U.S. COAST GUARD JUSTIFICATION FOR OTHER THAN FULL AND OPEN COMPETITION

COMMERCIAL PRODUCTS AND SERVICES AT OR BELOW THE SAT
FAR 12.102(a), FAR Class Deviation 25-21 Rev. 1 for FAR Part 12

PURCHASE REQUEST OR REQUISITION NUMBER:	ESTIMATED TOTAL VALUE, INCLUDING OPTIONS: (Over Micro-Purchase Threshold, but up to the SAT)
2126406B3000CA018	$[redacted]

AUTHORITY	JUSTIFICATION TYPE
Restricting Competition FAR 12.102(a), FAR Class Deviation 25-21 Rev. 1 for FAR Part 12	☐ **Only One Source Is Available** (*e.g.*, urgency, exclusive licensing agreements, or industrial mobilization). ☒ **Brand Name -** Items peculiar to one manufacturer: The particular brand name, product, or feature is essential to the Government's requirements, and market research indicates other companies' similar products, or products lacking the particular feature, do not meet, or cannot be modified to meet, the agency's needs

BRIEF DESCRIPTION OF SUPPLIES OR SERVICES REQUIRED AND THE INTENDED USE:

This requirement is for the repair of up to twelve (12) Cummins QSC 8.3 Engines. Each engine received by the contractor is to be inspected, reported, repaired, tested, packed, and shipped in accordance with the Statement of Work (SOW) and Government specifications.

Part Description	National Stock Number
Cummins QSC 8.3 Port Engine	2010-01-F25-7060
Cummins QSC 8.3 STBD Engine	2010-01-F25-7061

SUGGESTED SOURCE NAME, ADDRESS, & UNIQUE ENTITY IDENTIFIER (UEI):

Cummins Baltimore Branch
UEI: VFJPN7HZN331
Cummins Inc.
4499 Lewis Road
Harrisburg, Pennsylvania 17111
United States
Vendor POC: [redacted]
Phone Number: [redacted]
Email: [redacted]

Cummins Porland, OR Branch
UEI:
Vendor POC: Ian Mackintosh
4711 N Basin Ave
Portland, OR 97217
Phone Number [redacted]
Email: [redacted]

Cummins Chesapeake Branch
UEI: XCZ5MV8ZHGG5
Vendor POC: [redacted]
3729 Holland Blvd
Chesapeake, VA 23323

Phone Number: [redacted]
Email: [redacted]
Website:
Estimate:
Business Size Category: Large

RATIONALE FOR JUSTIFICATION TYPE SELECTED ABOVE TO INCLUDE RELEVANT INFORMATION GAINED THROUGH YOUR MARKET RESEARCH TO SUPPORT THE JUSTIFICATION TYPE:

The United States Coast Guard (USCG) Small Boat Product Line (SBPL) has a requirement for the repair of up to twelve (12) Cummins QSC 8.3 Engines configured and installed on the USCG's 47' Motor Lifeboats. Engines that are onboard vessels and are found to have a major failure and require further evaluation shall be sent from the vessel to an OEM-certified repair facility for inspection, reporting, repair and dynamometer testing of the engine(s). While at the contractor's facility, an open inspection shall be performed IAW the Statement of Work (SOW), and a report with a course of action (COA) shall be provided to the USCG. If and/or when the COA for additional labor and parts to repair the engine is approved by the USCG Contracting Officer, the contractor will restore the engine to "Fully Mission Capable" status (or, "Condition B") and the engine shall be shipped back to the USCG Unit for re-installation onto the appropriate vessel. The USCG will provide all labor to remove and re-install the engine on the vessel as well as provide shipping to the contractor's facility and back to the USCG unit once engine(s) are repaired.

Market research was conducted by the Contracting Officer's Representative (COR) to identify sources that can satisfy this requirement. Several entities within the Original Equipment Manufacturer (OEM) Cummins network responded to the COR with interest in the requirement. Further, the Contract Specialist emailed a point of contact for the Baltimore Branch of Cummins on 22 June 2026, to request clarification regarding the nature of several Cummins entities competing for the same requirement. In response, the Cummins representative stated that different entities within the official Cummins network would compete for the work ethically and without collaboration as each is "looking for business opportunities for their repair shops." The Cummins representative also stated that non-Cummins entities that hold Cummins Repair certifications would have equal access to parts and pricing as Cummins entities.

The government does not have the technical data rights to share technical data and the complete technical data package necessary to the manufacture of replacement parts, which could be used to compete the production of replacement parts. Also, because the government does not possess the full technical data package, it would be impossible for us to evaluate any submission to determine if that complies with this requirement. It is highly unlikely that the government would recover the cost of obtaining the technical data package through competition because it would be expensive for other contractors to create the tooling and develop the manufacturing process that would provide similar products. Also, it is highly likely that the process of obtaining data rights, paying for the data and competing for manufacture of replacement parts would engender significant delays.

From the results of market research and information provided by the OEM, the Government anticipates adequate competition amongst OEM-authorized distributors/service facilities to compete this as a brand name requirement.

CONTRACTING OFFICER - FAIR AND REASONABLE PRICE DETERMINATION METHODS:

☒	MARKET RESEARCH
☐	COMPARISON OF PROPOSED PRICE WITH PRICES FOUND REASONABLE ON PREVIOUS PURCHASES
☐	CURRENT PRICE LIST
☒	COMPARISON WITH SIMILAR ITEMS IN A RELATED INDUSTRY
☒	COMPARISON TO IGCE
☐	CONTRACTING OFFICER'S PERSONAL KNOWLEDGE (EXPLAIN)
☐	OTHER (EXPLAIN)

SIGNATURE AND TITLE OF TECHNICAL AND REQUIREMENTS POC [redacted]	DATE
SIGNATURE OF CONTRACTING OFFICER [redacted]	DATE