

AKM

Job Stamp	
04-0120F4	
SFOBB SAS	

Const. Calendar: 888
Project Work Day No.: 1098

Date	05/19/2009			
Inspectors	Start	11:30	Stop	15:00
Hours				
Shift Hours		07:00		15:30

ASSISTANT RESIDENT ENGINEER'S **CONTRACTOR – ABFJV, sub SDI**

Weather: Sunny with mild temperatures – Hi 74°F Low 51°F (per weather.com forecast)

Description of Operations @ W2 Cap Beam:

- ABF
- See Lalit's diary for details, equipment, and labor.

Description of Operations @ SDI Laboratory:

- SDI
- Calibrated Enerpac 400 ton ram/gauge numbers 27, 28, and 29 A&B per the procedure specified in SDI-WP001-R1 to 800kips. These rams are intended to position and evenly distribute the load of the OBG segments on the temporary towers.

My primary task while onsite was to attempt to track the load of the Enerpac rams during calibration. I was doing this task without a known gauge factor or ND number issued by METS for these rams. The gauge factor and ND numbers per the latest OSM Prestress Calibration Charts list dated 04/17/2009 were 0.576 and 13590 respectively for the SDI ram CH820-8-4. The P-3500 strain indicator number 59432 was connected to the hydraulic line supplied for this ram. The load being read by our strain indicator was consistently 8% below the same model (P-3500) being used by SDI which was obtaining readings directly from the load cell. It was determined that some of the load was being lost at the SDI 820 ton ram.

After testing rams 27A&B with the method above the strain indicator was then connected to the hydraulic line supplied to the Enerpac rams 28 A&B. Initially the gauge factor set on our strain indicator was the same number as the SDI model of 4,384. This didn't yield acceptable values, the gauge factor was then set to 1,378 with an ND number of 13684 by adjusting the gauge factor while no load was being applied. This provided a reading nearly identical with SDI's strain indicator.

METS still needs to confirm the ND and gauge factor numbers for the Enerpac rams. The load calculated from the gauge pressure and effective ram area was close to the theoretical loads given by the load cell/SDI strain indicator. See Ajay Sehgal's diary for additional details related to this operation.

Office work:

- Reviewed SDI drawing number 0506005-FD-099 which detailed the calibration procedure for the pair of Enerpac rams being tested.
- Wrote today's diary.

Inspector:

Matt Bruce *Matt Bruce* Transportation Engineer (D)