

**Bob
Brignano/D04/Caltrans/CAGov**

06/24/2009 06:30 PM

To : Mark Woods/D04/Caltrans/CAGov@DOT, Mohammad
Awal/D04/Caltrans/CAGov@DOT, Saman
Soheilifard/D04/Caltrans/CAGov@DOT, Douglas
Wright/D04/Caltrans/CAGov@DOT, Doug
Coe/D04/Caltrans/CAGov@DOT, Kannu
Balan/D03/Caltrans/CAGov@DOT, Ken
Lee/D04/Caltrans/CAGov@DOT, Brian
Boal/D04/Caltrans/CAGov@DOT, Gary J
Lai/D04/Caltrans/CAGov@DOT, Mohammad
Fatemi/HQ/Caltrans/CAGov@DOT, tsmith@sasbridge.com,
jdevey@sasbridge.com, plowry@sasbridge.com

cc

bcc

Subject Dacromet Testing - Day 2

Tuesday we did 97 signature curve tests. Today, Wednesday 6/24/09, we did another 152. The plan is to do another 152 tests tomorrow and be done with the signature curves. However, we may have to re-do 20 of the ones from yesterday (see below for more info).

Yesterday's work was more experimental with all the different nut conditions. Today, the majority of the tests were with the 0.018" overtapped nuts. We also did a small number of signature curves with the 0.012" overtapped nuts. Tomorrow's work will be completing signature curves on the remainder of the assemblies with the 0.018" overtapped nuts along with a few with the 0.012" overtapped nuts.

At the end of the day, we had a problem seating the bushing in the Skidmore, and as a result we questioned the last 20 signature curves on the M30x150 assemblies (lots 20B, 20C, 20D, and 20E). First thing tomorrow, we will test an assembly or two to see if they turn out differently from those last 20 tests. If they are different, we will do another 20 signature curves to replace those questionable ones. That means using up material we had set aside for rocap. If this happens, we can skip those rocaps later. Another option would be getting extra assemblies from the Translab's allotment for tension pulls for the particular length/condition. We also have extra bolts here from the 0.008" overlap contingency plans and probably have some extra nuts at LeJeune.

After tomorrow's completion of the signature curves, we will still have rocap testing to do. Salim needs some time to analyze the results and come back with a recommendation on the rocap procedure. I do not think that we will have to make a tough decision about changing the rocap procedure from what is in the contract. Even if things turn out great with Salim's recommendation, I now think we want some time to review his findings. I was hoping we could do rocap testing next week, but maybe we should plan for the following week instead.

I have one note on schedule. Unytite, the manufacturer of the nuts for this contract, is currently shut down due to lack of work. They shut down a few weeks ago and will not start production again until the middle of July. They are shutdown from doing any production work, but they kept all their staff on the payroll working 4 days a week doing maintenance and other work in the shop. If we place an order anytime in the next few weeks, they will go back into production and have our nuts done very fast.



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----- Forwarded by Bob Brignano/D04/Caltrans/CAGov on 06/24/2009 06:25 PM -----

**Bob
Brignano/D04/Caltrans/CAGov**

06/23/2009 06:27 PM

To : Mark Woods/D04/Caltrans/CAGov@DOT, Mohammad
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Fatemi/HQ/Caltrans/CAGov@DOT, tsmith@sasbridge.com,
jdevey@sasbridge.com, plowry@sasbridge.com

cc

Subject Dacromet Testing - Day 1