR BELOW STARTER AND THE TCM PLUG ON TOP FELL OUT OF CONNECTOR AND HAD BAD WIRES ALL CORRODED. REPAIRED BAD SPOTS IN CHASSIS HARNESS AND REINSTALLED. WENT TO START TRUCK FOUND THE IGNITION FUSE WAS BLOWN, REPLACED AND STILL HAD ELECTRIC CODE.S HOOKED UP WITH DLB AND GOT PIN OUT FOR ENGINE HARNESS PLUG SIDE. STARTED CHASING GROUNDS AND SIGNAL WIRE, AFTER CHASING ALMOST ALL CIRCUITS IN HARNESS FOUND IT HAD BAD CONNECTION ON 9007 PLUG, CHASSIS TO BODY CONTROL PLUG. FIXED WIRES THAT WERE BAD THEN REINSTALLED ALL THE GROUND PLUGS AND STARTED TRUCK AND ALL WORKED AS IT SHOULD. PULLED COMPLETED HEALTH REPORT).

Repairs totaling \$6,395.51 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.

2. Provide a brief justification for the selected vendor to supplement the response in Part II. Reference the RFP number, if applicable.

Region 2 is down 2 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.

PART III: SUPPLEMENTAL INFORMATION

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)

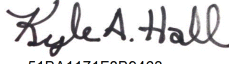

Does this request utilize ARPA/MJRP funds?

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

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