



BLUE TAG ISSUES (SAS OBG Deck)

Filter ((Cat='Major Issues' OR Cat='Second-Tier Issues' OR Cat='Quality Management Issues') AND Location like '%shanghai%' AND (status='Pending' OR status='Briefing' OR status='Resolved' OR status='Void'))

Issue No	Date Initiated	Summary	WBS	Location	Initiated By	Proposed Resolution/Status	Construction Response	Design Response	CCO	Cost/Credit Material	SMR #	Status
Major Issues												
51	04-Jan-08	Fabrication procedures used for the Deck Panel Mock-Up did not produce compliant welds conforming to the contract requirements.	E-L01-SG1.055	Changxing Island, Shanghai, China	Incident No.7; Incident No.8, NCR-ZPMC-0029; NCR-ZPMC-0036; NCR-ZPMC-0030; NCR-ZPMC-0028; NCR-ZPMC-0038; Incident No. 24	Welding parameters and joint geometry tolerances did not demonstrate contract requirements were achieved during the mockup. Contractor proposes to identify and quantify weld defects in the mockup along with explaining possible causes for the anomalies and offer corrective actions.	Department Letter No. 05.03.01-001136	NA	89, 91			Pending
85	27-Feb-08	American Bridge/Fluor (ABF) is allowing their fabricator (ZPMC) to continue welding of closed ribs to deck plates despite failing production monitoring tests (PMT). ABF allowed ZPMC to continue fabrication without performing two consecutive successful additional specimen trials that are approved by the Engineer.	E-L01-SG1.055	Changxing Island, Shanghai, PRC	ZPMC-0078	METS requests response from Contractor. Additional affected Deck Panels include DP-019-001, DP-017-001, DP-020-001, DP-064-001, DP-031-001, DP-026-001, DP-030-001, DP-068-001, DP-030-002. - Will be tracked under issue 98.	Issued to Contractor (NCT-0047).					Resolved
144	08-Sep-08	The Contractor has not complied with the written order of the Engineer to suspend work. The Contractor performed fit-up and tack welding of diaphragm plates to deck panels after the issuance of a State Letter directing the Contractor to suspend such work.		Changxing Island, Shanghai, PRC	ZPMC-0165	This item to be tracked under BTL 214	ABF-NPR-000152R00; Issued to Contractor (NCT-0157).	Concurs with METS			S61	Resolved
147	14-Sep-08	The Contractor has not complied with the written order of the Engineer to suspend work. The Contractor performed fit-up and tack welding of diaphragm plates to deck panels in the OBG Assembly Building after receiving direction to suspend the work involving diaphragm to deck plate fit-up and welding by the Resident Engineer.		Changxing Island, Shanghai, PRC	ZPMC-0171	This item to be tracked under BTL 214		N/A				Resolved
188	07-Jun-09	This general Blue Tag Item references all the discovered VT Indications that did not meet the minimum acceptance criteria (missed, rejected, or non-conforming).		Changxing Island, Shanghai, P.R. China	ZPMC-0272	Each Blue Tag item will be addressed separately under the METS Discussion area along with current resolution status.	Concur with METS.	Concur with METS.				Pending
206	02-Jul-09	During in process visual inspection of the fabrication of segment assemblies for OBG segment 7CW and 7DW, Caltrans Quality Assurance (QA) Inspector discovered that the corner assemblies (CA) stiffener connected to the deck plate stiffener was fit-up and tack welded at CA041-028 (7DW) and CA038-090 (7CW). Linear indications were present in the center of said tacks. These tack welds were previously accepted by ZPMC QC personnel.		Changxing Island, Shanghai, P.R. China	ZPMC-0316	Department has notified Contractor regarding this incident. Pending Contractor's response.						Pending
253	02-Aug-09	During random 10% verification Ultrasonic Testing (UT) on Deck Panel to Edge Panel corner weld (CA098-002) of Segment 1BE, Caltrans Quality Assurance (QA) Inspector discovered a class "A" non conforming indication measuring approximately 10mm to 15mm in length. ZPMC QC had previously accepted the weld joint mentioned above, but the subassembly was never signed by the ZPMC technician.		Changxing Island, Shanghai, PRC	ZPMC-0329	This item to be tracked under BTL 256	Concur with METS.	Concur with METS.				Resolved
262	30-Aug-09	This general Blue Tag Item references all the discovered UT Transverse Indications that did not meet the minimum acceptance criteria (missed, rejected, or non-conforming). "0" NCRs since August 1st, 2010 QA found 2 missed transverse UT indications in Lift 13AE Bottom Panel to Side Panel splice		Changxing Island, Shanghai, P.R. China	ZPMC-0363;ZPMC-0798;ZPMC-0800;ZPMC-0918	Each Blue Tag item will be addressed separately under the METS Discussion area along with current resolution status.	Concur with METS.	Concur with METS.				Pending
265	30-Aug-09	During random verification Magnetic Particle Testing (MT) for the OBG Floor Beam at Bay # 3, this Caltrans Quality Assurance Inspector (QA) observed one (1) Transverse linear indication approximately 6mm in length in the weld metal on FB024-010-079. This area has been previously tested and accepted by ZPMC MT Technician.		Changxing Island, Shanghai, P.R. China	ZPMC-0367	This item to be tracked under BTL 258						Resolved
267	30-Aug-09	During random verification Magnetic Particle Testing (MT) of OBG Bottom Plate BP026-009 weld Number 005, Caltrans Quality Assurance (QA) Inspector discovered one (1) longitudinal linear indication 70 mm in length in the first 1 meter of inspection. This indication was discovered after ZPMC QC's 100 percent MT inspection. ZPMC and ABF informed the QA inspector a CWR would		Changxing Island, Shanghai, P.R. China	ZPMC-0369	This item to be tracked under BTL 264						Resolved

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		be issued on this missed indication and all welds will be re-inspected by ZPMC personnel.										
270	29-Aug-09	The exterior coating of Lift L4E is unsatisfactory per contract requirements. The dry film thickness (DFT) readings at multiple areas exceed the Special Provisions requirement of 325µm and also exceed the maximum allowable spot value of 390µm (per SSPC PA2). The painted surface does not possess a uniform appearance. Numerous scabs, scars, and repairs from previous applications of the paint system are visible through the most recent application of topcoat. These paint-based blemishes and the general areas where thin DFTs are adjacent to excessively thick DFTs distort the surface finish, resulting in non-uniformity.		Changxing Island, Shanghai, PRC	ZPMC-0361	This item to be tracked under BTL 163						Resolved
274	11-Aug-09	During random verification Magnetic Particle Testing (MT) of OBG Box Bracket of Bike Path weld BK001-026-035 located in OBG Bay 5. Caltrans Quality Assurance (QA) Inspector discovered a transverse linear indication approximately 10-12mm in length. This area had been previously tested and accepted by ZPMC NDT personnel.		Changxing Island, Shanghai, P.R. China	ZPMC-0355	This item to be tracked under BTL 258	Concur with METS.	Concur with METS.				Resolved
276	11-Aug-09	During random verification of Magnetic Particle Testing (MT) at OBG Cross Beam # 06 Intermediate Diaphragm. Caltrans Quality Assurance (QA) Inspector discovered a 12mm long linear indication in the base metal near the weld. These areas were previously tested and accepted by ZPMC Quality Control MT Technician.		Changxing Island, Shanghai, P.R. China	ZPMC-0353	This item to be tracked under BTL 264						Resolved
277	11-Aug-09	During random verification Magnetic Particle Testing (MT) for the OBG Longitudinal Diaphragms at Bay # 3. The Caltrans Quality Assurance Inspector (QA) observed one (1) longitudinal linear indication approximately 11mm in length in the weld metal on LD002-039-011.		Changxing Island, Shanghai, P.R. China	ZPMC-0352	This item to be tracked under BTL 264						Resolved
279	11-Aug-09	During random verification Magnetic Particle Testing of the internal components of OBG Bottom Plate. Caltrans Quality Assurance (QA) Inspector discovered one (1) Transverse Indication 15mm in length. This indication was located in the weld metal of component BP3019-001-108. Note: This weld area was outside ZPMC's percentage of NDT testing and was not previously tested and accepted.		Changxing Island, Shanghai, P.R. China	ZPMC-0350	This item to be tracked under BTL 258						Resolved
280	11-Aug-09	This Quality Assurance Inspector (QA) performed 15% verification of Magnetic Particle Testing (MT) on weld joint identified as SP-3022-001-048 between T-Stiffener to Side Plate. This QA Inspector discovered one (1) rejectable Transverse Indication measuring approximately 5 mm in length. This weld was previously tested and accepted by ZPMC QC MT technicians. See MT report written on this date.		Changxing Island, Shanghai, P.R. China	ZPMC-0349	This item to be tracked under BTL 258						Resolved
289	22-Sep-09	Caltrans Quality Assurance (QA) Inspector was provided an inspection request for Magnetic Particle Testing (MT) of the OBG Side Plates located in Bay #6. This Caltrans Quality Assurance (QA) Inspector observed a total of Twelve (12) transverse linear indications. The indication lengths measured approximately 4mm to 10mm in length. The Side Plates are identified as SP3042-001 (12CW) and SP3053-001 (12BW).		Changxing Island, Shanghai, P.R. China	ZPMC-0395	This item to be tracked under BTL 258						Resolved
323	22-Oct-09	During random verification Ultrasonic Testing (UT) of the Bottom to Side Plate weld identified as SEG057A-007 in OBG segment 9EW. The Caltrans Quality Assurance (QA) Inspector discovered a total of (1) one Class A indication that measured approximately 20mm in length.		Changxing Island, Shanghai, P.R. China	ZPMC-0425	CT has notified ABF regarding this incident. Pending for Contractor's response.						Resolved
324	22-Oct-09	During random Quality Assurance (QA) verification of Ultrasonic Testing (UT) on weld joint identified as SSD11-PP15-002 located at panel point 15 2AW. The QA inspector discovered one (1) class "A" indication measuring approximately 15 mm in length.		Changxing Island, Shanghai, P.R. China	ZPMC-0424	This item to be tracked under BTL 256						Resolved
327	22-Oct-09	During a random verification of Magnetic Particle (MT) Testing of the internal components of OBG segment 6CE. The Caltrans Quality Assurance (QA) Inspector discovered a total of three (3) transverse and four (4) longitudinal linear indications that measured from 5mm to 20mm in length.		Changxing Island, Shanghai, P.R. China	ZPMC-0428	This item to be tracked under BTL 264 and 258						Resolved



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328	22-Oct-09	Caltrans Quality Assurance Inspector (QA) discovered one (1) rejectable Transverse Linear Indication during ultrasonic testing verification of segment to segment splice weld designated as OBE1A-003 (Bottom Weld Splice) utilizing scanning pattern "D".		Changxing Island, Shanghai, P.R. China	ZPMC-0427	This item to be tracked under BTL 262						Resolved
331		There are problems with the distance between the barrier holes and the Number 2 Deck Plate stiffener. The Contractor has drilled a large number of barrier bolt holes prior to recognizing the issue. Measurements in Lift 2E and 1W were provided by ABF.		Shanghai, Changxing Island (PRC)	ABF-RFI-001985R00	RFI 1985 was submitted to the Department to review and a repair procedure was approved. Reference METS Discussion Area on allowable repair procedure. Before starting the repair, Contractor to notify the Engineer's representatives in China.	Concurs with METS	Concurs with METS.				Void
351	10-Feb-10	Surface flatness surveys were taken on the exterior OBG skins. It was noted that the flatness measurements taken at some surface exceeded the allowable flatness requirement per the approved State letter 05.03.01.004667.		Changxing Island, Shanghai, P.R. China	ABF-RFI-002070R00;ABF-RFI-001869R02;ABF-RFI-001869R03;ABF-RFI-001758R00;TC-RFI-0070R0;TC-RFI-	This issue is tracked under the Voyage 1, 2 and 4 Punchlist Items. Voyage 1 Items 1636 (3AW/3BW Straightness requirement), 1700, and 1702 (No Survey data for flatness at the transverse field splice). Voyage 2 Items 329, 330, 418, 419, 420, 421, and 537: The Contractor has scheduled to perform the retrofit for Punchlist #419 and #421 in Oakland per the approved RFI requirement. For Punchlist #420, Contractor wants to address the deck panel flatness issue after re-surveying the location. At that time, resolution in correcting the issue will be discussed. For Punchlist #418, 329, 330, and 537 Contractor wants to address the bottom and side panel flatness issue after re-surveying and welding of the field splice. Voyage 4 Punchlist Items #668, 670-673, and 676-678: Contractor performed the retrofit repair per the RFI requirement. For items 669, 674, 675, and 679, Contractor will evaluate these field splice locations at the jobsite and perform the necessary retrofit. For Voyage 5, Contractor performed the necessary retrofit repair per the RFI requirement in China.				S61	Pending	
369	26-Mar-10	It was noted that some drilled holes at the side panel for the Suspender Bracket connection (@ PP38, 40, and 42 West Line) is too close to the existing stiffener. This introduced a bolting issue for the suspender brackets.		Changxing Island, Shanghai, P.R. China		Perform the resolution provided by design. Proper surface preparation, bolting procedures and caulking to be performed accordingly subsequent to elongating the bolt holes. This item is to be tracked under Voyage 2 Punchlist #536/		Resolution: -Elongate the referenced holes by reaming away from the stiffener to achieve a slotted hole long enough to accommodate bolt/nut head. -Do not cut or grind into the stiffeners under any circumstance. -Profile any weld which has already been cut (drilled out) to a profile of 2.5 to 1 transition from the edge of the hole. All grinding shall be smooth with no visible grooves or gouges. -See sketch: C-SK-1130-01.pdf				Pending
379	14-Dec-10	Quality Assurance in-process observations of the fabrication of East Cable Anchorage Bearing Block Castings (APBB1) discovered Three (3) production lots were already cast without prior notification to the Engineer (Quantity 48 Blocks out of 274). Three production lot (heat) numbers were as follows: 050, 057, and 060. In addition, no "Trial Casting" was accepted by the Engineer prior to beginning production castings.		Changxing Island, Shanghai, China	ZPMC-0903	Contractor to submit the following criteria for acceptance for the (274) Bearing Blocks: 1) Material Test Reports 2) MT/VT Sample Bearing Block per TC-RFI-0290R0 3) Develop NDT procedures and perform 100% UT, MT, VT of Bearing Blocks.	Construction is in agreement with Design and METS to 100% inspect Bearing Blocks to Level 1 UT Criteria (ASTM A609).	Design is in agreement with Construction and METS to 100% inspect Bearing Blocks to Level 1 UT Criteria (ASTM A609).				Pending
Second-Tier Issues												
14	15-Nov-06	The Contractor requested permission to alter the details of the Type 1 Rib Stiffeners. The Contractor wishes to use bent plates instead of welding flange plates to splice plates.		ZPMC, Shanghai, China	ABF-RFI-000324R00;ABF-RFI-	METS defers to Design.	Per RFI 272, the bent plate shall be bent from a single PL 8x347. The Contractor shall adjust the 75 dimension to account for the length of the bend. The proposed 20mm bending radius is acceptable. In order to confirm the proposal to bend the plates, the Contractor shall submit a RFC for the change.	Per RFI 272, the bent plate shall be bent from a single PL 8 x 347. The Contractor shall adjust the 75 dimension to account for the length of the bend. The 20 mm bending radius is acceptable.				Void
16	28-Nov-06	The Contractor requested permission to alter size of the Type 7 Girder Stiffeners. The Contractor wishes to use 228-mm Imperial W Shape instead of WT 230x34 as detailed in the Contract Plans.		ZPMC, Shanghai, China	ABF-RFI-000365R00	METS defers to Design.	The Contractor's proposed substitution of an imperial WT size is within acceptable mill tolerances.	The Contractor's proposed substitution of an imperial WT size is within acceptable mill tolerances.				Void
34	22-Feb-07	The Contractor requested permission to alter the counterweight details. The Contractor wishes to		ZPMC, Shanghai, China	ABF-RFI-000581R00	METS recommends that the contractor provides a complete product comparison analysis between	The Contractor's proposed substitution is conditionally approved pending the submission of	The Contractor's proposed substitution is acceptable at no cost to the State. Please note that				Void



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		substitute the A307 19mm anchor rods C22E 20mm anchor rods.				the specified ASTM A309 and the proposed substitution for review.	a copy of the original C22E specification along with a side by side product comparison analysis between the specified ASTM A307 and proposed C22E materials. Please note that these anchor rods shall be galvanized and their exposed surfaces painted. Administrative Action: This response resolves the RFI. There is no cost or time impact. Further action required.	these anchor rods shall be galvanized and their exposed surfaces painted.				
35	06-Mar-07	The Contractor requested permission to alter the girder plate thickness transition details. The Contractor wishes to use a 1:5 slope in the transition instead of the 1:10 slope for the 60-mm plate at panel points 118 and 120.		ZPMC, Shanghai, China	ABF-RFI-000606R00	METS-OSM takes no exception to the Contractor's proposal and defers to Design.	At the option of the Contractor, the proposed use of a 1:5 slope in the transition in lieu of a 1:10 as shown on Sheet 626 of 1204 is acceptable. This will result in a reduction in cost due to a decrease in machining. The stiffener transition details shown in the attachment to this RFI are unacceptable. Revise the stiffener transition details in accordance with the response to RFI 89R1. Administrative Action: Potential credit and/or CCO to be discussed at the Team OBG meeting on Thursdays.	The Contractor's proposed taper in the girder skin plate is acceptable at no cost to the State. However, the stiffener transition details shown in the attachment to this RFI are unacceptable. See RFI 89R1. The Contractor shall revise the stiffener transition details according to the response to RFI 89R1.				Void
36	06-Mar-07	The Contractor requested permission to alter the crossbeam diaphragm details. The Contractor wishes to replace the rolled WT shape sections with built up sections.		ZPMC, Shanghai, China	ABF-RFI-000610R00	METS-OSM takes no exception to the substitution of WT shape for two welded shapes of the same material and grade. METS defers to Design to verify that the proposed weld details provide sufficient strength.	To facilitate fabrication, and at the option of the Contractor, the proposed substitutions for the diaphragm WT sections of twisted/kinked crossbeams are acceptable. Administrative Action: This response resolves this RFI. It is understood that approval of this substitution will result in a reduction of the overall costs being discussed for the kinked/twisted crossbeam change.	To accommodate Contractors means and methods, the proposed substitutions are acceptable on the condition it comes at no cost to the State.				Void
37	28-Jun-07	The Contractor requested permission to alter the service platform details. The Contractor wishes to substitute steel grating with Chinese Standard Q235A material.		ZPMC, Shanghai, China	ABF-RFI-000740R01;ABF-RFI-	METS-OSM takes no exception to the substitution.	The proposed material substitution is acceptable per Special Provisions Section 8-1.01 - Substitution of non-metric materials and products/B, and shall be at no cost to the State.	The proposed material substitution is acceptable per Special Provisions Section 8-1.01 - Substitution of non-metric materials and products/B, and shall be at no cost to the State. Otherwise, all steel grating on both the tower and the OBG shall be as specified in the Contract Documents.				Void
38	27-Jun-07	The Contractor requested permission to alter the girder longitudinal stiffener details. The Contractor wishes to substitute various splice shim plates with SM490B Japan Standard plate.		ZPMC, Shanghai, China	ABF-RFI-000672R02	The proposed material does not meet the strength requirement. METS defers to Design.	The proposed material substitution is acceptable.	The proposed material substitution is acceptable at no cost to the State. Otherwise, material for shim plates less than 10mm thickness shall be as specified in the Contract Documents.				Void
39	14-Jun-07	The Contractor requested permission to alter the girder utility details. The Contractor wishes to substitute pipe sleeves for the Chinese Standard Pipes (U20202).		ZPMC, Shanghai, China	ABF-RFI-000743R00	Chinese 20# (U20202) material appears to be an acceptable substitute for the ASTM A53 GrB steel provided that the Contractor qualifies the WPSs per AWS D1.1. It appears that pipes and pipe sleeves are considered miscellaneous steel; however, they appear to be welded to structural steel. METS defers to Design.	The proposed substitution is acceptable. Pipe wall thickness shall be maintained.	The proposed substitution is acceptable provided it is at no cost to the State. Otherwise, the pipe sleeve material shall be as specified in the Contract Documents. Pipe wall thickness shall be maintained.				Void
41	28-Jun-07	The Contractor requested permission to alter the counterweight details. The Contractor wishes to substitute the ASTM A307 anchor rods with 20-mm GB/T 699-1999 U20352 material.		ZPMC, Shanghai, China	ABF-RFI-000767R00;ABF-RFI-	METS defers to Design.	The proposed material substitution is acceptable.	The proposed material substitution is acceptable at no cost to the State. Otherwise, please use the material specified in the Contract Documents.				Void
42	28-Jun-07	The Contractor requested permission to alter the service platform details. The Contractor wishes to change the Service Platform Structural Steel from ASTMA709 Gr 36 material to ASTM A36 material.		ZPMC, Shanghai, China	ABF-RFI-000768R00	METS takes no exception provided that Certified Mill Test Reports (CMTRs) are provided to METS in China for tracking and verification of chemistry and mechanical properties.	It is acceptable to substitute ASTM A709 Grade 36 material with ASTM A36 for the structural steel at service platform. Certified Mill Test Reports (CMTRs) shall be provided to METS in China.	PB to respond.				Void
43	16-Jul-07	The Contractor requested permission to alter the counterweight details. The Contractor wishes to use SWRCH15A (Japanese Standard) studs instead of ASTM A108 studs.		ZPMC, Shanghai, China	ABF-RFI-000795R00	METS takes no exception to the material substitution; however, METS defers to Design for the proposed reduction of Stud diameter on the wet end studs from 20mm to 19mm. Please note that the Contract Drawing 641/1204 already details the counterweight studs to be 19mm.	At the option of the Contractor, the contractor's proposed material substitution is acceptable.	The JV has no objection to the proposed material substitution provided it is at no cost to the State. Otherwise, the stud connectors in the counterweight and the west end shall be as specified in the Contract Documents.				Void
44	31-Jul-07	The Contractor requested permission to alter the ladder rung details. The Contractor wishes to use GB/T 699-1999 U20202 in stead of A36 material for the ladder rungs.		ZPMC, Shanghai, China	ABF-RFI-000809R01	METS-OSM takes no exception to the material substitution.	The proposed material substitution is acceptable.	The proposed material substitution is acceptable at no cost to the State. Otherwise, please use the material specified in the Contract Documents.				Void
45	19-Oct-07	The Contractor wishes to submit material for acceptance. The material consists of rolled shapes that do not have legible markings of the manufacturer's name, brand or trademark as required by ASTM A6/A6M - 05a, Sec. 18.1.1. The Contractor states that the material test reports (MTRs) for the rolled shapes contain heat numbers and that the heat numbers are legibly marked on the material. The Contractor inquired if the material may be submitted for acceptance.		ZPMC, Shanghai, China		The material may be submitted for acceptance.	N/A	N/A	N/A			Resolved
49	10-Dec-07	The closed ribs at the splice location of the OBG deck panel mock-up do not meet the alignment tolerance for box girder ribs as specified in the Special Provisions. The tolerance for alignment is 4 mm. Alignment was measured at the roots of the closed ribs. It was	E-L01-SG1.055	Changxing Island, Shanghai, China		In progress.	In progress.	In progress.				Void

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		discovered that welds #2, #7 and #9 were out of alignment by 6 mm, 6 mm and 9 mm, respectively.										
50	10-Dec-07	Contractor's documentation and welding reports do not comply with the requirements of the Special Provisions and CCO#077 Quality Assurance Database. The finalized assessment in adherence to the contract requirements for Welding Reports and Green Tagging procedures will be maintained for each Voyage Shipment through out the duration of the project.	E-L01-SG1.055	Changxing Island, Shanghai, China	NCR-ZPMC-0018	Daily welding reports are being uploaded on a continuous basis for OBG shipments to fulfill the Quality Assurance Database (CCO#077) requirements along with the Special Provisions Section 8-3.01 Welding. Work will continue on the Database until each shipment is completed. For current status of each shipment, reference "Summary of Final Decision" in this report. For assessment and acceptance by the Department for each Voyage Shipment completeness, reference "METS Discussion" area of this report.	Concurs with METS		77			Resolved
71	16-Jan-08	ZPMC damaged the base metal while attempting to repair a non-conforming 3 mm deep undercut on a CJP splice of T-Stiffener SP029-01-002.	E-L01-SG1.055	Changxing Island, Shanghai, China	NCR-ZPMC-0025	This item to be tracked under BTL# 254 RESOLVED ON: 5/6/08 Issued to Contractor (NCT-0016); METS requests response from Contractor. (Category 1). Contractor's response received on 03-Mar-08. Contractor repaired those welds according to Section 3.2.3 of AWS D1.5. Grind the welds smoothly, making them flush to	Issued to Contractor (NCT-0016).					Resolved
82	19-Feb-08	<p>The Contractor performed weld repairs without prior Engineer approval. The Contractor repaired closed ribs using repair methods and procedures that were not previously approved by the Engineer. This occurred on indications of porosity in the GMAW root pass of closed ribs U-133 (weld #1) and U-132 (welds #5 and #6) of OBG deck panel DP-058.</p> <p>The Contractor performed repairs without receiving prior Engineer approval. The Contractor performed repairs on a closed rib to box shell plate weld and on base metal that was damaged during performance of the SAW cover pass. The damage was caused when one of the flux hoppers on the Gantry closed rib welding machine ran out of flux. This occurred on closed rib U-128, weld 001 of OBG deck panel DP-042-002.</p> <p>The Contractor performed repairs without receiving prior Engineer approval. The Contractor performed repairs on a closed rib to box shell plate weld and on base metal that was damaged during performance of the GMAW root pass. The damage was caused when the Gantry closed rib welding machine ran into a clamp that was being used to fix the deck panel onto the welding jig.</p> <p>The Contractor performed repairs without receiving prior Engineer approval. The Contractor repaired cracks that were found in the GMAW root pass of welds in OBG closed ribs to box shell plate.</p> <p>The Contractor performed weld repairs without prior Engineer approval. The Contractor repaired closed ribs to box shell plate using by grinding that was not previously approved by the Engineer. This occurred on weld defects in multiple locations of the SAW cover pass of closed ribs U-64 (weld #1) and U-133 (weld #10) on OBG deck panel DP-058.</p> <p>The Contractor used an unapproved WPS and performed repairs without receiving prior Engineer approval. The Contractor used a FCAW process on the closed rib weld at the transition between the closed rib and the run-off tab. This occurred on closed rib U16 (weld #8) of OBG deck panel DP-006-001.</p> <p>The Contractor performed weld and base metal repairs without receiving prior Engineer approval. The Contractor repaired areas of excessive porosity in the GMAW root pass of a closed rib to box shell plate weld.</p> <p>The Contractor did not perform weld repairs in accordance with accepted procedures. The Contractor performed repairs to lack of fusion in a closed rib weld without performing MT after grinding to ensure the removal of all defects.</p>	E-L01-SG1.055	Changxing Island, Shanghai, PRC	ZPMC-0068;ZPMC-0095;ZPMC-0096;ZPMC-0119;ZPMC-0121	This item to be tracked under BTL 240 ZPMC-0068, RESOLVED ON:11/5/08, ZPMC-0095, RESOLVED ON: 11/6/08, ZPMC-0096, RESOLVED ON: 12/31/08, ZPMC-0119, RESOLVED ON: 11/5/08, ZPMC-0121, RESOLVED ON: 2/13/09 The Contractor responded on 19-Aug-2008 (TL-08-1756) citing the submittal of the closed rib root pass repair procedure. Root pass repair procedure was submitted in ABF-SUB-0634R05 and has not been approved. The Contractor's response did not include documentation of the repairs performed. The Contractor's response did not confirm whether the repaired welds are acceptable. The repair procedure ABF-SUB-0634R06 was approved as noted. The repair of these deck panels follow this approved procedure. Furthermore, the repaired panels are being re-inspected by PAUT for quality assurance. These deck panels incorporated in the fabricated segment are accepted.	Concur with METS.				Resolved	
83	25-Feb-08	Contractor is not following approved shop drawings. ABF has allowed ZPMC to fabricate a stiffener with a cope where the web plate transitions from 12mm thick steel plate to 30 mm thick steel plate. There are a total of 28 Floor Beam Web sections with this discrepancy. This	E-L01-SG1.055	Changxing Island, Shanghai, PRC	ZPMC-0075	This item to be tracked under BTL 149	Concurs with METS.	Concurs with METS.				Resolved

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Issue No	Date Initiated	Summary	WBS	Location	Initiated By	Proposed Resolution/Status	Construction Response	Design Response	CCO	Cost/Credit Material	SMR #	Status
		occurs at piece number X2K to Floor Beam Web sections which include floor beams, FB001-01 through 04, FB002-01 through 04, FB007-01 through 06,FB008-01 through 06, FB015-01 through 04, FB016-01 through 04.										
84	26-Feb-08	The Contractor performed repairs without receiving prior Engineer approval. The Contractor repaired cracks that were found in the GMAW root pass of welds in OBG closed ribs to box shell plate.	E-L01-SG1.055	Changxing Island, Shanghai, PRC	ZPMC-0076	METS requests response from Contractor. Will be tracked under MSD-000246.	Issued to Contractor (NCT-0045).					Void
86	28-Feb-08	The Contractor's performance of a closed rib weld production monitoring test (PMT) does not conform to Contract requirements. The Contractor welded one rib at a time during performance of the PMT for equipment that was used to simultaneously weld multiple ribs in production	E-L01-SG1.055	Changxing Island, Shanghai, PRC	ZPMC-0079	This item to be tracked under BTL# 149 RESOLVED ON: 3/19/08 Issued to Contractor (NCT-0048); METS requests response from Contractor. (Category 1). Same incident also happened on DP-072-001 (02-Mar-08), DP-065-001 (03-Mar-08).	Issued to Contractor (NCT-0048).					Resolved
87	02-Mar-08	The Contractor has fabricated components that do not meet fabrication tolerances specified in the Closed Rib Welding WPS. The Contractor has prepared OBG closed ribs whose root faces do not conform to approved working drawings, which specify a root face of 1.8 mm ± 0.4 mm.	E-L01-SG1.055	Changxing Island, Shanghai, PRC	ZPMC-0080	This item to be tracked under BTL# 149 RESOLVED ON: 12/31/08 Corrective action has been taken as shown by the acceptable VT and MT reports.	ABF-NPR-000043R02; Issued to Contractor (NCT-0051).					Resolved
89	19-Feb-08	<p>The Contractor performed weld repairs without prior Engineer approval. The Contractor repaired closed ribs to box shell plate using by grinding that was not previously approved by the Engineer. This occurred on weld defects in multiple locations of the SAW cover pass of closed ribs U-64 (weld #1) and U-133 (weld #10) on OBG deck panel DP-058.</p> <p>The Contractor performed welding repairs on closed ribs to box shell plate without receiving prior approval from the Engineer.</p> <p>The Contractor performed repairs on closed rib to box shell weld without receiving prior Engineer approval. The Contractor performed repairs for excess porosity in the GMAW root pass on weld number -001 of DP-298-001.</p> <p>The Contractor performed repairs on closed rib to box shell plate weld and on base metal without receiving prior Engineer approval. The Contractor performed repairs for excessive porosity on the GMAW root pass at weld numbers -003, -004, -007 and -008 on deck panel DP-136-001. The porosity in weld -008 was excavated into the base metal and repaired by using hand held GMAW equipment. All other welds were repaired using the Gantry closed rib welding machine.</p>	E-L01-SG1.055	Changxing Island, Shanghai, China	.ZPMC-0110;ZPMC-0111;ZPMC-0113	<p>This item to be tracked under BTL# 240</p> <p>NCS#124 RESOLVED ON: 12/12/08 NCS#118 RESOLVED ON: 11/17/08 NCS#115 RESOLVED ON: 11/7/08</p> <p>Issued to Contractor (NCT-0092); METS requests response from Contractor. (Category 1). Root pass repair procedure was submitted in ABF -SUB-0634R03 and the submittal was "Returned for Correction". Issued to Contractor (NCT-0094); METS requests response from Contractor. (Category 1). Root pass repair procedure was submitted in ABF -SUB-0634R03 and the submittal was "Returned for Correction". Issued to Contractor (NCT-0091); METS requests response from Contractor. (Category 1)</p> <p>METS requests response from Contractor. Will be tracked under MSD-000246.</p> <p>Root pass repair procedure was submitted in ABF -SUB-0634R03 and the submittal was "Returned for Correction".</p>	<p>ABF-NPR-000118R01; ABF-NPR-000119R00; ABF-NPR-000072R01; Issued to Contractor (NCT-0091; NCT-0092; NCT-0094).</p>				Resolved	
92	11-Mar-08	The Contractor used structural components as grounding connections for a power supply that was being used to weld jig assemblies. The Contractor used grounding strips to connect OBG bottom panel BP-8 and OBG side panel SP-59 into a series of grounding connections. This resulted in arc strikes at the areas where the grounding strips were in contact with the structural components.	E-L01-SG1.055	Changxing Island, Shanghai, PRC	ZPMC-0084	This item to be tracked under BTL 236	ABF-NPR-000040R02; Issued to Contractor (NCT-0053).					Resolved
94	23-Mar-08	Material traceability cannot be established on approximately 500 tons of rolled shape material. The Contractor has subsequently begun fabrication on portions of this unidentified stock material that has not been approved by the Engineer.	E-L01-SG1.055	Changxing Island, Shanghai, PRC	ZPMC-0091	<p>This item to be tracked under BTL# 202 RESOLVED ON: 4/13/09</p> <p>ZPMC has acknowledged that traceability was lost on some Rolled Shape material during pre-treating the steel or the steel was not originally marked on the pieces as received by ZPMC from their supplier. To ensure proper traceability, ZPMC has and is currently testing each piece of material. Prior to cutting the material for testing, ABF personnel assign a unique number to each piece of material, this number becomes the heat identification number. ABF witnesses the marking and cutting of the sample piece as well as marking the balance of material. Each sample piece is shipped to an independent laboratory for testing and test results shipped direct to ABF for review and approval before forwarding to CT for review. ABF has also generated RFIs requesting lot testing of same size materials that are considered miscellaneous metals. ZPMC requests closure of this NCR.</p> <p>Check sampling of rolled shapes commenced on week of 20-Jul-08. Contractor responded on 19-Aug-2008 (TL-08-1765). Awaiting Contractor to submit material for acceptance and remove and</p>	Issued to Contractor (NCT-0063).	N/A				Resolved

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						replace non-conforming material.						
						The contractor submitted RFI 1529 to be allowed to use the materials for secondary components with minimal testing. The discussions in Pier 7 and by Team China have indicated concerns over ZPMC's inability to physically separate the materials from those intended for the primary structure and the potential for material mix up.						
						The testing of rolled shapes are split into two categories: primary members, and secondary/miscellaneous members as defined by ABF RFI 1016 and ZPMC RFI 586. Primary members are to be tested by piece. Secondary and miscellaneous members are to be tested and tracked according to: 1.) All shapes are segregated into "groups" not "heats". The groups are sorted by the member size; 2.) All shapes are color marked (painted) in addition to a "group" number or identifier. 3.) The check samples are done per group.						
						As of August 7, 2009, 2280 out of approximately 2500 samples have been tested.						
95	23-Mar-08	The Contractor performed fabrication on unidentified stock material that has not been approved by the Engineer. The Contractor was observed cutting structural steel material (127 mm x 89 mm x 12.7 mm angle iron) to be identified in working drawings as piece marks X3D & X3T connection angles for the fabrication of floorbeam diagonal assemblies. The material has not been identified with certified mill test reports (MTR).	E-L01-SG1.055	Changxing Island, Shanghai, PRC	ZPMC-0092	This item to be tracked under BTL# 202 RESOLVED ON: 4/13/09	Issued to Contractor (NCT-0064).					Resolved
						ZPMC has acknowledged that traceability was lost on some Rolled Shape material during pre-treating the steel or the steel was not originally marked on the pieces as received by ZPMC from their supplier. To ensure proper traceability, ZPMC has and is currently testing each piece of material. Prior to cutting the material for testing, ABF personnel assign a unique number to each piece of material, this number becomes the heat identification number. ABF witnesses the marking and cutting of the sample piece as well as marking the balance of material. Each sample piece is shipped to an independent laboratory for testing and test results shipped direct to ABF for review and approval before forwarding to CT for review. ABF has also generated RFIs requesting lot testing of same size materials that are considered miscellaneous metals. ZPMC requests closure of this NCR.						
						Contractor responded on 19-Aug-2008 (TL-08-1766). Resolution pending removal and replacement of non-conforming material.						
96	23-Mar-08	The Contractor used an unapproved WPS and performed repairs without receiving prior Engineer approval. The Contractor used a FCAW process on the closed rib weld at the transition between the closed rib and the run-off tab. This occurred on closed rib U16 (weld #8) of OBG deck panel DP-006-001.	E-L01-SG1.055	Changxing Island, Shanghai, PRC	ZPMC-0093	METS requests response from Contractor. Will be tracked under MSD-000246.	Issued to Contractor (NCT-0059).					Void
98	10-Apr-08	From 16-Jan-2008 to the present, there have been a series of meetings involving the Department (CT), the Contractor (ABF), and the Fabricator (ZPMC) to discuss OBG closed rib welding and OBG deck panel production. In a series of letters to CT (ABF-CAL-LTR-000400 and -415), ABF stated their belief that the closed rib weld trials performed on 01-Nov-2007 (Weld Trial #2) and the OBG deck panel mock-up were acceptable and that they intend to allow ZPMC to proceed with deck panel production. CT deferred acceptance of Weld Trial #2 and the mock-up and allowed ABF to proceed according to the letters that were submitted. ABF's decision to allow ZPMC to begin production welding of deck panels despite neither having an approved weld trial nor an approved mock-up prompted the need for the meetings. The particular subjects that were discussed were 1) the performance procedures and the acceptance criteria for the closed rib weld production monitoring tests (PMTs), and 2) the qualification of closed rib welders. Since the Contract is silent on the acceptance criteria for PMTs when the weld trials and mock-up have not been accepted, these meetings were intended to be	E-L03-SG1.055	Changxing Island, Shanghai, China		Per State Letter 05.03.01-001136 dated January 14th, 2008, the criteria for "Closed Rib Weld Trials" was never achieved by ABFJV, however, ABF was allowed to proceed as long as the Contract requirements were met during production. An OBG Workshop on 30-May-08 resulted in a document between CT and ABF for Deck Panel Acceptance Criteria. CCO 89 was then issued to cover closed rib welding procedures and acceptance criteria. Also, consolidated closed rib to deck repair procedure 643R6 has been approved by the Department. Team China is currently working with the contractor to resolve NCRs. Passing PMT results from macroetch testing are required before the production of the deck panels on the same day. This is the current accepted procedure being used for daily fabrication of deck panels. Deck panels fabricated in the past are	Concur with METS. Report accepted and filed as "Memo to File".	Concurs with METS.	89, 91		Pending	

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		cooperative actions taken by all parties to develop the PMT acceptance criteria. Closed rib welder qualification was also discussed because it was reasonable to incorporate closed rib welder qualifications into the performance of PMTs. The Contract requires fabrication to cease if a PMT is not accepted and that two consecutive successful PMTs be approved before fabrication continues. The discussion below describes METS' understanding of the welder qualification, PMT performance procedures and acceptance criteria that all parties (CT, ABF, and ZPMC) are currently agreed upon.					being repaired if indications are detected by "gate to gate conventional UT" with a confirmation by PAUT. Contractor is currently complying with CCO 89 along with CCO 91, additional NDT.					
104	08-Apr-08	The Contractor welded closed ribs to box shell plate without welding the two stems of the closed rib simultaneously at deck panels DP-137-001 and DP-002-001.	E-L01-SG1.055	Changxing Island, Shanghai, PRC	ZPMC-0102	RESOLVED ON: 12/31/08 ZPMC wrote its internal NCR. The welder received additional training. The welds in question (DP-137-001-03 and DP-002-001-08) have been accepted per NDT results.	ABF-NPR-000111R01; Issued to Contractor (NCT -0082).	Concurs with METS				Resolved
111	30-Apr-08	The Contractor performed fabrication and assembly without the approved Dimension Verification Plan (DVP) and fabrication procedure.	E-L01-SG1.055	Changxing Island, Shanghai, PRC	ZPMC-0120	Contractor's Proposed Resolution: "ZPMC proceeded with segment assembly, as at this point the segment assembly is at an in-process stage of fabrication and ZPMC's position is that dimensional verification is for a completed segment. However, that does not mean that dimensional verification is not taking place; to the contrary, ZPMC/ABF are jointly performing dimensional verification during the fabrication of segment assembly." The proposed resolution (ABF-NPR-000124R00) is acceptable. The Department concurs that the Non-Conformance ZPMC-0120 is closed. For a more detailed response, refer to State Letter 05.03.08-000010 dated December 24, 2008.	For fabrication proceeding without an approved DVP, the Department notes it did not affect the finished product verification in the field. The verification process made jointly with the Contractor's revised DVP was verified by both the Department and ABF for Voyage 1.					Resolved
119	29-May-08	The Contractor did not correct welds whose surface profiles produced questionable test results. The Contractor did not grind the weld smooth and did not blend the weld with adjacent material prior to performing UT. This occurred on weld joint #s FB012-011-023, FB011-006-021, FB016-006-021, FB016-008-021, and FB016-013-021.	E-L01-SG1.055	Changxing Island, Shanghai, PRC	ZPMC-0130	This item to be tracked under BTL 88, and 214. RESOLVED ON: 2/16/09	Concurs with METS.	None				Resolved
120	29-May-08	The Contractor attempted to repair numerous cracked tack welds by grinding without performing MT, PT or other means to ascertain the extent of the cracks. This occurred on tack welds in weld joint numbers -001 through -010 on deck panel DP-594-001.	E-L01-SG1.055	Changxing Island, Shanghai, PRC	ZPMC-0131	RESOLVED ON: 9/23/08 Issued to Contractor (NCT-0112); METS requests response from Contractor. (Category 1) 100% MT inspection of tack welds being performed by Contractor since 01-Jun-08. Phased array ultrasonic testing (PAUT) performed on over 60 production panels. Average rate of cracked tack welds detected is approximately 6%. Consolidated closed rib to deck repair procedure 634R6 has been approved by the Department, Team China is currently working with the contractor to resolve NCRs. The repair procedure ABF-SUB-0634R06 was approved as noted. The repair of these deck panels follow this approved procedure. Furthermore, the repaired panels are being re-inspected by PAUT for quality assurance. These deck panels incorporated in the fabricated segment are accepted.	Concur with METS.	N/A				Resolved
123	16-Jun-08	The Contractor fabricated components that do not conform to dimensional tolerance requirements. The Contractor has welded diagonal support connection plates to floorbeam horizontal flange plates that are misaligned from 2.0mm - 18.0mm. The maximum misalignment allowed at those locations is 1.4mm. This has been observed at 22 different locations in various OBG floorbeams from 05-23-2008 through 06-09-2008.	E-L01-SG1.055	Changxing Island, Shanghai, PRC	ZPMC-0140	ABFJV has informed ZPMC of this non-conformance and has also consulted the Engineer regarding the measurement points and tolerances of these components. RFI 1452R0 and R1 provided the clarification to the tolerance requirements.	Concur with METS. Revised tolerances will be filed in "Memo to file" for the project.	Concur with METS.				Resolved
124	16-Jun-08	The Contractor fabricated components that do not conform to approved shop drawings. The Contractor welded two horizontal stiffener plates onto floorbeam web plate that do not have the required radius cut or 200mm CJP welded portion at the ends. This occurred at stiffener plates X8A and X8D of floorbeam FB22.	E-L01-SG1.055	Changxing Island, Shanghai, PRC	ZPMC-0137	This item to be tracked under BTL 149	Construction decided not to forward ZPMC-0137 because the Contractor fabricated the components according to the previous approved shop drawing FB22A of ABF-SUB-260R0. Contractor to repair deficiencies to current approved shop drawings.	None				Resolved
125	16-Jun-08	The Contractor's Quality Control accepted welds that do not conform to approved shop drawings. Fillet welds	E-L01-SG1.055	Changxing Island, Shanghai, PRC	ZPMC-0138	This item to be tracked under BTL 149	Concurs with METS.	None				Resolved

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		between floorbeam diagonal support connection plates and horizontal flange plate were undersized by 3 - 5mm for approximately 70 - 100% of the weld lengths. This was observed in 6 different locations on various floorbeams.										
126	16-Jun-08	The Contractor allowed material that does not conform to contract requirements to be incorporated into the work. DP063-001 and DP018-002 were incorporated into OBG segments SEG16-004 and SEG16-006.	E-L01-SG1.055	Changxing Island, Shanghai, PRC	ZPMC-0139	ZPMC has removed these non-conforming panels from the work and subsequently fabricated new replacement deck panels successfully.	Concur with METS.	Concur with METS.				Resolved
128	26-Jun-08	The Contractor fabricated components that do not conform to working drawings. Approved shop drawings require a 40-mm complete joint penetration (CJP) weld length at the ends of OBG closed rib continuity plates.	E-L01-SG1.055	Changxing Island, Shanghai, PRC	ZPMC-0142	Accept the as built condition for 100-110mm CJP weld length in lieu of the 40mm length. RFI1468 requested length up to 110mm.	Concurs with METS	None				Resolved
129	26-Jun-08	The Contractor did not fabricate per the approved shop drawings. The bottom of vertical stiffeners, located on the longitudinal diaphragms have been welded to the bottom plates BP10A and the BP12A. The shop drawings indicated "Tight Fit" and "No Weld" between the vertical stiffener and the bottom plates.	E-L01-SG1.055	Changxing Island, Shanghai, PRC	ZPMC-0143	Welded areas are to be removed. Weld repair will be performed in those areas with shim plates installed as necessary.	Concurs with METS. Revised tight fit with a shim plates will be shown on the as-built plans.	None				Pending
131	02-Jul-08	The Contractor welded wrap-around fillet welds to join OBG floorbeam web plates to the side and bottom panels. This part of the fabrication was not performed according to the approved shop drawings. This unapproved wrap around weld affects 56 welds at panel point 23 of SEG 3BE.	E-L01-SG1.055	Changxing Island, Shanghai, PRC	ZPMC-0145	ZPMC has issued RFI 1650 to allow for wrap around fillet welds in this case. This RFI has been accepted.	Concurs with METS. 56 wrap around weld locations on SEG3BE will be shown on the As-builts.	Concurs with METS.				Pending
134	28-Jul-08	The Contractor performed weld repairs without prior Engineer approval. The Contractor performed internal weld repairs for the lack of penetration (LOP) of OBG deck panel closed rib welds. The Contractor has not satisfied the Engineer's request to demonstrate repair of LOP prior to performing the repairs. This incident happened on deck panels DP055-001, DP067-001 and DP015-001.	E-L01-SG1.055	Changxing Island, Shanghai, PRC	ZPMC-0151	NCS#82, RESOLVED ON: 9/23/08 Issued to Contractor (NCT-0140); METS requests response from Contractor. (Category 2)	Concur with METS.	N/A				Resolved
136	28-Jul-08	The Contractor performed welding that did not conform to approved working drawings and did not conform to workmanship requirements of the specifications. The Contractor performed welding with steel backing where it was not called out for in the approved weld detail. The Contractor performed welding that did not terminate in a manner to ensure sound welds. This was observed in the longitudinal T-stiffeners on side panel web splice SP069-001 of segment SEG 3AW.	E-L01-SG1.055	Changxing Island, Shanghai, PRC	ZPMC-0153	This item to be tracked under BTL 191	Concur with METS.	Concur with METS.				Resolved
139	24-Aug-08	The Contractor did not weld both stems of closed rib to box shell plate simultaneously. This occurred due to an equipment malfunction on weld head number 3 during the GMAW root pass for weld joint #007 on OBG Deck Panel DP-116-002. The GMAW electrode discontinued feeding approximately mid-way through the weld.	E-L01-SG1.055	Changxing Island, Shanghai, PRC	ZPMC-0160	NCS#186, RESOLVED ON: 2/14/09 The welders received additional training. ZPMC performed weld repair and provided the final VT and MT inspection report. Gate to gate UT and PAUT, along with repair if necessary, will be performed to ensure the quality of the deck panel.	Concur with METS.					Resolved
140	26-Aug-08	The Contractor cut apart improperly fitted and welded members without notifying the Engineer. This occurred on the complete joint penetration groove weld that joins members SP748A and SP510A on Segment 5BW.	E-L01-SG1.055	Changxing Island, Shanghai, PRC	ZPMC-0162	Issue to be tracked under Blue Tag Log# 240.	ABF-NPR-000150R00; Issued to Contractor (NCT -0150).					Resolved
141	01-Sep-08	The Contractor's workmanship was not in conformance to contract documents. The Contractor performed freehand thermal cutting of OBG diaphragm plates without Engineer approval. This occurred on the OBG diaphragm plate on deck panels DP028-001 and DP026-002 at panel point PP25 at the floorbeam FB-015A connection on segment SEG 4AW.	E-L01-SG1.055	Changxing Island, Shanghai, PRC	ZPMC-0163	This item to be tracked under BTL 191 NCS#199, RESOLVED ON: 2/27/09 The freehand flame cutting procedure was submitted as part of the ABF submittal 872R01, and was approved as noted in State letter 3475. ZPMC will work according to this approved as noted submittal. Also, ZPMC/ABF will notify CT and obtain Engineer's approval prior to flame cutting of materials greater than 25mm thick.		N/A				Resolved
142	24-Aug-08	The Contractor used unapproved thermal cutting methods. The Contractor used freehand thermal cutting on stiffeners on OBG Edge Plate EP-204.	E-L01-SG1.055	Changxing Island, Shanghai, PRC	ZPMC-0161	This item to be tracked under BTL 191						Resolved

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145	08-Sep-08	The Contractor's workmanship was not in conformance to contract documents. The Contractor performed freehand thermal cutting of OBG diaphragm plates without Engineer approval. This occurred on the OBG diaphragm plate on deck panels DP025-001, DP026-001 and DP027-001 at panel point PP24 at the floorbeam FB-015A connection on segment SEG 4AW.		Changxing Island, Shanghai, PRC	ZPMC-0166	This item to be tracked under BTL 191	Concur with METS.					Resolved
146	14-Sep-08	The Contractor performed freehand thermal cutting that had not been approved by the Engineer. This was observed at the junction of Side Plate SP-080 and Bottom Plate BP-022 at Panel Point PP028 of OBG Segment SEG 4BE.		Changxing Island, Shanghai, PRC	ZPMC-0170	This item to be tracked under BTL 191	Concur with METS.					Resolved
151	18-Sep-08	QA observed numerous sloping flange plate connections with undersized reinforcement. Weld detail WD20N requires a reinforcing fillet to be 5 millimeters on the acute side, and 8 millimeters on the obtuse side. The following is a list of weld numbers accepted by ZPMC visually and by the required non-destructive testing. SSD19-PP029-131, SSD19-PP029-127, SSD17A-PP021-009, SSD17A-PP021-126, SSD13A-PP036-131, and SSD13A-PP036-127 (SEG5CE) QA observed several others of the same connection that appears to be completed however it is not clear that ZPMC has completed visual and non destructive testing requirements.		Changxing Island, Shanghai, PRC	ZPMC-0177	This item to be tracked under BTL 191	Concurs with METS.	Concurs with METS.				Resolved
155	04-Nov-08	The Contractor has started to blast and paint structural steel without approval of the paint product or approval of the paint facility. The contractor has not submitted to date, the Manufacturing and Fabrication Self Qualification Audit (MFSQA) or requested an audit of the painting facility. Documented by NCR ZPMC-0188		Changxing Island, Shanghai, PRC	ZPMC-0188	This item to be tracked under BTL# 163 NCS#169, RESOLVED ON:1/13/09 MFSQA performed on new ZPMC paint facility. New facility approved per state Letter No. 05.03.01-003194. The issue has been discussed with the Contractor and METS recommends a response be provided from the Contractor.	Concur with METS.	N/A				Resolved
156	07-Nov-08	The Contractor has blasted and painted diagonal box beams and cover plates of faying surfaces after blasting excessive anchor profile of 132µ, 118µ and 100µ. The contractor continued coating the components after measuring the excessive profiles.		Changxing Island, Shanghai, PRC	ZPMC-0189;ZPMC-0195	This item to be tracked under BTL# 163 ZPMC-0195, RESOLVED ON: 12/09/08 ZPMC-0189, RESOLVED ON: 2/13/09 SMR Recommendation: Category 1 -- NCR deals with workmanship or material not conforming to specifications; METS suggests that Construction request a response to the NCR for closure. Category 2 -- Quality Control was not performed in accordance with specs; METS suggests that Construction request a response to the NCR for closure." "ZPMC re-blasted the surface to comply with the acceptable blast profiles. The documentation of the acceptable blast profile was submitted in NPR 186R1. " Fabricator to re-blast anchor profile areas that are less than 40 µm or more than 86 µm as measured in conformance with the requirements in ASTM Designation: D 4417.	Concur with METS. NCR ZPMC-0189 and 0195 are closed.	None				Resolved
157	04-Dec-08	The Contractor has continued to blast and paint components of the SAS without supplying a check sample of the coating to the jobsite as required in section 91-1.02 of the standard provisions-1999. Documented in NCR ZPMC-0196.		Changxing Island, Shanghai, PRC	ZPMC-0196	This item to be tracked under BTL# 163 NCS#189, RESOLVED ON: 2/13/09 "The Contractor proposed shipment of check samples to Pier 7. The check samples were shipped and have been received by Translab. " The issue has been discussed with the Contractor. Corrective action has been taken. The paint samples have been shipped and arrived to Sacramento for testing.	NPR 191R1 is acceptable.	N/A			Eric Tsang	Resolved
158	02-Dec-08	Deck Panels are being stored out of doors in such a manner that water is being allowed to become entrapped inside of closed ribs. ZPMC personnel have been observed removing sealant caulking on several Deck Panel to U-Rib diaphragms to allow water to drain out. Documented by NCR ZPMC-0197		Changxing Island, Shanghai, PRC	ZPMC-0197	This item to be tracked under BTL 191	Concurs with METS.	N/A				Resolved

Filter ((Cat='Major Issues' OR Cat='Second-Tier Issues' OR Cat='Quality Management Issues') AND Location like '%shanghai%' AND (status='Pending' OR status='Briefing' OR status='Resolved' OR status='Void'))

Issue No	Date Initiated	Summary	WBS	Location	Initiated By	Proposed Resolution/Status	Construction Response	Design Response	CCO	Cost/Credit Material	SMR #	Status
163	20-Feb-09	This general Blue Tag Item references all the discovered PQWP-Non-conforming issues.		Changxing Island, Shanghai, PRC	:ZPMC-0669	Each Blue Tag item will be addressed separately under the METS Discussion area along with current resolution status.	Concur with METS.	Concur with METS.				Pending
169	13-Mar-09	It was found that there were misalignment of some continuity plates inside the U-Rib deck panels in Segments 1A, 1B and 2A. These offsets caused additional eccentricities between the continuity plates and the external diaphragm. The allowable eccentricities for the fabrication shall not be more than 5mm. Based on the contractor's findings, certain deck panels in these segments have eccentricities exceeding this requirement.		Changxing Island, Shanghai, P.R. China	ABF-RFI-001652R00	Perform retrofit according to the approved RFI 1652.	Concurs with METS. Documented repairs will be incorporated into the As-Built.	Design has incorporated changes into contract plan sheet 628S1C of 1204.				Pending
170	13-Apr-09	METS QA received the paint test results from the laboratories. The results indicated that the paint samples failed to meet the contract requirement in test method ASTM D1475- density test. The sampled paint did not meet the minimum weight per gallon requirement as stated in AASHTO M300 Section 5.4.		Changxing Island, Shanghai, P.R. China		This item to be tracked under BTL 163 Based on METS email dated 12/23/09 he M300 data was updated per RFI 1757 for a new density value of 22.281 lb/gal. The samples were retested (as shown in the RFI). CT has already closed out the NPR for this issue. "Based on METS email dated 11/23/09 and response to RFI 1757, samples JM4584PV/JF0963PV, KB5591PV/KB5592PV, and KC5921PV/KC5923PV were retested by SGS on 5/8/09 to the new density requirement of 21.281 +/- 0.4 lb/gal (report #SC090420436). This came from an updated M300 test. During the retest, JM4584PV/JF0963PV passed with a density value of 21.51 lb/gal. The other two samples were 21.73 and 21.74 lb/gal respectively. Although these values are outside the range specified, they are acceptable per SSPC-Paint 20 section 12.8.1 which allows 1.8% for lab variation (for quality assurance). The NCR is considered closed."						Resolved
171	13-Feb-09	Caltrans Quality Assurance (QA) Inspector discovered arc strikes during random visual inspection (after the grit blast) of the internal components of the bottom and side panels of segment 3AW. ZPMC Quality Control (QC) personnel were made aware of these locations and repairs were made by grinding. Magnetic Particle Testing (MT) was not performed on the repairs prior to the segment being painted. Because of the applied paint, the repaired arc strikes cannot be located and MT cannot be performed.		Changxing Island, Shanghai, PRC		ZPMC started performing MT after grinding of the arc strikes area on the future segments. However, no corrective action has been provided to Caltrans regarding this NCR. ZPMC/ABF provided MT report to show that the repaired area are acceptable. *** This issue will not be briefed in the future meetings. ***						Resolved
173	19-Nov-08	The Contractor has painted structural steel components without approval of the Interzinc 22 product being used at the paint facility. The contractor has submitted to the Caltrans Quality Assurance Inspector the paint test results from the lab in Shanghai, China. As per Andy Rogerson of the Chemical Testing Branch of Caltrans, the coating does not meet the Specifications for the vehicle nonvolatile content of 45.7% +/- 2% from AASHTO M300 test performed by International. This coating has been applied to multiple parts listed on the paint reports received from the contractor.		Changxing Island, Shanghai, P.R. China	ZPMC-0193	This item to be tracked under BTL 163 RESOLVED ON: 12/3/08 "SMR Recommendation: - Category 1 -- the NCR deals with workmanship or material not conforming to specifications; METS suggests that Construction request a response to the NCR to close the NCR. - Category 2 -- Quality Control was not performed in accordance with specifications; METS suggests that Construction request a response to the NCR for closure. "						Resolved
176	26-Feb-09	The floorbeam cutouts at the rib stiffener locations were not performed according to the approved shop drawings dimension. The offset and different fabricated dimension are repaired per FCN137A		Changxing Island, Shanghai, P.R. China	ZPMC-0217	The 5 cutouts in Segment 1AW are repaired according to the approved RFI 1872. NDT documentation are provided to prove that the welds are acceptable.	Five repair locations per FCN137A will be shown on as-builts.	Concur with METS.				Pending
177	06-Apr-09	Quality Assurance Inspector observed that the Contractor performed free hand thermal cutting and base metal weld repair on the stiffener clearance slots on FB205, Crossbeam 4. This work was done not according to the approved shop drawings. This condition exists at three locations on each of the four floor beams in this crossbeam.		Changxing Island, Shanghai, P.R. China	ZPMC-0219	This item to be tracked under BTL# 149 RESOLVED ON: 5/1/09 NCT not sent. NDT verification was performed and accepted.	Concur with METS.	Concur with METS.				Resolved
180	29-Apr-09	After welding were completed at Segment 3AW/3BW transverse splices, Caltrans Quality Assurance Inspector noted some distortion on the side and bottom panels at the counterweight side of the segment. The surface flatness across the transverse splices exceeded the		Changxing Island, Shanghai, P.R. China	ZPMC-0226	ZPMC cut the splice welds apart, corrected the distortions, and rewelded the joints. Post repair NDT performed. RFI 1869R1 requested repair and retrofit to be performed on Segment 3AW/3BW side and	Per ABF-RFI-1869R1 Construction concurred with the Design JV that the proposed retrofit would be adequate. Repairs to be documented in Oakland in accordance with response to ABF-RFI-1869R1.	After review of the survey data and performing a FEM analysis it was the Design JV's recommendation to retrofit the OBG skins by installing additional stiffeners in accordance with response to RFI1869R1.				Pending

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Issue No	Date Initiated	Summary	WBS	Location	Initiated By	Proposed Resolution/Status	Construction Response	Design Response	CCO	Cost/Credit Material	SMR #	Status
		contract requirement.					bottom panel. Documented Repair for Segment 3AW/3BW to be tracked under the Combined Voyage 1 Punchlist for Oakland.					
181	28-Apr-09	During random in-process inspection of Counterweight CW001-PP36, Caltrans Quality Assurance Inspector discovered that ZPMC personnel had cut and removed a section of the counterweight plate and re-welded a new plate section in place without the Engineer's approval. The dimensions of the base metal section removed is 3450 x 740mm.		Changxing Island, Shanghai, P.R. China	ZPMC-0227	Issue to be tracked under BTL #240.						Resolved
182	29-Apr-09	Caltrans Quality Assurance (QA) Inspector observed weld buttering of base metal to compensate for out of tolerance flatness. The repair area is located on the bottom panels at the transverse splice of Segments 3AW and 3BW, Working Point W3 (bottom panel to side panel, counterweight side). The previously noted distortion at this location was 10mm in 1000mm. An approved WPS for this repair was not available for QA Inspector review.		Changxing Island, Shanghai, P.R. China	ZPMC-0228	RESOLVED ON: 8/24/09 The work has been completed and accepted. See NPR and TL-16 ZPMC ceased buttering the surface of the base metal and removed the deposited weld. They cut the distorted joint apart and adjusted the flatness to be within specs. NDT to verify weld in compliance.	Concur with METS.	Concur with METS.				Resolved
185	20-Apr-09	The Contractor did not provide the details of tack welds and sequence of all welding and proceeded with the fabrication of 10 pieces of bikepath panel assemblies (BK4A). Currently, the fabrication of the bearing section of these assemblies were on hold because the horizontal end plate (BKPL7A) cannot be welded with the panel assembly stiffener (BKX11B) with the current configuration.		Changxing Island, Shanghai, P.R. China	ABF-RFI-001689R01;ABF-RFI-001690R00;ABF-RFI-	Work shall be performed per the approved as noted RFI1690R2 as follows: 1. Revise the double fillet weld connecting end diaphragm plate (BKPL6A) and bearing plate (BKPL7A) to a CJP. 2. PJP is not acceptable. All PJP shall be CJP. 3. NDT on CJP shall conform to the table in Special Provisions, Section 10-1.59 Steel Structure, subsection Inspection and Testing. 4. Acceptance/rejection of UT on CJP at connections of end diaphragm plates (BKPL6A, BKX11C, BKX11E, BKX11F, and BKX11G) and bearing plate (BKPL7A) shall conform to Table 6.3, UT Acceptance-Rejection Criteria-Tensile Stress, in AWS D1.5, Bridge Welding Code. 5. Acceptance/rejection of UT on CJP at other connections shall conform to Table 6.4, UT Acceptance-Rejection Criteria-Compressive Stress, in AWS D1.5, Bridge Welding Code. 6. In lieu of the original 6 mm double fillet welds, a single sided 12 mm fillet is acceptable, not 8 mm. 7. Install the 25mm thick plate (BKX11B) and end diaphragm plate (BKX11A) before placing the bearing plate (BKPL7A). 8. Due to accessibility and tight space, consider not installing stiffeners (not shown in the attached markup sheet) between stringers until assembly of bearing seats are completed.					S61	Pending
186	30-Apr-09	ABF stated that based on their preliminary survey data on "closed-rib stiffener offset before tack welding," it appears that the closed-rib alignment at certain locations will exceed the allowable dimensional tolerances. Per special provisions, the ribs shall align within 4mm and surfaces to be in contact shall have an offset no greater than 2mm after shimming.		Changxing Island, Shanghai, P.R. China	ABF-RFI-001766R00;ABF-SUB-	Work shall be performed per the approved as noted RFI1766R0 and Submittal 1217 (Shop drawings Sheet: USPL) as follows: 1. For U-Ribs with one or both sloping faces misaligned at any point by more than 4mm but less than 10mm, this reinforced splice shall be applied to both faces of the rib. 2. Use tapered shims where misalignment between the top and bottom of a rib face differs by more than 2mm. 3. At each rib wall, up to 2 plies of shimming may be used. 4. If misalignment is greater than 10mm, the Contractor shall notify the Department and shall propose or request other retrofit details. Contractor to install USPL as needed for locations exceeding the required tolerance.	Concurs with METS. Repair locations will be shown on the As-builts.	Concurs with METS.			S61	Pending
189	07-Jun-09	Caltrans Quality Assurance (QA) Inspector observed ZPMC welder Cao Tao #066163 welding root pass over 3 cracked tack welds on a Complete Joint Penetration (CJP) single bevel groove weld. Tack welds were partially ground and were being incorporated into the final weld. The welder was using the Flux Cored Arc Welding (FCAW) process in the 3G (vertical) position on weld joint SSD19-PP65-135 at Panel Point 65, FB13A.		Changxing Island, Shanghai, P.R. China	ZPMC-0271	Contractor to submit WRR used to repair weld joint SSD19-PP65-135 at Panel Point 65, FB13A.		None				Pending
192	07-Jun-09	Caltrans Quality Assurance (QA) Inspector observed that ZPMC had installed the U-rib splice plates connecting Segments 4AE/4BE. Random measurements were taken by the QA Inspector and offsets between the splice plates and U-Ribs were observed that exceed the approved		Changxing Island, Shanghai, P.R. China	ZPMC-0268	Work shall be performed per the approved as noted RFI 1766 up to a misalignment of 10mm. For alignment exceeding 10mm, Contractor shall notify the Department and propose or request other retrofit details. Retrofit is allowed for	Concur with METS. Locations of repairs will be shown on As-builts.	Concur with METS.				Pending

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Issue No	Date Initiated	Summary	WBS	Location	Initiated By	Proposed Resolution/Status	Construction Response	Design Response	CCO	Cost/Credit Material	SMR #	Status
		dimensional tolerances. No shim plates were installed to correct the offsets.				Segment 3AE/3BE and 4AE/4BE.						
195	03-Jun-09	On Segments 1AAW and 1AAE, Caltrans Quality Assurance Inspector found that the end stiffener plates (piece mark X194 at locations A2 and A40; X193 at locations A1 and A41) were tack welded at locations where they were required to be fitted as mill to bear. In locations requiring mill to bear, these stiffener plates were tack welded onto the bulkhead plate with weld length of approximately 75 mm to 125 mm. Stiffener plate X194 was tack welded on both sides and X193 has tack weld one side.		Changxing Island, Shanghai, P.R. China	ZPMC-0265	RFI1791 was submitted to request revising Mill to Bear Requirement for Bulkhead Stiffeners. Contractor's proposal to change the connection between the End stiffener PL and Bulkhead PL from mill-to-bear to CJP weld at section A40 (SEG1E) and section A41 (SEG1M) was allowed, provided the CJP weld bevel is tapered at a 1:1 slope or flatter at the weld terminations. It is understood that the weld within 50mm from the PT Strand bearing stiffeners PL will not receive UT due to limited access. The remainder of the CJP weld shall be 100% UT inspected per compression criteria.	Concurs with METS. Locations to be documented on As-Builts.	Concurs with METS.				Pending
196	03-Jun-09	Caltrans Quality Assurance (QA) Inspector observed ZPMC personnel removing temporary tack welds from SPCM Splice Plate X202E. This splice plate was temporarily tack welded to the outside of the bottom panel on the north end of Crossbeam CB3 and OBG Segment 4BW. The worker was using an oxy/fuel torch to remove the tack welds. The edge of the splice plate was damaged at 16 areas where the tack welds were removed.		Changxing Island, Shanghai, P.R. China	ZPMC-0264	RESOLVED ON: 8/25/09 The work has been completed and accepted. See NPR and TL-16	Concur with METS.	Concur with METS.				Resolved
202	27-May-09	This general Blue Tag Item references all the discovered Check Samples MTR's and Material Traceability that did not meet the minimum acceptance criteria (missed, rejected, or non-conforming).		Changxing Island, Shanghai, P.R. China	ZPMC-0256	Each Blue Tag item will be addressed separately under the METS Discussion area along with current resolution status.	Concur with METS.	Concur with METS.				Pending
208	02-Jul-09	Caltrans Quality Assurance (QA) Inspector observed four (4) 25F MEP threaded penetrations being removed on Segment 4BW at DP47A by carbon arc air gouging the weld. The 25F threaded MEPs were incorrectly installed on 4BW; the correct MEPs to be installed per plan were 25C. ZPMC did not have prior Engineer approval to remove the 25F MEPs.		Changxing Island, Shanghai, P.R. China	ZPMC-0311	This item to be tracked under BTL 149	Concurs with METS.	Concurs with METS.				Resolved
209	02-Jul-09	Caltrans Quality Assurance (QA) Inspector observed misalignment between T-stiffeners on the side panel of Segment 2AE (crossbeam side) at Panel Point 15. The misalignment between T-stiffeners was measured to be 7mm. The misalignment was also evident visually.		Changxing Island, Shanghai, P.R. China	ZPMC-0312	RESOLVED ON: 11/30/09 Work has been completed and Contractor has submitted all required documentation.						Resolved
216	20-Jun-09	During random in-process visual inspection of Floor Beam FB028- 012-143/134 (at Bay #3), Caltrans Quality Assurance (QA) Inspector observed single pass fillet welds that measured approximately 13mm. The supporting WPS (WPS-B-T-2133) is only qualified for a maximum single pass of 9mm.		Changxing Island, Shanghai, P.R. China	ZPMC-0303	RESOLVED ON: 11/30/09 ZPMC ground the welds specified size and performed the required NDT showing that the welds are in conformance. Also, ZPMC has instructed the shop foreman and QC of the importance of meeting fillet weld size and maintain required heat input values. METS believes this incident should be closed out by a TL-16.						Resolved
220	13-Jun-09	Caltrans Quality Assurance (QA) Inspector observed that: 1. The misalignment between Longitudinal Diaphragms LD008-001 (Segment 4AE) and LD018-001 (Segment 4BE) was measured as 12mm. This LD splice was subjected to heat straightening without the Engineer's approval. 2. The heat straightening report utilized at this location was not applicable to the specific work being performed. 3. A mechanical jack was utilized during this process and mechanical jacking was not specified for use on the heat straightening report. 4. Heat straightening was performed without the presence of ZPMC CWI/QC. 5. The base metal edges of the flanges were reduced by grinding to minimize the offset.		Changxing Island, Shanghai, P.R. China	ZPMC-0277	This item to be tracked under BTL 242	Concur with METS.	Concur with METS.				Resolved

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225	13-Jun-09	Caltrans Quality Assurance (QA) Inspector observed magnetic particle testing (MT) that had been performed and marked as accepted by ZPMC personnel on light pipe brackets associated with Counterweight CW018 (OBG Segment 2BW). The following observations were made after receipt of NDT inspection notification sheet, document #003351: 1. MT was performed and accepted through protective coating and/or rust. 2. Fillet Welds were wrapped – Approved drawing shows Piece No. X51G to be installed with a 6mm fillet weld on each side.		Changxing Island, Shanghai, P.R. China	ZPMC-0282	RESOLVED ON: 7/26/09 NDT has verified that the welds are acceptable.	Concur with METS.	Concur with METS.				Resolved
228	13-Jun-09	Caltrans Quality Assurance (QA) Inspector observed that the Contractor appears to have stenciled match marking identification numbers on two SPCM splice plates using a center punch rather than the required low stress stencil. Both parts are identified as X202E. Both plates are part of OBG crossbeam CB3. They connect the bottom panel of the crossbeam to the east and west lines.		Changxing Island, Shanghai, P.R. China	ZPMC-0286	RESOLVED ON: 8/23/09 Work has been completed. Contractor has acknowledged that this item must be addressed, and the item was added to the Master Punchlist item number 1116.	Concur with METS.	Concur with METS.				Resolved
230	13-Jun-09	Caltrans Quality Assurance (QA) Inspector observed that the Contractor appears to either have a Complete Joint Penetration (CJP) weld that has not been completed, or has an unspecified cope hole that is not identified on the approved contract drawings. The weld in question is located where the deck panel mounting flange (X53B) intersects and welds to the web plate. This condition was observed on Suspender Brackets SB20E, SB20W, SB22E, SB22W, SB24E, SB24W, SB26E, SB26W, SB28E and SB28W.		Changxing Island, Shanghai, P.R. China	ZPMC-0288	RESOLVED ON: 8/25/09 Work was completed and last item was cleared on Master Punchlist by Caltrans on 6-5-2009. Submittal of documentation by Contractor being tracked on Documentation Punchlist.	Concur with METS.	Concur with METS.				Resolved
241	02-Aug-09	Base metal distortion repair without Engineer's approval.		Changxing Island, Shanghai, PRC	ZPMC-0341	This item to be tracked under BTL 240						Resolved
242	02-Aug-09	This general Blue Tag Item references all the discovered improper heat straightening and/ or mechanical jacking.		Changxing Island, Shanghai, PRC	ZPMC-0340;ZPMC-0719;ZPMC-0791;ZPMC-0801;ZPMC-0813	Each Blue Tag item will be addressed separately under the METS Discussion area along with current resolution status.	Concurs with METS.	Concurs with METS.				Pending
243	02-Aug-09	HSR without engineer approval on DP 437A		Chanxing Island, Shanghai, PRC	ZPMC-0339	This item to be tracked under BTL 240						Resolved
247	02-Aug-09	Oversized holes drilled in the web of the LD at Segment 2AE to 2BE splice location, between PP 16 and 17 (Cross Beam Side).		Changxing Island, Shanghai, PRC	ZPMC-0335	This item to be tracked under BTL 149	Concur with METS.	Concur with METS.				Resolved
248	02-Aug-09	Base metal repair to mis-located drilled holes located at Floor Beam FB020-005 without an approved WPS repair procedure.		Changxing Island, Shanghai, PRC	ZPMC-0334	Contractor to provide WRR along with NDT documentation for mis-located drilled holes.						Resolved
249	02-Aug-09	CWR not followed during repair to Floorbeam to Diaphragm welds at the following locations: SSD19-PP024-004/005, SSD20-PP025-004/005, SSD16A-PP026-003/004, SSD17A-PP027-003/004, SSD18A-PP028-004/005 located at Panel Points 24~28 of Segment 4AE and 4BE.		Changxing Island, Shanghai, PRC	ZPMC-0333	This item to be tracked under BTL# 149 RESOLVED ON: 8/25/09 Contractor submitted CWR as well as MT and UT reports verifying repair was performed in conformance with Contract specifications. Repair areas SSD19-PP024-004/005, SSD20-PP025-004/005, SSD16A-PP026-003/004, SSD17A-PP027-003/004, SSD18A-PP028-004/005 located at Panel Points 24~28 of Segment 4AE and 4BE and submit subsequent NDT. Track repairs under "Master Punchlist" item number 1363.	Concur with METS.	Concur with METS.				Resolved
250	02-Aug-09	Flame cutting damage to Deck Plate identified as DP673A on Corner Assembly CA065 in Segment 9DW		Changxing Island, Shanghai, PRC	ZPMC-0332							Pending
251	02-Aug-09	Improper welding on SP207		Changxing Island, Shanghai, PRC	ZPMC-0331	This item to be tracked under BTL 191						Resolved
252	02-Aug-09	Excessive root opening on Floor Beam web plates in Segment 8AE on the Crossbeam side between Panel Points 61 and 64		Changxing Island, Shanghai, PRC	ZPMC-0330	Contractor to provide documentation that the welds are acceptable. ZPMC to revise procedures for cutting to minimize uneven edges.						Pending
254	02-Aug-09	This general Blue Tag Item references all the discovered damages and/or distortions that did not meet the minimum acceptance criteria.		Changxing Island, Shanghai, PRC	ZPMC-0328;ZPMC-0757;ZPMC-0767;ZPMC-0781;ZPMC-0782	Each Blue Tag item will be addressed separately under the METS Discussion area along with current resolution status.	Concur with METS.	Concur with METS.				Pending
255	02-Aug-09	See BTL 257		Changxing Island, Shanghai, PRC	ZPMC-0327							Resolved
257	02-Aug-09	Cope holes sizes do not confirm to drawings located at the side panel (SP) complete joint penetration (CJP) butt welds and the bottom plates where the FL3 type floor beam (FB) penetrates through the side plates on Segments 6AW, 7BW, 7DE, and 7DW		Changxing Island, Shanghai, PRC	ZPMC-0324	Issue to be tracked under BTL# 149						Resolved

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/bt255:Side Panels SP623B, SP626A, and SP 626B												
261	30-Aug-09	Caltrans Quality Assurance Inspector observed ZPMC QC change the joint designs on Cross Beam 7 & 10 from 8mm fillets to the following CJP welds: WPS-B-T-2232-Tc-U4c-F-1 (with steel backing bar)(2G) and WPS-B-T-2233-Tc-U4c-F-1 (with steel backing bar)(3G). This joint design change was performed without prior engineer approval.		Changxing Island, Shanghai, P.R. China	ZPMC-0362	Contractor to revise weld maps to reflect weld change along with NDT documentation.						Resolved
263	30-Aug-09	During random verification Magnetic Particle Testing (MT) of the mis-drilled hole repair area on OBG Floor Beam FB020-005 (FL3) on 10CE, Caltrans Quality Assurance (QA) Inspector discovered one (1) linear indication after ZPMC performed MT inspection.		Changxing Island, Shanghai, P.R. China	ZPMC-0365	**See BT 262** ZPMC has attached the MT report, however, no weld repair was required so, there will not be an additional CWR as indicated in the Action Required segment of the NCT.						Resolved
266	30-Aug-09	Caltrans Quality Assurance (QA) Inspector observed Storage of Materials and Distorted Material that are not in compliance with the contract documents. The materials observed are located throughout the outdoor storage areas of ZPMC facilities. These members include EP128B (for 9DW) SB66W, SB56E, BK001-013, TR1A, TR1D and FB012-035 near Bay 13; FB003-152 (distorted), FB003-155 (distorted), FB023-007, BP025A-005 (distorted), SB44E, SB46W, FB011-029 and DP688 (for 10AW) at the trial assembly yard.		Changxing Island, Shanghai, P.R. China	ZPMC-0370	ABF/ZPMC has made some corrections. This issue has been fully addressed. NPR was accepted Feb. 8, 2010.						Resolved
269	30-Aug-09	Quality Assurance (QA) Inspector observed the in-process welding of a base metal repair being performed on side plate SP307 and SP426A adjacent to side plate splice weld No.SEG028B-032 on OBG Segment 6AE. Approximately four areas of 75mm x 75mm of filler material were deposited into four locations, in and around the splice weld to rectify the fit up of the traveler rail bolt attachments by building up the surface thickness to compensate the gap at the faying surface. These additional welds are not in the approved shop drawings or weld map. This is an unacceptable base metal repair and was performed without the approval of the Engineer.		Changxing Island, Shanghai, P.R. China	ZPMC-0366	Provide NDT documentation to show that base metal is sound. Issue will be tracked under BTL 216						Pending
271	29-Aug-09	ZPMC personnel applied Intercure 200HS coating to exposed galvanized bolts of Suspender Bracket SB26E (Lift L4E) prior to application of subsequent topcoat application. ZPMC then applied the full finish coat of Interfine 979 polysiloxane over the Intercure 200HS. The application of the Intercure 200HS is not in accordance with the Special Provisions.		Changxing Island, Shanghai, PRC	ZPMC-0360	This item to be tracked under BTL 163 Based on METS email dated 12/23/09 entire surface was reblasted and repainted... including the bolts... also, later on, the suspender brackets were removed due to space conflicts for packing/shipping. Then entire surface where this issue is located has areas of high DFTs and is generally non-uniform. Surface may be blasted and re-painted for this reason. 9/17/09: The C-face of Lift L4E has been abrasive blasted. The improper coating has been removed; this issue is resolved.						Resolved
272	14-Aug-09	Caltrans Quality Assurance (QA) Inspector observed the joint survey on stiffeners offset measurement at OBG Segment 1AAW to 1AW. In comparing the offset survey data on July 29, 2009 provided by ABF to the joint survey data on August 11, 2009, it was found that the stiffeners with offset exceeding 3mm tolerance previously have now been corrected. Per the "approved as noted" Dimensional Control Plan (DCP) revision 8, it was found that a correction of each millimeter offset should require a stiffener unzip length of 150mm. According to the QA measurement of the total unzip length at 18 locations on the Segment 1AAW end stiffener and 1AW open rib stiffener, the adjustment made to these stiffeners have exceeded this DCP requirement of L/150.		Changxing Island, Shanghai, P.R. China	ZPMC-0357	Contractor submitted RF11870R2, R1, and R0 for repair procedure. The locations in question were retrofitted by the usage of bracing plates per the approved RFIs.	Concur with METS. Locations repaired will be shown on the As-builts.	Concur with METS.				Pending
273	14-Aug-09	Caltrans Quality Assurance Inspector (QA) observed that the contractor has neglected to keep the fillet welded joint of the internal intermediate diaphragm with SPCM Cross Beam bottom plate (BP-25A) in close contact to prevent distortion or bending on OBG Segment 4BW. The maximum deflection at the end of the plate measured 600mm over a distance of 8880mm.		Changxing Island, Shanghai, P.R. China	ZPMC-0356	This item to be tracked under BTL# 254 RESOLVED ON: 12/25/09 The weld in question has been accepted with NDT documentation. Department has notified ABF regarding this incident. Pending for Contractor's response.	Concur with METS.	Concur with METS.				Resolved
278	11-Aug-09	During random in-process visual inspection of Floor Beams FB011-030-020,041, FB011-033-034, FB011-		Changxing Island, Shanghai, P.R.	ZPMC-0351	Welds to be repaired with NDT documentation provided by ABF/ZPMC.	Concurs with METS.	Concurs with METS.				Resolved

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Issue No	Date Initiated	Summary	WBS	Location	Initiated By	Proposed Resolution/Status	Construction Response	Design Response	CCO	Cost/Credit Material	SMR #	Status
		028-034, Caltrans Quality Assurance (QA) Inspector observed single pass fillet welds that exceeded the maximum allowable single pass weld size of 9mm. The weld sizes measured approximately 12mm and 14mm.		China								
282	11-Aug-09	BTL 282- VT and MT inspection on holdback welds at the CB204A-004, 006, 010, 012,016 018, 023 and 024. Rejectable undercuts were found measuring up to a maximum of 1.75 mm deep in multiple (SPCM) Hold back areas. These welds are listed below. These welds were previously approved and accepted by ZPMC QC.		Changxing Island, Shanghai, P.R. China	ZPMC-0347	This item to be tracked under 188	Concur with METS.	Concur with METS.				Resolved
283	14-Sep-09	Caltrans Quality Assurance (QA) inspector observed a joint survey of bottom panel flatness at the 1AAW to 1AW segment transverse splice weld joint. The surface flatness survey data was taken on the exterior side (flat side of the weld) of the bottom panel between survey point B2 and B3 (1150mm away from point B2). The out of flatness measurement across the transverse splice is 7mm over a length of 600mm, where the 600mm ruler is centered over the weld joint. Caltrans Quality Assurance (QA) inspector also observed a joint survey of bottom panel flatness at the 1AAE to 1AE segment transverse splice weld joint. The surface flatness survey data was taken on the exterior side of the bottom panel at survey point B1, B3, and B4. The out of flatness measurement across the transverse splice is 7mm over a length of 600mm. Per RFI 1869R0, the out of flatness at the transverse splice weld also occurred in panels for Lift 1E, 3E, 3W, 4E, and 4W.		Changxing Island, Shanghai, P.R. China	ZPMC-0378	The contractor proposed addressing this item by heat straightening. The work repair was captured in the trial assembly yard. Per RFI 1869R0, the out of flatness at the transverse splice weld also occurred in panels for Lift 1E, 3E, 3W, 4E, and 4W. In the Department's response to RFI1869R0, the flatness tolerance deviation of 6mm was allowed.	Concurs with METS. Locations where tolerances were allowed 6mm will be documented in a "Memo to file".					Pending
285	14-Sep-09	This Quality Assurance Inspector (QA) observed that the contractor has performed T-stiffeners splice weld between panel point 93 and 94 in Segment 10CE. The contractor used a steel backing on a T-Stiffener that does not conform to the code requirements. This steel backing bar is from an unknown material source and is not in intimate contact with the base metal. The location of this joint is on SP633A closest to the bottom panel.		Changxing Island, Shanghai, P.R. China	ZPMC-0380	CT has notified ABF regarding this incident. Pending for Contractor's response.						Pending
287	14-Sep-09	On September 6, 2009 ZPMC called for final inspection of Lift L3E internal. The following non-conforming items were noted: 1. Dry film thicknesses of Interzinc 22 that are less than the contract minimum of 90µm and less than the SSPC-PA2 spot value thickness of 72µm (20% allowance) 2. Interzinc 22 coating applied over rusty surfaces 3. Interzinc 52 repair areas larger than the 150x150mm maximum allowable area		Changxing Island, Shanghai, P.R. China	ZPMC-0382	This item to be tracked under BTL 163 Based on METS email dated 12/23/09 applicable areas were repaired... IZ 52 repair size restriction was lifted.						Resolved
288	22-Sep-09	This Quality Assurance Inspector (QA) observed that the contractor is deviating from the AWS D1.5 Code requirements for heat straightening. The contractor used an overhead crane to lift one end of a side panel while local heat was being applied. This method deviated from the ZPMC Heat Straightening Report (HSR1) #7439. The side panel in question is for OBG Segment 9DW (SEG 055A) with Side Panels designation SP772B, SP732B, SP494B, and SP672B.		Changxing Island, Shanghai, P.R. China	ZPMC-0394	Per NPR 377R1, ZPMC concurs with this NCR and the QA Department has issued an internal NCR regarding this issue. ZPMC is providing the HSR1 to show the procedure used to heat straighten and NDT documentation showing that the welds affected are acceptable.						Resolved
292	22-Sep-09	Caltrans Quality Assurance (QA) Inspector observed that the contractor performed weld repairs for linear indications orientated in the transverse segment splice weld designated as OBE1A-008 (Bottom Panel) without prior approval of the Engineer. The three (3) UT Transverse Indications were on Bottom Panel Transverse Splice of Segment 1AE to 1BE.		Changxing Island, Shanghai, P.R. China	ZPMC-0399	This item to be tracked under BTL 262						Resolved
293	23-Sep-09	Missed MT Indication and porosity by QC on Bottom Panel to Side Panel Weld at Segment 1AAE.		Changxing Island, Shanghai, P.R. China	ZPMC-0402	This item to be tracked under BTL 258						Resolved
294	23-Sep-09	Bent WT Stiffener at OBG Segment 5CE Discovered.		Changxing Island, Shanghai, P.R. China	ZPMC-0403	Issue tracked under Blue Tag item# 254.						Resolved
295	23-Sep-09	Non-approved base metal distortion repair at OBG Segment 6BW Deck Panel.		Changxing Island, Shanghai, P.R. China	ZPMC-0404	Issue will be tracked under BTL# 240.						Resolved

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Issue No	Date Initiated	Summary	WBS	Location	Initiated By	Proposed Resolution/Status	Construction Response	Design Response	CCO	Cost/Credit Material	SMR #	Status
296	23-Sep-09	Missed UT transverse indications by QC on 1AAW to 1AW Segment Transverse Splice at Edge Panel on Counterweight side.		Changxing Island, Shanghai, P.R. China	ZPMC-0405	This item to be tracked under BTL 262						Resolved
297	24-Sep-09	The Quality Assurance Inspector (QA) observed that the contractor deviated from approved drawing sheet no. SEGSD16A by cutting a beam cope/weld access hole. This non-approved beam cope/weld access was cut into the Deck Panel Diaphragm at the vertical splice connecting plates DP501A to DP339A to the Floor Beam on segment 9BE at PP74. The splice is located approximately 1730mm measured from the end of Deck Panel.		Changxing Island, Shanghai, P.R. China	ZPMC-0406	CT has notified ABF regarding this incident. Pending for Contractor's response.						Pending
299	30-Sep-09	Unapproved base metal repair to correct distortion at 1AAE Bottom Panel		Changxing Island, Shanghai, P.R. China	ZPMC-0409	This item to be tracked under BTL# 254 RESOLVED ON: 12/25/09 ZPMC has performed repair with acceptable NDT record.						Resolved
301	30-Sep-09	Missed MT Transverse Indications by QC on the Side Panel Segment Splice at 1AAW/1AW		Changxing Island, Shanghai, P.R. China	ZPMC-0411	This item to be tracked under BTL 258						Resolved
302	09-Oct-09	Vertical Weld in Downward Progression in Crossbeams 8 and 12		Changxing Island, Shanghai, P.R. China	ZPMC-0416	ZPMC QC confirmed that down hand welding was performed in locations identified in the NCR. ZPMC QC has generated a CWR to remove the down hand welds and replace the weld in conformance with the applicable WPS. A CWR for the weld in CB8 has been approved by Caltrans, and CWR for the weld in CB12 is currently being processed.						Resolved
303	16-Nov-09	ZPMC cut a non-complying notch in the bevel face preparation of the weld joint for the traveler rail on T-joint identification number 10TR3-034-014.		Changxing Island, Shanghai, P. R. China	ZPMC-0457	ABF discussed the repair of notches and or gouges regarding plate cut edges with ZPMC QA/QC and the requirement of Engineers approval. Gouge is in the weld preparation. Per AWS D1.5 paragraph 3.3.4.1 root openings twice the thickness of the thinner part or 20mm may be repaired by welding and AWS D1.5 paragraph 12.17.2 (7) allows up to 10mm or 1/4 the base metal thickness whichever is less without Engineers approval. On the other hand, these excessive root openings are to be brought into compliance prior to joining the parts by welding or unacceptable weld discontinuities can occur.						Resolved
305	16-Nov-09	Distortion near the 6AW deck panel splice weld was repaired by unapproved base metal repair procedure.		Changxing Island, Shanghai, P. R. China	ZPMC-0455	Issue tracked under Blue Tag #254						Resolved
307	16-Nov-09	Distortion of an upper flange of Floor Beam member at PP43 after weld repair. During the repair, this fillet weld was changed into a CJP.		Changxing Island, Shanghai, P.R. China	ZPMC-0453	Issue to be tracked under BTL# 254.						Resolved
320	31-Oct-09	No notification of UT for Caltrans QA on Bikepath Cantilever Brackets when accessible to verify backing bar splice joints.		Changxing Island, Shanghai, P.R. China	ZPMC-0432	This item to be tracked under BTL 214. Documentation of NDT results to be submitted by ABFJV.	Concurs with METS. Note revised CJP welds to PJP for end plate on cantilever beams will be documented in the As-builts. Note 1st Voyage Shipment, these welds were CJPs required NDT results were received by the Department.	N/A				Resolved
321	22-Oct-09	The contractor removed a floorbeam section without engineer's approval. A new piece of plate replaced the removed section and was being welded in place. This introduces an additional weld splice in FB5A at PP33 (Segment 5BW).		Changxing Island, Shanghai, P.R. China	ZPMC-0431	The repair was performed few months ago. ABF provided the RFI2018 on Jan 6, 2010 in addressing the repair and the extent of the problem. The RFI was responded on Jan 11, 2010. The remaining work and inspection shall be done per the RFI response. Issue to be tracked under BTL# 240.	Concur with METS.					Resolved
322	22-Oct-09	Cold bending of SPCM materials. The SPCM is identified as FB202A. The FCW joint is identified as CB202E-014-002 (Crossbeam 14).		Changxing Island, Shanghai, P.R. China	ZPMC-0430	CT has notified ABF regarding this incident. Pending for Contractor's response.						Pending
325	09-Oct-09	A missed UT indication by QC on CW002B		Changxing Island, Shanghai, P.R. China	ZPMC-0417	This item to be tracked under BTL 256						Resolved
326	22-Oct-09	Unapproved Peening Process was used on Segment 1AAW to 1AW.		Changxing Island, Shanghai, P.R. China	ZPMC-0429	This item to be tracked under BTL 149						Resolved
330	18-Dec-09	During in-process inspection of Segment 5BW, Caltrans Quality Assurance (QA) Inspector discovered localized distortion in the WT Stiffeners. The distortion was apparent on the Side Plate WT Stiffener cope hole locations at the FL3 penetrations. Subsequent inspection revealed similar distortion in Segments 5BE, 6AW, 6AE,		Changxing Island, Shanghai, PRC		RFI2004R0 has addressed this issue.	Concurs with METS					Void

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Issue No	Date Initiated	Summary	WBS	Location	Initiated By	Proposed Resolution/Status	Construction Response	Design Response	CCO	Cost/Credit Material	SMR #	Status
		6CW, 6CE, and 9DW. Further inspection will be required to determine the full extent of this problem.										
332	30-Nov-09	There are known edge distance issues between the barrier holes and the Number 2 Deck Plate stiffener, caused by mis-locating the stiffener. Measurements in Lift 2E and 1W were provided by ABF.		Shanghai, Changxing Island (PRC)	ABF-RFI-001985R00	Department approved a repair procedure referenced in RFI 1985. Reference "METS Discussion" above on this allowable repair procedure. Repairs of the undersized fillet weld shall take place in China. The bolting method as described in the approved RFI shall be followed during the installation of the barrier rails and documented by the Department Stateside. A CCO is under current consideration by the Department modifying the bolting and plate requirements.	Concurs with METS.	Concurs with METS.			77	Resolved
333	24-Dec-09	Report is to document Quality Management, Minor Repairs, Material Substitutions, and Shop Drawing Revisions from the RFIs for OBG Shipments. Brief description of RFIs will be provided under METS Discussion area. The Log of RFIs will be updated through out the project.		Shanghai, Changxing Island (PRC)		Detailed resolution of RFIs and changes on shop drawings are provided in PMIV. Report is to document these known agreed upon changes by Construction, Design and METS.	Minor Repairs, Shop Drawing Revisions will be shown on the As-builts. Quality Management and Material Substitutions will be noted in "Memo to File" for the project.					Pending
335	11-Dec-09	During the period of June to December 2009, the Contractor identified transverse cracks in FCAW welds. These cracks were initially identified in fillet welds utilizing a Hyundai Supercored 71H FCAW electrode. After investigative testing on welds in which the same electrode was used, the Department and Contractor identified which welds required further testing and evaluation.		Changxing Island, Shanghai, PRC		1.) Agreed upon locations are further evaluated for transverse indications using the revised UT procedure 2.) Repair of Transverse Cracks utilizes revised welding procedures a. Elevated Pre-heat and post weld heat treat b. Wait 48 hours prior to performing final UT 3.) New FCAW welding utilizes a 250 degree (F) pre-heat 4.) The Contractor is performing Ultrasonic Testing utilizing Scanning Pattern "D" along with QA verification.	Concurs with METS. Acceptance of report will be filed under "Memo to file" for project files.	Concurs with METS.				Pending
336	25-Feb-10	OBG Segment 6AE FL3 X22B Plate at PP39 was damaged during the transportation of the Crossbeam. ABF performed heat straightening		Changxing Island, Shanghai, P.R. China	ZPMC-0655							Pending
338	30-Nov-09	Blasting and Painting of OBG Segment 6CE prior to obtaining the "QA Approval Form"		Changxing Island, Shanghai, P.R. China	ZPMC-0465	"ZPMC has cleared the items on this NCR on the Punchlist and is providing documentation to show that the items documented are now acceptable. This segment has been green tagged completely as well." This issue is tracked under the Voyage 2 Punchlist Item #195.						Resolved
340	07-Dec-09	Missed MT indication by QC on various components in Segment 6CW.		Changxing Island, Shanghai, P.R. China	ZPMC-0468	Contractor to submit NDT records to show welds are in conformance with contract requirements.						Resolved
342	10-Dec-09	OBG 6AW Floorbeam FB019-001 does not meet the flatness requirement per AASHTO Section 11.4.13.2 "Flatness of Panels"		Changxing Island, Shanghai, P.R. China	ZPMC-0484	The Contractor proposed performing heat straightening to correct the flatness issue. This issue is tracked under the Voyage 2 Punchlist Item #166.		Flatness issue shall be addressed per AASHTO requirement.				Resolved
343	13-Dec-09	Contractor is to address issues regarding WT stiffener web flatness and flange bolting vertical offset per the response in RFI2004.		Changxing Island, Shanghai, P.R. China	ZPMC-0488;ABF-RFI-002004R00	-Reference the retrofit as stated in RFI 2004 and perform repair accordingly. -This issue is tracked under Voyage 1 Punchlist Item 1712 (Lifts 1,2,3,4 E and W) -This issue is tracked under Voyage 2 Punchlist Items 401-407, 422, 425, 427, 431, 432, 436, and 437. -This issue is tracked under Voyage 4 Punchlist Items 320, 321, 326, 437-439, 441-444, 450-456, 459-461, and 567. -This issue is tracked under Voyage 5 Punchlist Items 65 and 167.		Webs with a bulge less than 3mm are acceptable and fit for purpose. Provide retrofit plate of 12x75x1000mm each side of the web, centered at the bulge.				Pending
344	22-Dec-09	An I-rib stiffener for Segment 5AW to 5BW were welded in a misaligned position		Changxing Island, Shanghai, P.R. China	ZPMC-0503	"ZPMC is providing dimensional data to show that I rib misalignment is acceptable." This issue is tracked under the Voyage 2 Punchlist Item #344.						Resolved
345	23-Dec-09	Panel Flatness of Segment 5AW Side Panel is exceeding the tolerance as required in the contract		Changxing Island, Shanghai, P.R. China	ZPMC-0508	"ZPMC has heat straightened the side panels noted in the NCR and has attached the heat straightening record and NDT which shows that						Resolved

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						welds were not affected by the heat straightening. The results of the heat straightening were acceptable as noted by the closing of the item on the work Punchlist which is verified by Caltrans inspectors."						
346	23-Dec-09	Vertical T-Stiffener to Deck Plate Open Rib Stiffener Bolt Hole Misalignment in Segment 6CW. It was found that some T-Stiffeners were mislocated.		Changxing Island, Shanghai, P.R. China	ZPMC-0518	X106H was cut and realign to fit the drilled holes on the stiffener RS32A.						Resolved
							This issue is tracked under the Voyage 2 Punchlist Item #337.					
347	23-Dec-09	Segment 6BE/6CE Side panel flatness out of tolerance		Changxing Island, Shanghai, P.R. China	ZPMC-0519;ABF-RFI-001869R03	Contractor to perform heat straightening and NDT welds affected by the heat straightening.						Resolved
348	23-Dec-09	Side Panel Flatness out of tolerance for Lift 5E		Changxing Island, Shanghai, P.R. China	ZPMC-0531;ABF-RFI-001869R03	ZPMC will address the skin flatness using heat straightening.						Resolved
							This issue is tracked under the Voyage 2 Punchlist Item #334.					
349	24-Dec-09	Skin flatness allowable tolerance not met at Side Panels on Lift 5W		Changxing Island, Shanghai, P.R. China	ZPMC-0533;ABF-RFI-001869R03	ZPMC will perform weld repair and address the skin flatness using heat straightening.						Resolved
							This issue is tracked under the Voyage 2 Punchlist Item #333.					
350	17-Nov-09	Deflection noted on a localized area of the Longitudinal Diaphragm Web @ Segment 5CE. The deflected area was later replaced by the new base metal per the approved RFI 1938.		Changxing Island, Shanghai, P.R. China	ABF-RFI-001938R00;ABF-RFI-	ZPMC proposes to introduce a CJP splice into LD2A and replace the portion of deflected LD web by a new piece of base metal measured 300x800mm with two R=30mm rat-holes.						Resolved
354	22-Dec-09	Segment 5CW Heat Straightening in wet conditions; Approved HSR not being followed		Changxing Island, Shanghai, P.R. China	ZPMC-0504	"ZPMC is providing NDT documentation of the welds in question to show that they are acceptable after deviation from the approved HSR."						Resolved
							This issue is tracked under the Voyage 2 Punchlist Item #343.					
355	23-Dec-09	Excessive Root Opening at the Floor Beam Flange to the Top Flange of the Longitudinal Diaphragm for Segment 6BW		Changxing Island, Shanghai, P.R. China	ZPMC-0509	"ZPMC has repaired the missed indications present and retested the welds for acceptability." ZPMC also will provide NDT documentation showing the welds are sounds.						Resolved
							The changes on the weld details shall be reflected in the "As-built" drawing.					
							This issue is tracked under the Voyage 2 Punchlist Item #341.					
358	08-Jan-10	Welding was performed on Misaligned T-rib Stiffener to T-rib Stiffener splice joint across Segment 6AE/6BE		Changxing Island, Shanghai, P.R. China	ZPMC-0587	ZPMC has cut the misaligned welds out and has realigned them. This correct alignment has been verified.						Resolved
							This issue is tracked under the Voyage 2 Punchlist Item #366.					
359	10-Jan-10	Straightness/flatness deviation outside of allowable tolerance noted at Open rib Stiffener to Open rib Stiffener joint (Edge Panel of 5AW to 5BW)		Changxing Island, Shanghai, P.R. China	ZPMC-0593	Perform weld repair and subsequent NDT.						Resolved
							This issue is tracked under the Voyage 2 Punchlist Item #388.					
360	14-Jan-10	6BW to 6CW Stiffener to Stiffener weld joints were welded with offset exceeding 3mm		Changxing Island, Shanghai, P.R. China	ZPMC-0606	ZPMC will cut off the ribs and re-welded them to rectify the misalignment issue.						Resolved
							This issue is tracked under the Voyage 2 Punchlist Item #394.					
361	23-Jan-10	ZPMC personnel cut the web from the flange of a WT stiffener in the Partial Height Crossbeam Diaphragm located at PP46.		Changxing Island, Shanghai, P.R. China	ZPMC-0619	Repair will require the addition of a weld not shown on the approved shop drawings. ZPMC is providing the NDT records which show that the base metal is acceptable after repair.						Resolved
							This issue is tracked under the Voyage 2 Punchlist Item #423.					
363	01-Mar-10	Unapproved Heat Straightening of Deck Plate Diaphragm at Diaphragm to Floorbeam Top Flange weld to correct perpendicular alignment issue between Deck Plate and Diaphragm Plate, 6AW		Changxing Island, Shanghai, P.R. China	ZPMC-0659	Pending resolution from Contractor.						Pending

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365	27-Jan-10	The reentrant corner (flare) in the approved drawings specify a 50mm radius for the connection between vertical floorbeam flange (stiffener) X7J and Longitudinal Diaphragm flange plate X42A. It has been noted that at some locations the as-built reentrant corner is less than 50mm in radius. ABFJV considers the minimum acceptable radius for a reentrant corner as 25mm provided there is a smooth transition that meets the adjacent edges.		Changxing Island, Shanghai, P.R. China	ZPMC-0627;ABF-RFI-002075R00	Contractor submitted RFI 2075 to close this issue. This issue is tracked under the Voyage 2 Punchlist Item #439.		Leave as-is.			S61	Pending
						In Voyage 4, the above documented reentrant corner dimension are accepted as fit-for-purpose.						
						In Voyage 5, the reentrant corner are within the radius of 25-50mm. This is within the acceptable range per RFI 2075.						
						In Voyage 6, the reentrant corner are within the radius of 25-50mm. This is within the acceptable range per RFI 2075.						
						In Voyage 7, the reentrant corner are within the radius of 25-50mm. This is within the acceptable range per RFI 2075.						
366	30-May-09	Wrapped around welds were used for weld termination in areas that did not indicate wrap around welds. The Contractor file an RFI regarding this issue, suggesting to leave the wrap around welds as is.		Changxing Island, Shanghai, P.R. China	ABF-RFI-001786R00	The Contractor will follow the RFI response in closing this issue.					S61	Pending
						This issue is tracked under the Voyage 2 Punchlist Item #239.						
						This issue is tracked under the Voyage 4 Punchlist Item #415 and 423.						
367	12-Mar-10	Initiated by inspection of Lift 6AW. Tolerance for the perpendicular alignment between the deck plate diaphragm and the deck plate has been limited to a maximum of 10mm out of square when measuring with a carpenter's square at 650mm below the deck plate. Local panel flatness was limited to 7mm measured vertically from the deck plate using a 710mm straight edge.		Changxing Island, Shanghai, P.R. China	ABF-RFI-002083R00	Reference RFI2083R0.		Assess the flatness, panel distortion and heat straightening performed (if any) in other floorbeam locations, and may require additional NDT, and strengthening in the form of: -Additional bolted plates to the diaphragms and flanges (SK 2083R0-2 and SK 2083R0-3) -Where floorbeam panels below the top flange exceed the flatness tolerance, bolted angles shall be applied to those panels, per SK 2083R0-4.				Void
						This item is being tracked by Voyage 2 Punchlist Item #173. Retrofit plates will be added to floorbeams which were straightened in Lift 6AW in Oakland.						
						Inspection efforts of remaining lifts will continue in China and appropriate action will be taken as required.						
						For Lift 1 thru 6 (excluding 6W), identify and record locations where offset exceeds 10mm. Refer to Sketch 1 & 2 sent by Design in response to RFI 2083 - Global Tolerance for floorbeam to diaphragm alignment.						
368	05-Feb-10	Due to the modified barrier details for the OBG, the already drilled holes on Lifts 1-6 differ from the new design spacing.		Changxing Island, Shanghai, P.R. China	ABF-RFI-002042R00	The 80mm spacing from the roadside face of the barrier to the 6 bolt pattern will be maintained for Lifts 1-6. The spacing for Lifts 7-14 will be changed from 80mm to 55mm per the new detail.			44			Pending
						For Lifts 5-6, this issue will be addressed by the Voyage 2 Punchlist item #503 and #504.						
372	24-May-10	During the Quality Assurance (QA) random visual inspection of Orthotropic Box Girder (OBG) Floor beam FB3108-001 in Bay 3 for Lift 13E, QA Inspector discovered unknown temporarily tack welded steel plate to a Seismic Performance Critical Member (SPCM)		Changxing Island, Shanghai, P.R. China	ZPMC-0706	Proposed resolution from contractor.						Pending
373	28-Jul-10	Documentation of the 22 Master Punchlist items are reported in the "2010-07-28 OBG Shipment 3 (Voyage 4) Combined Punchlist for Oakland" and were signed by both the Department and ABFJV. The combined punchlist was generated to capture the remaining "Category D" items to be completed in Oakland, California.		Changxing Island, Shanghai, P.R. China		Documented repairs and inspections of items listed will commence in Oakland. Please reference the "2010-07-28 OBG Shipment 3 (Voyage 4) Combined Punchlist for Oakland" for further details. This combined punchlist are issued with the state letter 05.03.08-000038. The letter confirms that as of "07-29-10 (CST) that ABF and the Department are in agreement with the items (22 in total) listed on the Voyage 4 Punch list."					S61	Pending
374	16-Jul-10	Some weld access holes (copes) were not fabricated according to the size indicated in the approved shop drawings. In the memorandum "Review of 'As Fabricated' Cope Holes on the Orthotropic Box Girder" on Sept. 4, 2009, a 5mm plus or minus dimension has been discussed as an acceptable cope size. This blue tag log is to document the locations of where the cope holes exceeded the previously discussed acceptable size.		Changxing Island, Shanghai, P.R. China	TC-RFI-00025R0;TC-RFI-0025R1;TC-RFI-0025R2;TC-RFI-0025R3;TC-RFI-0025R4	Leave the oversized cope as-is. Each cope hole size will be evaluated. On a case-by-case basis, the areas of concerns could be considered as fit-for-purpose upon design and Construction consensus.		Refer to the response in TC-RFI0025.				Pending
375	21-Jun-10	There are three OBG Segments (L7E, L7W and L8E) applied Final coated with exceeded color difference in Special Provisions Requirement in OBG shipment 3. There are three OBG Segments (5AW, 5BW, 7BE, 7BW, 7CW, 7EW, 8AW, 8BE, 8BW and 8CW) applied Mist-coated with exceeded color difference in Special Provisions Requirement in OBG shipment 2 and 3.		Changxing Island, Shanghai, P.R. China		Refer to the Chem Branch of Translab, the allowed variation color difference acceptance criteria is 2.0. Base on the Chem Branch of Translab information, the color difference meet the allowed variation. Therefore, METS will approve the results as concession.						Void

Filter ((Cat='Major Issues' OR Cat='Second-Tier Issues' OR Cat='Quality Management Issues') AND Location like '%shanghai%' AND (status='Pending' OR status='Briefing' OR status='Resolved' OR status='Void'))

Issue No	Date Initiated	Summary	WBS	Location	Initiated By	Proposed Resolution/Status	Construction Response	Design Response	CCO	Cost/Credit Material	SMR #	Status
376	23-Aug-10	For Pier E2 Diaphragms and Floorbeams requiring TTP material, Quality Assurance discovered material being used in these locations without ASTM A770/A770M reduction of area tests being performed.		Changxing Island, Shanghai, China	TC-RFI-0112R1	Per TC-RFI-0112R1 response, perform ASTM A770/A770M testing of production plate witnessed by the Department of same heat numbers to qualify material as TTP for use at Pier E2 Diaphragms and Floorbeams requiring TTP. Note: TC-RFI waived requirement of per plate to per heat.		Concurs with METS				Pending
377	22-Sep-10	Documentation of the 7 Master Punchlist items are reported in the "2010-09-22 OBG Shipment 4 (Voyage 5) Combined Punchlist for Oakland" and were signed by both the Department and ABFJV. The combined punchlist was generated to capture the remaining "Category D" items to be completed in Oakland, California.		Changxing Island, Shanghai, P.R. China		Documented repairs and inspections of items listed will commence in Oakland. Please reference the "2010-09-22 OBG Shipment 4 (Voyage 5) Combined Punchlist for Oakland" for further details. This combined punchlist are issued with the state letter 05.03.08-000039. The letter confirms that as of "09-23-10 (CST) that ABF and the Department are in agreement with the items (7 in total for OBG) listed on the Voyage 5 Punch list."					S61	Pending
380	19-Nov-10	Documentation of the 11 Master Punchlist items are reported in the revised "2010-11-19 OBG Shipment 5 (Voyage 6) Combined Punchlist for Oakland" and was signed by both the Department and ABFJV. The combined punchlist was generated to capture the remaining "Category D" items to be completed in Oakland, California.		Changxing Island, Shanghai, P.R. China		Documented repairs and inspections of items listed will commence in Oakland. Please reference the revised "2010-11-19 OBG Shipment 5 (Voyage 6) Combined Punchlist for Oakland" for further details. This revised combined punchlist are issued with the state letter 05.03.08-000041. The letter confirms that as of "11-19-10 (CST) that ABF and the Department are in agreement with the items (11 in total for OBG) listed on the Voyage 6 Punch list."						Pending
381	28-Jan-11	Results from the independent test, taken place on Jan 25, 2011 in Fugro Laboratory in Hong Kong revealed that the Gloss value for a Finish Coat Interfine 979 mixed paint sample from batch nos.LM8944(for Part A)and LM3019(for Part B)does not meet the Contract requirement.		Changxing Island, Shanghai, P.R. China	TC-RFI-0367R0	The paint has been applied to many of the components currently erected in Oakland. The tests were performed ASTM D523-89. Contractor proposes to leave as is.						Pending
382	22-Jan-11	Documentation of the 5 Master Punchlist items are reported in the "2011-01-22 OBG Shipment 6 (Voyage 7) Combined Punchlist for Oakland" and were signed by both the Department and ABFJV. The combined punchlist was generated to capture the remaining "Category D" items to be completed in Oakland, California.		Changxing Island, Shanghai, P.R. China		Documented repairs and inspections of items listed will commence in Oakland. Please reference "2011-01-22 OBG Shipment 6 (Voyage 7) Combined Punchlist for Oakland" for further details.					S61	Pending
392	14-May-11	Documentation of the 13 Master Punchlist items are reported in the "2011-05-14 OBG Shipment 7 (Voyage 8) Combined Punchlist for Oakland" and were signed by both the Department and ABFJV. The combined punchlist was generated to capture the remaining "Category D" items to be completed in Oakland, California.		Changxing Island, Shanghai, P.R. China		Documented repairs and inspections of items listed will commence in Oakland. Please reference "2011-05-14 OBG Shipment 7 (Voyage 8) Combined Punchlist for Oakland" for further details.						Pending
393	16-Jun-11	ZPMC painted various Lift 13 weld joints prior to completing required welding and NDT		Changxing Island, Shanghai, P.R. China	ZPMC-0990							Pending
394	08-Jul-11	QA noted non-conforming paint coatings at the interior surfaces of OBG Lift 13 East		Changxing Island, Shanghai, PR China	ZPMC-1000							Pending
395	28-Jul-11	Bikepath railings were fabricated not meeting the required tolerance and not conforming to the approved drawings		Changxing Island, Shanghai, PR China	ZPMC-1024							Pending
396	22-Aug-11	Documentation of the 65 Master Punchlist items are reported in the "2011-08-22 OBG Shipment 8 (Voyage 9) Combined Punchlist for Oakland" and were signed by both the Department and ABFJV. The combined punchlist was generated to capture the remaining "Category D" items to be completed in Oakland, California.		Changxing Island, Shanghai, P.R. China		Documented repairs and inspections of items listed will commence in Oakland. Please reference "2011-08-22 OBG Shipment 8 (Voyage 9) Combined Punchlist for Oakland" for further details.						Pending
397	13-Jun-11	The following is a discussion on Survey Dimensional Verification for East End OBG involving the following RFIs for Lifts 13, 14, Crossbeam 18 and 19. TC-RFI-0081R0 Location of Saddle Grillage TC-RFI-0086R0 East Cable Anchorage Tolerances TC-RFI-0034R2 Fabrication Tolerances at Bearing and Shear Keys Pier E2 TC-RFI-0125R0 Misalignment CB19 ABF-RFI-002159R0 Hinge A Fabrication and Erection Tolerances		Changxing Island, Shanghai, China		Out of Tolerance areas address, settlement..... How did we solve them... List TC-RFIs (RFI2335, TC-RFI348R----- D	N/A	N/A				Pending

Filter ((Cat='Major Issues' OR Cat='Second-Tier Issues' OR Cat='Quality Management Issues') AND Location like '%shanghai%' AND (status='Pending' OR status='Briefing' OR status='Resolved' OR status='Void'))

Issue No	Date Initiated	Summary	WBS	Location	Initiated By	Proposed Resolution/Status	Construction Response	Design Response	CCO	Cost/Credit Material	SMR #	Status
Quality Management												
21	19-Mar-07	Missing minimum required data in WQCP.		ZPMC, Shanghai, China	ZPMC-0002	This item to be tracked under BTL# 149 RESOLVED ON: 7/30/07 The WQCP was revised and resubmitted and was AAN on 7-26-07 by METS.	Construction did not issue NCR to contractor.	N/A				Briefing
23	06-Feb-07	1) ABF QCM and onsite representatives allowed ZPMC to radiograph PQR test plates HP2006136, HP2006117-2, HP2006116, HP2006128, and HP2006133 using film side IQI indicators in place of Source side IQI indicators. 2) ABF QCM and onsite representatives allowed ZPMC to radiograph PQR test plates HP2006117-2 and HP2006116 using Cobalt 60 for a radiographic source in place of Iridium 192.		Changxing Island, Shanghai, PRC	ZPMC-0001	Contractor to retest nonconforming PQRs and ensure that future radiograph testing to comply with Contract documents.	N/A	N/A				Resolved
48	26-Nov-07	The Contractor performed straightening on 6 plates to be used for OBG floorbeam webs using procedures that have not been approved by the Engineer.	E-L01-SG1.055	Changxing Island, Shanghai, China	ZPMC-0016	This item to be tracked under BTL 149	In progress.	In progress.				Resolved
52	07-Nov-07	ABF allowed ZPMC welding personnel to weld T-Stiffeners to Orthotropic Box Girder (OBG) bottom plate, panel 42-A, without removing the paint from the weld joint area.	E-L01-SG1.055	Changxing Island, Shanghai, China	ZPMC-0013	This item to be tracked under BTL# 163 RESOLVED ON: 11/28/07 Contractor would ensure paint was removed before welding.	Did not issue NCR since there has not been any more incidents.					Resolved
53	07-Jan-08	Zhenhua Port Machinery Ltd, Changxing Island (ZPMC) is improperly handling and storing floor beams and Seismic Performance Critical Material (SPCM) in fabrication Bay 7.	E-L01-SG1.055	Changxing Island, Shanghai, PRC	NCR-000018	This item to be tracked under BTL 214	Construction (SK) decided not to forward ZPMC 17 to ABF because the non-conformance activity had been resolved..	Construction (SK) decided not to forward ZPMC 17 to ABF because the non-conformance activity had been resolved..				Resolved
54	16-Jan-08	ZPMC's QC did not identify defects on T-stiffener fillet welds where undercut exceeded 1 mm in depth or areas with notches that were located at the fillet weld transitions into the weld access hole of the T-stiffeners.	E-L01-SG1.055	Changxing Island, Shanghai, PRC	NCR-000024	RESOLVED ON: 2/8/08 Issued to Contractor (NCT-0014); No response requested by METS. Will be tracked as a QMI.	Issued to Contractor (NCT-0014).	Issued to Contractor (NCT-0014).				Resolved
55	16-Jan-08	The Contractor did not identify an undersized fillet weld joining a WT stiffener to a side plate (weld joint # 013 on side plate panel # SP-030).	E-L01-SG1.055	Changxing Island, Shanghai, PRC	NCR-000025	This item to be tracked under BTL 188	Issued to Contractor (NCT-0015).	Issued to Contractor (NCT-0015).				Resolved
57	16-Jan-08	ABF allowed ZPMC to perform welding without inspection by approved Quality Control inspectors.	E-L01-SG1.055	Changxing Island, Shanghai, PRC	NCR-000027	This item to be tracked under BTL 214	Issued to Contractor (NCT-0017).	Issued to Contractor (NCT-0017).				Resolved
58	28-Jan-08	During inspection of an OBG Floor Beam, ABF allowed ZPMC to exceed the maximum interpass welding temperature of 230° C. The actual interpass welding temperature observed and recorded by this QA Inspector was 275° C. This incident occurred on OBG Floor Beam identified as FB016-03.	E-L01-SG1.055	Changxing Island, Shanghai, PRC	ZPMC-0027	This item to be tracked under BTL 191	Construction decided not to forward NCR-ZPMC-0027 to ABF.	Construction decided not to forward NCR-ZPMC-0027 to ABF.				Resolved
59	28-Jan-08	This general Blue Tag Item references all the discovered RT Indications that did not meet the minimum acceptance criteria (missed, rejected, or non-conforming).	E-L01-SG1.055	Changxing Island, Shanghai, PRC	NCR-000033	Each Blue Tag item will be addressed separately under the METS Discussion area along with current resolution status.	Issued to Contractor (NCT-0018).	Issued to Contractor (NCT-0018).				Pending
60	28-Jan-08	The Contractor missed defects in welds during UT inspection. The Contractor did not identify a Class A indication that is not in compliance with AWS D1.5 (2002) Table 6.3 in floorbeam panel FB008-01.	E-L01-SG1.055	Changxing Island, Shanghai, PRC	NCR-000034	RESOLVED ON: 2/8/08 Issued to Contractor (NCT-0019); No response requested by METS. Will be tracked as a QMI.	Issued to Contractor (NCT-0019).	Issued to Contractor (NCT-0019).				Resolved
61	28-Jan-08	ABF's Quality Control did not identify a crack during their visual and MT inspection. ZPMC personnel accepted the weld 014 on BP026-01 after visual inspection and MT had been conducted. ZPMC did not identify a 5 mm long crack indication on weld 014, which was discovered by QA inspector during the 10% MT verification.	E-L01-SG1.055	Changxing Island, Shanghai, PRC	NCR-000035	This item to be tracked under BTL 264	Issued to Contractor (NCT-0020).	Issued to Contractor (NCT-0020).				Resolved
62	28-Jan-08	The Contractor missed cracks in welds during visual inspection. The Contractor did not identify transverse cracks at the start and stop areas of welds on side plate SP-0030.	E-L01-SG1.055	Changxing Island, Shanghai, PRC	NCR-000036	This item to be tracked under BTL 188	Issued to Contractor (NCT-0021).	Issued to Contractor (NCT-0021).				Resolved
67	05-Feb-08	The Contractor's Quality Control Manager did not submit Welding Report within 10 days following the performance of welding of SAS superstructure for the week of 01-21-2008 to 01-27-2008.	E-L01-SG1.055	Changxing Island, Shanghai, PRC	NCR-000044	This item to be tracked under BTL 214	Issued to Contractor (NCT-0025).	Issued to Contractor (NCT-0025).				Resolved
68	05-Feb-08	The Contractor did not conform to approved working drawings. The Contractor used a hand held mechanical beveller instead of a gas cutting machine as described in the approved Deck Plate Panel Fabrication Procedure.	E-L01-SG1.055	Changxing Island, Shanghai, PRC	NCR-000045	This item to be tracked under BTL 149	Issued to Contractor (NCT-0027).	Issued to Contractor (NCT-0027).				Resolved
69	11-Feb-08	The Contractor's Quality Control Manager did not include the welding of OBG Weld Trial #2 in the submitted Weekly Welding Report for the week that the weld trial welding was performed.	E-L01-SG1.055	Changxing Island, Shanghai, PRC	NCR-ZPMC-0056	This item to be tracked under BTL 214	Issued to Contractor (NCT-0028)	Issued to Contractor (NCT-0028)				Resolved

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Issue No	Date Initiated	Summary	WBS	Location	Initiated By	Proposed Resolution/Status	Construction Response	Design Response	CCO	Cost/Credit Material	SMR #	Status
72	19-Feb-08	The Contractor did not follow approved working drawings. The Contractor did not use a template to determine the amount of grinding required to produce the required depth of groove for the closed rib to deck plate SAW cover pass as described in approved fabrication procedures.	E-L01-SG1.055	Changxing Island, Shanghai, PRC	ZPMC-0069	This item to be tracked under BTL 149	ABF-NPR-000064R01; Issued to Contractor (NCT-0039).	ABF-NPR-000064R01; Issued to Contractor (NCT-0039).				Resolved
75	19-Feb-08	The Contractor performed welding without sufficient preheat. AWS D1.5 requires a minimum preheat temperature of 10 degrees Celsius; the measured preheat measured by the Contractor's QC was 8 degrees Celsius. This occurred on the GMAW root pass of closed rib weld #2 on OBG deck panel DP-057.	E-L01-SG1.055	Changxing Island, Shanghai, PRC	NCR-000073	RESOLVED ON: 2/20/08 Issued to Contractor (NCT-0041); No response requested by METS. Will be tracked as a QMI.	Issued to Contractor (NCT-0041).	Issued to Contractor (NCT-0041).				Resolved
79	19-Feb-08	Surfaces welded do not conform to workmanship requirements for preparation of base metal. Groove faces of closed ribs welded to deck plate were not smooth or uniform and were not free from rust.	E-L01-SG1.055	Changxing Island, Shanghai, PRC	ZPMC-0070	This item to be tracked under BTL 191	Issued to Contractor (NCT-0040); Contractor's response documented in ABF-NPR-000036R01	N/A				Resolved
80	26-Feb-08	The Contractor's Quality Control failed to identify defects in welds. The Contractor's Quality Control did not identify a crack found in the area of a GMAW root pass weld that was excavated for repair.	E-L01-SG1.055	Changxing Island, Shanghai, PRC	NCR-000079	This item to be tracked under BTL 188	Issued to Contractor (NCT-0046).	Issued to Contractor (NCT-0046).				Resolved
81	28-Jan-08	American Bridge/Fluor (ABF) and ZPMC Quality Control (QC) allowed the Contractor to weld without following the approved shop drawings. Detail "WT1" on shop drawing sheet "GN3" describes typical weld terminations and has not been approved for the floorbeam to flange connections.	E-L01-SG1.055	Shanghai, China	ZPMC-0031	The proposed detail WT1 on sheet GN3 is acceptable for use at the floorbeam stiffener to floorbeam flange weld per RFI 1178. Sheet GN3 will be redlined accordingly.	Concurs with METS. As-builts will incorporate revised change.	Concurs with METS.				Pending
88	04-Mar-08	The Contractor's performance of NDT did not conform to approved working drawings. The Contractor performed ultrasonic testing (UT) on closed rib weld production monitoring test (PMT) using a correction factor of 0.8 mm. The approved UT procedure requires a correction factor of 1.2 mm.	E-L01-SG1.055	Changxing Island, Shanghai, PRC	NCR-000083	This item to be tracked under BTL# 214 RESOLVED ON 3/10/08 Issued to Contractor (NCT-0049); No response requested by METS. Will be tracked as a QMI.	Issued to Contractor (NCT-0049).	Issued to Contractor (NCT-0049).				Resolved
90	06-Mar-08	The Contractor performed repairs on components without receiving prior Engineer approval. The Contractor performed base metal repairs on areas that were damaged during the tack welding process. This occurred on welds #3 through #8 of deck panel DP-027-001.	E-L01-SG1.055	Changxing Island, Shanghai, PRC	ZPMC-0082	This item to be tracked under BTL 240	ABF-NPR-000077R02; Issued to Contractor (NCT-0052).	ABF-NPR-000077R02; Issued to Contractor (NCT-0052).				Resolved
91	11-Mar-08	The Contractor performed unapproved heat straightening. The Contractor performed heat straightening on a 14-mm thick stiffener that was welded onto a floorbeam web plate. The stiffener was out of straightness by 10 mm in 390 mm. It was observed that the stiffener was out of tolerance when it was fit-up onto the assembly. This occurred on stiffener marked X82 - X82K for floorbeam FB-026-001.	E-L01-SG1.055	Changxing Island, Shanghai, PRC	NCR-000088	This item to be tracked under BTL 242	Issued to Contractor (NCT-0054)	Issued to Contractor (NCT-0054)				Resolved
93	23-Mar-08	The Contractor performed repairs without receiving prior Engineer approval. This occurred on weld #6 of OBG deck panel DP-005-001.	E-L01-SG1.055	Changxing Island, Shanghai, PRC	NCR-000096	NCT-0060 issued to the Contractor. Department requests Contractor to submit a repair procedure to be authorized by the Engineer.	Concurs with METS.	Concurs with METS.				Resolved
99	10-Apr-08	The Contractor performed welding using welding electrode that did not conform to the approved WPS.	E-L01-SG1.055	Changxing Island, Shanghai, PRC	NCR-000108	This item to be tracked under BTL# 149 RESOLVED ON: 5/6/08 Issued to Contractor (NCT-0084); No response requested by METS. Will be tracked as a QMI.	Issued to Contractor (NCT-0084).	Issued to Contractor (NCT-0084).				Resolved
100	10-Apr-08	The Contractor did not properly perform in-process cleaning while performing welding. The Contractor welded over previously deposited metal without stopping to remove slag from or brushing clean the previously deposited weld.	E-L01-SG1.055	Changxing Island, Shanghai, PRC	ZPMC-0106	This item to be tracked under BTL 191	ABF-NPR-000041R00; Issued to Contractor (NCT-0086).	ABF-NPR-000041R00; Issued to Contractor (NCT-0086).				Resolved
101	10-Apr-08	The Contractor performed welding that was not in conformance to the approved WPS. The Contractor performed a critical weld repair (CWR) using the SMAW process instead of the FCAW process that was approved for the repair.	E-L01-SG1.055	Changxing Island, Shanghai, PRC	NCR-000110	This item to be tracked under BTL# 149 RESOLVED ON: 5/6/08 Issued to Contractor (NCT-0088); No response requested by METS. Will be tracked as a QMI.	Issued to Contractor (NCT-0088).	Issued to Contractor (NCT-0088).				Resolved
102	10-Apr-08	The Contractor did not provide continuous QC inspection while deck plate welding was being performed. The presence of the Contractor's QC inspector was not observed during the splicing of deck panels from 15:00 to 16:00 on 04-05-2008.	E-L01-SG1.055	Changxing Island, Shanghai, PRC	NCR-000111	This item to be tracked under BTL 214	Issued to Contractor (NCT-0087).	Issued to Contractor (NCT-0087).				Resolved
103	08-Apr-08	The Contractor did not build-up the entire groove face of the joint to acceptable dimensions. The Contractor performed welding to correct excessive root opening between two parts at the root portion of the joint only.	E-L01-SG1.055	Changxing Island, Shanghai, PRC	ZPMC-0101	This item to be tracked under BTL# 149 RESOLVED ON: 12/12/08 Issued to Contractor (NCT-0081); METS requests response from Contractor. (Category 1 & 3)	Issued to Contractor (NCT-0081).					Resolved

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Issue No	Date Initiated	Summary	WBS	Location	Initiated By	Proposed Resolution/Status	Construction Response	Design Response	CCO	Cost/Credit Material	SMR #	Status
105	15-Apr-08	The Contractor performed welding without providing continuous QC inspection. The Contractor was observed performing tack welding of closed ribs to deck plates between 22:00 and 23:20 on 04/11/2008 without a certified welding inspector (CWI) present. This occurred on OBG deck panels DP053-001 and DP325-001.	E-L01-SG1.055	Changxing Island, Shanghai, PRC	NCR-000116	RESOLVED ON: 7/2/08 Issued to Contractor (NCT-0093); No response requested by METS. Will be tracked as a QMI.	Issued to Contractor (NCT-0093).	Issued to Contractor (NCT-0093).				Resolved
106	21-Apr-08	The Contractor did not perform proper QC documentation of welding. The Contractor performed repair welding on stiffener fillet welds on SPCM side panel SP-092-001 under observation of QC personnel; however the QC inspector was not documenting welding parameters (volts, amps, travel speed, etc.) during his inspection. When QA inquired about this, the QC inspector responded that welding parameters did not need to be recorded for repairs. This is in violation of the Contractor's approved Welding Quality Control Plan (WQCP). There were 20 undocumented repairs performed on this component.	E-L01-SG1.055	Changxing Island, Shanghai, PRC	NCR-000120	No response requested by METS. Will be tracked as a QMI on BTL 214.	Issued to Contractor (NCT-0097).	None				Resolved
107	21-Apr-08	The Contractor welded over surfaces that do not conform to requirements for weld preparation. The Contractor performed the GMAW root pass of the closed rib to deck plate weld over areas that contained oil on the welded surfaces.	E-L01-SG1.055	Changxing Island, Shanghai, PRC	NCR-000121	This item to be tracked under BTL 191	Issued to Contractor (NCT-0098).	Issued to Contractor (NCT-0098).				Resolved
108	14-Apr-08	The Contractor performed welding of closed ribs to box shell plate using unapproved welding procedures. Due to a mechanical malfunction with the closed rib welding machine, the Contractor welded a closed rib to the deck plate by welding one stem of the rib at a time.	E-L01-SG1.055	Changxing Island, Shanghai, PRC	ZPMC-0109	This item to be tracked under BTL 149	Issued to Contractor (NCT-0090).					Resolved
109	15-Apr-08	The Contractor performed complete joint penetration (CJP) welds without the use of weld tabs. This was observed on floorbeam weld joint numbers FB017-001-125, FB026-02-125, FB026-01-125, FB017-02-125, FB018-02-125, FB018-01-125, FB025-01-125, and FB025-02-125.	E-L01-SG1.055	Changxing Island, Shanghai, PRC	NCR-000117	This item to be tracked under BTL 191	ABF-NPR-000110R00; ZPMC-0114: Issued to Contractor (NCT-0095).					Resolved
110	21-Apr-08	The Contractor missed cracks found in welds and performed base metal repair without receiving prior Engineer approval. This occurred in tack weld #11 of weld number DP-324-002-007 and in tack weld #'s 11 and 13 of weld number DP-324-002-008.	E-L01-SG1.055	Changxing Island, Shanghai, PRC	ZPMC-0115	RESOLVED ON: 2/14/09 ZPMC performed weld repairs. ZPMC also performed MT and VT inspection to ensure the weld repair is acceptable. METS requests Contractor to submit a repair procedure for approval by the Engineer.	ABF-NPR-000120R00; Issued to Contractor (NCT-0096).					Resolved
112	12-May-08	The Contractor missed rejectable indications while performing UT. The Contractor did not identify areas of closed rib to box shell plate partial joint penetration (PJP) groove welds that have a depth of penetration less than 80% of the rib thickness.	E-L01-SG1.055	Changxing Island, Shanghai, PRC	ZPMC-0122	This item to be tracked under BTL 256	ABF-NPR-000125R00; Issued to Contractor (NCT-0104).	ABF-NPR-000125R00; Issued to Contractor (NCT-0104).				Resolved
113	16-May-08	The Contractor performed base metal repair without prior Engineer approval. The Contractor was observed depositing additional weld metal to (buttering) the edge of plate BP9A in order to correct insufficient plate width. It was observed that approximately 30mm of built-up weld metal extends from the plate edge along the full length of the plate.	E-L01-SG1.055	Changxing Island, Shanghai, PRC	ZPMC-0124	RESOLVED ON: 12/31/08 The weld has been repaired (CWR B-WR337R0) and accepted as verified by NDT results. The Contractor responded on 13-Aug-2008 (TL-08-1709). Response did not include documentation of the repair that was performed.	ABF-NPR-000065R01; Issued to Contractor (NCT-0105).					Resolved
114	16-May-08	The Contractor repaired cracks in welds without prior Engineer approval. This occurred on repair of cracks that were identified by QC visual examination on weld joint #s -007 and -008 of segment SEG-016A, which were welds performed with ceramic backing.	E-L01-SG1.055	Changxing Island, Shanghai, PRC	ZPMC-0125	This item to be tracked under BTL 240	ABF-NPR-000126R00; Issued to Contractor (NCT-0106).					Resolved
115	16-May-08	The Contractor removed temporary fit-up aids and performed base metal weld repairs without following the approved repair procedure. ZPMC did not perform magnetic particle examination of the excavated areas prior to repair welding as stated in the approved repair procedure.	E-L01-SG1.055	Changxing Island, Shanghai, PRC	ZPMC-0126	This item to be tracked under BTL 240	ABF-NPR-000108R01; Issued to Contractor (NCT-0107).					Resolved
116	16-May-08	The Contractor accepted weld repairs that resulted in unacceptable weld surface profiles. During QA magnetic particle testing of closed rib to box shell plate weld repairs, multiple indications were observed at the toe of welds that had previously been found acceptable by the Contractor.	E-L01-SG1.055	Changxing Island, Shanghai, PRC	ZPMC-0127	This item to be tracked under BTL 264	Issued to Contractor (NCT-0108).					Resolved
117	29-May-08	The Contractor performed repair of SPMC material without prior Engineer approval. Depth of weld excavation for the repairs exceeded 65% of the weld size.	E-L01-SG1.055	Changxing Island, Shanghai, PRC	ZPMC-0128	This item to be tracked under BTL 240	ABF-NPR-000071R02; Issued to Contractor (NCT-0109).					Resolved

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Issue No	Date Initiated	Summary	WBS	Location	Initiated By	Proposed Resolution/Status	Construction Response	Design Response	CCO	Cost/Credit Material	SMR #	Status
118	29-May-08	The Contractor performed straightening of members using means that have not been approved by the Engineer. The Contractor placed the deck panel DP017-001 into a hydraulic press plate bender and applied pressure to straighten the outer edge of the panel.	E-L01-SG1.055	Changxing Island, Shanghai, PRC	ZPMC-0129	This item to be tracked under BTL 242	ABF-NPR-000128R00; Issued to Contractor (NCT-0110).					Resolved
121	29-May-08	The Contractor performed base metal repairs without prior approval of the Engineer.	E-L01-SG1.055	Changxing Island, Shanghai, PRC	ZPMC-0133	RESOLVED ON: 11/6/08 ABF-NPR-000131R01 on 31-Oct-08 ZPMC attached final VT and MT reports for closure of this NCR. Issued to Contractor (NCT-0114). METS requests response from Contractor.	ABF-NPR-000131R01; Issued to Contractor (NCT-0114).					Resolved
122	29-May-08	The Contractor performed straightening of members using means that have not been approved by the Engineer. The Contractor placed the deck panel DP051-001 into a hydraulic press plate bender and applied pressure to straighten the outer edge of the panel. The same incident happened on DP051-001 on the second day after the Contractor had been notified about the incident.	E-L01-SG1.055	Changxing Island, Shanghai, PRC	ZPMC-0132	This item to be tracked under BTL 242	ABF-NPR-000063R03; Issued to Contractor (NCT-0113).					Resolved
127	26-Jun-08	The Contractor is using fabrication jigs, aids and fixtures that were not described in working drawings. The Contractor is using temporary supports for the construction of OBG segment 3BE that were not described in approved fabrication procedures.	E-L01-SG1.055	Changxing Island, Shanghai, PRC	ZPMC-0141	This item to be tracked under BTL 149	ABF-NPR-000136R00; Issued to Contractor (NCT-0124).					Resolved
130	02-Jul-08	The Contractor performed weld repairs using unapproved procedures. On multiple occasions, the Contractor was observed grinding OBG closed rib base metal to mask areas of underfill. Approved closed rib weld repair procedures require that underfill be repaired with deposition of additional weld metal prior to grinding. This was observed in various deck panels undergoing repairs.	E-L01-SG1.055	Changxing Island, Shanghai, PRC	ZPMC-0144	This item to be tracked under BTL 240	ABF-NPR-000156R00; Issued to Contractor (NCT-0127).					Resolved
132	16-Jul-08	The Contractor missed rejectable indication while performing ultrasonic test. The Contractor did not identify Class A rejectable indication of the CJP weld splicing side plate C5 and bottom plate D6. This "Class A" indication measures 15 mm long and the Y location is 1820 mm on the CJP weld joint # SEG-016-008.	E-L01-SG1.055	Changxing Island, Shanghai, PRC	ZPMC-0149	This item to be tracked under BTL 256	ABF-NPR-000165R00; Issued to Contractor (NCT-0159)	ABF-NPR-000165R00; Issued to Contractor (NCT-0159)				Resolved
133	11-Aug-08	The Contractor performed OBG corner assembly that did not follow the sequence of the approved fabrication procedures. The Contractor tack welded bulkhead plates onto OBG corner assembly before the splice plates and the truss posts are installed on the bulkhead plates. This occurred on the corner assembly of OBG Segment 3AE.	E-L01-SG1.055	Changxing Island, Shanghai, PRC	ZPMC-0156	This item to be tracked under BTL 149	ABF-NPR-000107R00; Issued to Contractor (NCT-0146).	ABF-NPR-000107R00; Issued to Contractor (NCT-0146).				Resolved
135	28-Jul-08	The Contractor welded over surfaces that were not prepared in conformance to the specifications. The Contractor welded over a backgrounded surface that had not been ground to bright metal. This was observed during the overhead welding of the CJP corner joint between Bottom Panel BP084-001 and Side Panel SP146-001 of OBG Segment 5BW.	E-L01-SG1.055	Changxing Island, Shanghai, PRC	ZPMC-0152	Issue will be tracked under BTL# 191	ABF-NPR-000142R01; Issued to Contractor (NCT-0141).					Resolved
137	11-Aug-08	The Contractor performed straightening using methods that have not been approved by the Engineer. The Contractor performed heat straightening on OBG edge panel EP-004A by blocking up one end of the panel and applying additional mechanical force during heating. This method was not previously approved in the WQCP.	E-L01-SG1.055	Changxing Island, Shanghai, PRC	ZPMC-0154	This item to be tracked under BTL 242	Issued to Contractor (NCT-0144).					Resolved
138	11-Aug-08	The Contractor performed critical weld repair on SPCM material without Engineer approval. The Contractor corrected the length of edge panels by building up with weld metal to an approximate length of 20mm without prior Engineer approval. The maximum allowable thickness of weld to be deposited is 4.5mm for edge plates with nominal thickness of 18mm. This occurred on edge panels EP017 and EP005.	E-L01-SG1.055	Changxing Island, Shanghai, PRC	ZPMC-0155	RESOLVED ON: 11,11,08 Issued to Contractor (NCT-0145); METS requests response from Contractor. (Category 1) The resolution can be found in ABF-NPR-000100R01.	ABF-NPR-000100R01; Issued to Contractor (NCT-0145).					Resolved
143	14-Sep-08	The Contractor's performance of quality control (QC) inspection did not conform to contract requirements or to approved working drawings. During repair welding of deck panel DP562-001, the Caltrans QA inspector noted that the QC inspector was checking but not recording welding parameters.	E-L01-SG1.055	Changxing Island, Shanghai, PRC	ZPMC-0169	Issue to be tracked under BTL# 214	ABF-NPR-000171R00; Issued to Contractor (NCT-0160).	ABF-NPR-000171R00; Issued to Contractor (NCT-0160).				Resolved
148	15-Sep-08	The Contractor's performance of quality control (QC) inspection did not conform to contract requirements or to approved working drawings. During repair welding of deck panel DP567-001, the Caltrans QA inspector noted that the QC inspector was checking but not recording welding parameters.	E-L01-SG1.055	Changxing Island, Shanghai, PRC	ZPMC-0175	This item to be tracked under BTL 149	ABF-NPR-000174R00; Issued to Contractor (NCT-0164).	ABF-NPR-000174R00; Issued to Contractor (NCT-0164).				Resolved

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149	15-Sep-08	This general Blue Tag Item references all the discovered fabrications without following approved working drawings and/or fabrication procedures, WPS or WQCP. **** 1 NCR since August 1, 2010 ****		Changxing Island, Shanghai, PRC	ZPMC-0172;ZPMC-0664;ZPMC-0678;ZPMC-0682;ZPMC-0687;ZPMC-0690;ZPMC-0691;ZPMC-0698;ZPMC-0699;ZPMC-0700;ZPMC-0703;ZPMC-0711;ZPMC-0715;ZPMC-0726;ZPMC-0734;ZPMC-0738;ZPMC-0759;ZPMC-0760;ZPMC-0763;ZPMC-0765;ZPMC-0762;ZPMC-0773;ZPMC-0775;ZPMC-0783;ZPMC-0816	Fabrication without following approved working drawings, fabrication procedures, WPS, WQCP will be addressed under the METS Discussion area for each Blue Tag item referenced along with current resolution status.	Concurs with METS.					Pending
150	15-Sep-08	The Contractor performed unapproved weld repairs. The Contractor performed repairs of cracks in base metal without prior Engineer approval. It was noted that the Contractor's QC inspector was not recording the welding parameters during the repair. This was observed in base metal repairs to deck panel DP582-001 on cracks found at the ends of weld joint #'s -008 and -009.		Changxing Island, Shanghai, PRC	ZPMC-0173	This item to be tracked under BTL 240	ABF-NPR-000164R00; Issued to Contractor (NCT -0163).					Resolved
152	29-Sep-08	Quality Assurance Inspector located a 12.0 mm linear indication by magnetic particle (MT) examination within the previously inspected and accepted weld area by ZPMC Quality Control Non Destructive Testing (NDT) personnel on longitudinal diaphragm LD007-003.		Changxing Island, Shanghai, PRC	ZPMC-0180	This item to be tracked under BTL 264						Resolved
159	04-Dec-08	The Contractors Quality Control (QC) Ultrasonic Testing (UT) technicians have accepted nonconforming class A indications on welds SEG-019-027 and SEG-019-028.		Changxing Island, Shanghai, PRC	ZPMC-0198	This item to be tracked under BTL 256		None				Resolved
160	08-Nov-08	A cracklike indication was overlooked by the ABF/ZPMC Quality Control Inspector while performing magnetic particle verification on weld # SP726A-001-030 located on the SP726A-001 side plate sub assembly. After confirmation by the ABF/ZPMC Quality Assurance Inspector, the Contractor agreed a critical weld repair will be issued prior to welding the repair.		Changxing Island, Shanghai, China	ZPMC-0191	This item to be tracked under BTL 264						Resolved
161	16-Nov-08	The Contractor's Quality Control Inspector overlooked a 2 to 3mm in length cracklike indication found with Magnetic Particle Testing on weld # FB011-017-003 located on the FB011-017 floor beam sub assembly. The Contractor's Quality Assurance group agreed the indication was a crack and agreed a Critical Weld Repair (CWR) was necessary in order to repair.		Changxing Island, Shanghai, China	ZPMC-0192	This item to be tracked under BTL 264						Resolved
162	11-Nov-08	The contractors Quality Control (QC) Magnetic particle Testing (MT) technicians have accepted nonconforming linear indications along the weld toes on the following welds DP-326-002 weld 065, DP-461-001 welds 040, 037 and 019. These welds join the floor beam diaphragm to the deck panel closed ribs.		Changxing Island, Shanghai, China	ZPMC-0194	This item to be tracked under BTL 264						Resolved
164	28-Mar-09	In reference to ZPMC-0209, 0212, and 0216, QC missed MT indications at the following locations: OBG segments 3AW and 3BW on tack weld joints OBW-3A-002 and OBW-3A-004; OBG Segment 1BE, joints SSD45-PP10.5-107, SSD49-PP12-106 and SSD49-PP12-107; CSD4-PP22-069, CSD4-PP22-071, CSD4-PP22-073 and CSD4-PP22-134; OBG Segment 3AE, CSD4-PP22-069, CSD4-PP22-071, CSD4-PP22-073 and CSD4-PP22-134. Linear indications ranged from 10 to 30mm in length.		Changxing Island, Shanghai, PRC	ZPMC-0209;ZPMC-0212;ZPMC-0216	ZPMC QC inspectors received documented training per Section 6.26.2 of AWS D1.5 in regards to performing MT inspections. Frequency of MT inspections was increased. The welds noted above in question were repaired and accepted. This item to be tracked under BTL 264	Concur with METS.	Concur with METS.				Resolved
165	28-Mar-09	During an Ultrasonic Testing (UT) on OBG weld joint CB202D-001-001, Caltrans Quality Assurance (QA) Inspector discovered class "A" non conforming indications measuring approximately 20mm in length. This weld was previously tested and accepted by ZPMC Quality Control (QC) UT Technicians.		Changxing Island, Shanghai, PRC	ZPMC-0211	This item to be tracked under BTL 256	Concur with METS. Awaiting for the Contractor's Response.	Concur with METS. Awaiting for the Contractor's Response.				Resolved
166	09-Apr-09	Quality Assurance Inspector observed that the Contractor welded temporary stiffener plates to deck panels DP011A (segment 3AW), DP012A (segment 3AE), and DP047A (segment 4BW) at the crossbeam locations. These stiffener plates and deck panels had heat straightened marks. The placement of these stiffener plates were not shown in the shop drawings and the fabrication procedures. The heat straightening operations were also not approved by the Engineer.		Changxing Island, Shanghai, PRC	ZPMC-0208;ZPMC-0218	This item to be tracked under BTL 242	Concur with METS.	Concur with METS.				Resolved

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167	25-Mar-09	In reference to ZPMC-0213 and 0214, ZPMC performed base metal repair prior to Engineer's approval on the following OBG components: closed rib joints DP442-001, DP332-002, DP492-001, DP249-001, DP442-001, DP305-001, DP357-001, DP495-001, DP469-001, DP330-002, and DP415-001; Floor beam top flange plate weld X156F. Quality Assurance (QA) Inspector observed that base metal repair was performed on the floor beam top flange plate X156F. The base metal repair was at a portion of a CJP weld splice. This splice is joining the floor beam to the corner assembly diaphragm. The welder deposited approximately 40mm x 70mm of filler material around the weld splice. This base metal repair was performed without an Engineer's approval.		Changxing Island, Shanghai, PRC	ZPMC-0213;ZPMC-0214	METS has discussed issue with Contractor. Contractor to submit WRR and perform repair in accordance with accepted procedures.	Concur with METS.	Concur with METS.				Resolved
168	23-Mar-09	In reference to NCR ZPMC-0215 and 220, ZPMC has unapproved welder Hu Zhan Ling (ID#208493) and Mao Shuai (ID#217294) to weld on OBG plate stiffener X8E and weld joint CB201G-148/166 respectively. QA observed welds that had been improperly terminated at the end of Partial Joint Penetration (PJP) fit lug weld joints. ZPMC weld personnel failed to ensure that weld metal was deposited in a manner that would ensure a sound weld. Fabricator did not follow approved WPS parameters		Changxing Island, Shanghai, PRC	ZPMC-0215;ZPMC-0220	This item to be tracked under BTL 191	Concur with METS.	Concur with METS.				Resolved
172	25-Apr-09	Caltrans Quality Assurance Inspector observed the Contractor excavating (arc gouging) weld repairs on SPCM material at Crossbeam 1 while the material was wet. Reference NCR ZPMC-0229 (Incident Report #319)		Changxing Island, Shanghai, P.R. China		This item to be tracked under BTL#275	Concur with METS.	Concur with METS.				Resolved
174	13-Feb-09	ZPMC/ABF requested METS QA for final inspection on Jan. 31, 2009 for the "segment green tag" welds. During random verification Magnetic Particle Testing (MT) of corner beam assembly welds # SSD11A-PP21-142, SSD11A-PP21-143, CSD3-PP20-066, CSD3-PP20-067, CSD3-PP20-068 and CSD3-PP20-070, Caltrans Quality Assurance (QA) Inspectors discovered linear indications in each of these welds. ZPMC claimed that they have performed 100% MT testing with supporting record documentation.		Changxing Island, Shanghai, P.R. China	ZPMC-0203	This item to be tracked under BTL 264	Concurs with METS.	Design Concurs.				Resolved
175	18-Feb-09	This Quality Assurance Inspector (QA) observed ZPMC personnel improperly handling this ABF green tagged segment sub-assembly, EP31A (reference photos on ZPMC-0207).		Changxing Island, Shanghai, P.R. China	ZPMC-0207	This item to be tracked under BTL 191						Resolved
178	29-Mar-09	Caltrans Quality Assurance (QA) Inspector observed welder Mao Shuai (217294) welding in the 4G position on weld joint CB201G-148/166 in OBG Assembly Bay 5. QA Inspector asked for welder's qualification card for verification. It was noted that the welder was not qualified to weld in the 4G position. Therefore, this welder was welding in an unqualified position.		Changxing Island, Shanghai, P.R. China	ZPMC-0220	This item to be tracked under BTL 191						Resolved
179	30-Mar-09	Caltrans Quality Assurance (QA) Inspector observed that ZPMC CWI Quality Control (QC) Inspector Zhang Zhong (AWS CWI # 07051341) was not present throughout the welding operations in OBG Assembly Bay 13 from 0800 to 0930. This time frame exceeds the 30 minutes maximum allowable time lapse for QC inspection coverage.		Changxing Island, Shanghai, P.R. China	ZPMC-0221	This item to be tracked under BTL 214	Concur with METS.	Concur with METS.				Resolved
183	16-Apr-09	During random verification Magnetic Particle Testing (MT) of open rib deck stiffener to the corner assembly floor beam web plate in Segment 2AE (weld numbers SSD56-PP14.5-141,137, SSD17-PP15-142 and CSD10-PP14.5-073), Caltrans Quality Assurance (QA) Inspector discovered a total of four (4) longitudinal linear indications from 10 to 20mm in length. These linear indications were not found when the Contractor performed 25% MT inspections.		Changxing Island, Shanghai, P.R. China	ZPMC-0231	This item to be tracked under BTL 264	Concur with METS.	Concur with METS.				Resolved
184	13-Apr-09	During the inspection of Crossbeam 1, Caltrans Quality Assurance (QA) Inspector discovered ZPMC performing Ultrasonic Testing (UT) inspection without providing prior NDT notification to Caltrans.		Changxing Island, Shanghai, P.R. China	ZPMC-0232	This item to be tracked under BTL 214	Concur with METS.	Concur with METS.				Resolved
187	07-Jun-09	During random verification Ultrasonic Testing (UT) on weld joint FB003-165-104, Caltrans Quality Assurance (QA) Inspector discovered a class "A" non conforming indication measuring approximately 20mm in length. This weld was previously tested and accepted by ZPMC Quality Control (QC) UT technician Han Feng.		Changxing Island, Shanghai, P.R. China	ZPMC-0273	This item to be tracked under BTL 256						Resolved

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190	07-Jun-09	Caltrans Quality Assurance (QA) Inspector observed welding being performed in a downward progression on side panel splice weld OBE1A-009 of OBG Segments 1AE and 1BE (SPCM material). The progression should be upwards per AWS D1.5 requirements.		Changxing Island, Shanghai, P.R. China	ZPMC-0270	This item to be tracked under BTL# 149 RESOLVED ON: 9/7/09 Repair has been performed and accepted.	Concur with METS.	Concur with METS.				Resolved
191	07-Jun-09	This general Blue Tag Item references all the discovered workmanship requirements that did not meet the minimum acceptance criteria. **** 1 new NCR since August 1, 2010 **** Quality Assurance (QA) in-process observations of the fabrication of OBG Bike path plate BK004A-025 (Lift 8E) discovered steel backing was not properly placed and held in intimate contact with the base metal. The gap between steel backing and bearing stiffener plate is observed approximately 7mm. The weld is Complete Joint Penetration (CJP) with steel backing joining the Bearing Plate and End Plate (side plate) of bike path. The weld is identified as: BK004A3-025-010. Quality Assurance (QA) random in-process observations of the fabrication of Lift 12 Suspender Brackets SB104E, SB104W, SB106E, and SB106W discovered Complete Joint Penetration (CJP) Welding was being performed without using run-off tabs. The members are identified as Suspender Brackets for Lift 12. During the Quality Assurance (QA) random in-process observations of the fabrication of OBG segment 13AE in fabrication Bay 14, this Caltrans QA Inspector observed the following issue: -ZPMC personnel cut out the upper leading edge of the longitudinal diaphragm LD3025A web at a total of five (5) locations to facilitate fit up at the floor beam intersections. -The Floor beams in way of LD3025A at E4 are identified as FB3106A, FB3123A, FB3110A, FB3126A and FB3119A. QA found non-approved drilled holes on the service platform electrical panel support SP6.		Changxing Island, Shanghai, P.R. China	ZPMC-0269;ZPMC-0668;ZPMC-0748;ZPMC-0770;ZPMC-0785;ZPMC-0814;ZPMC-0834;ZPMC-0835;ZPMC-0847;ZPMC-0851	Each Blue Tag item will be addressed separately under the METS Discussion area along with current resolution status.	Concur with METS.					Pending
193	07-Jun-09	Caltrans Quality Assurance (QA) Inspector observed ZPMC welding personnel perform base metal edge weld repair without preheating. The parts are identified as X38L and X38K Splice Plates. It appears the contractor has repaired approximately thirty five (35) of these splice plate.		Changxing Island, Shanghai, P.R. China	ZPMC-0267	This item to be tracked under BTL# 149 RESOLVED ON:11/2/09 Preheat was not required to be as high as stated in the NCR. ZPMC submitted WPS verifying preheat as well as NDT confirming that the welds are in compliance.	Concur with METS.	Concur with METS.				Resolved
194	07-Jun-09	Caltrans Quality Assurance (QA) Inspector observed ZPMC welding personnel perform SMAW welding on material while it was wet. The weld joint is identified as OBE1-006 (1AE/1BE segment splice).		Changxing Island, Shanghai, P.R. China	ZPMC-0266	This item to be tracked under BTL 275	Concur with METS.	Concur with METS.				Resolved
197	03-Jun-09	Caltrans Quality Assurance Inspector detected 5 linear indications in the base metal of Deck Panel DP048A in Segment 4BE during random magnetic particle testing (MT) of tack weld removal locations. The tack welds were made to hold the splice plate in place while match drilling the segment deck and crossbeam (CB3) in the trial assembly.		Changxing Island, Shanghai, P.R. China	ZPMC-0263	This item to be tracked under BTL 264						Resolved
198	01-Jun-09	Caltrans Quality Insurance Inspector (QA) performed verification Ultrasonic Testing (UT) on weld joint identified as SB003-026-061for Suspender Bracket SB003-026. QA Inspector discovered a class "A" rejectable indication measuring approximately 120mm in length. This weld was previously tested and accepted by ZPMC Quality Control UT technicians.		Changxing Island, Shanghai, P.R. China	ZPMC-0261	This item to be tracked under BTL 256	Concur with METS.	Concur with METS.				Resolved
199	01-Jun-09	Caltrans Quality Assurance (QA) Inspector observed that ZPMC personnel performed heat straightening on FB014-003 (Segment 3AE, PP021). The 12mm plate was adjusted by 17mm in a span of 355mm (48 in 1000). This exceeds the Special Provision requirement of 6 in 1000 (for members less than or equal to 16mm thick). ZPMC performed the heat straightening without the required Engineer's approval.		Changxing Island, Shanghai, P.R. China	ZPMC-0260	This item to be tracked under BTL 242	Concur with METS.	Concur with METS.				Resolved

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Issue No	Date Initiated	Summary	WBS	Location	Initiated By	Proposed Resolution/Status	Construction Response	Design Response	CCO	Cost/Credit Material	SMR #	Status
200	27-May-09	Caltrans Quality Assurance (QA) Inspector found indications and discontinuities by Visual Testing (VT) and Magnetic Particle Testing (MT) on welds previously inspected and accepted by ZPMC Quality Control (QC) Inspectors.		Changxing Island, Shanghai, P.R. China	ZPMC-0258	This item to be tracked under BTL 188	Concur with METS.	Concur with METS.				Resolved
201	27-May-09	Caltrans Quality Assurance (QA) Inspector found indications and discontinuities by Visual Testing (VT) on welds previously inspected and accepted by ZPMC Quality Control (QC) and ABF QA Inspectors. Thirteen (13) cracked tacks were found by QA.		Changxing Island, Shanghai, P.R. China	ZPMC-0257	This item to be tracked under BTL 188	Concur with METS.	Concur with METS.				Resolved
203	27-May-09	This QA Inspector observed a spool of Flux Cored Arc Welding (FCAW) filler metal that was unidentifiable due to the labels being removed. The filler metal was being used for tack welding of a Complete Joint Penetration weld (CJP) using FCAW Process in the 1G position on a Deck Panel Splice; weld joint SEG046-008 DP471 to DP336 on Segment 8BE. The welder was identified as Song Wei Rong #056205. When this QA Inspector inquired about the unidentifiable filler metal the welder removed the spool and walked away with it. QA Inspector observed approximately 50% of the filler metal had already been used.		Changxing Island, Shanghai, P.R. China	ZPMC-0255	Per NPR249R03, ZPMC acknowledges that the filler metal should be identified on the spool and has trained the welder to ensure that he understand the importance of using identified filler metals. ZPMC has completely removed the weld, inspected it and found it acceptable.						Resolved
204	27-May-09	Caltrans Quality Assurance (QA) Inspector performed 10% verification Ultrasonic Testing (UT) on weld joint identified as SB006-028-007 for Suspender Bracket SB006-028. QA Inspector discovered a class "A" rejectable indication measuring approximately 52mm in length. This weld was previously tested and accepted by ZPMC Quality Control (QC) UT technicians.		Changxing Island, Shanghai, P.R. China	ZPMC-0254	This item to be tracked under BTL 256	Concur with METS.	Concur with METS.				Resolved
205	02-Jul-09	During random in-process visual inspection of Crossbeam CB10 Deck panel in Bay # 3, Caltrans Quality Assurance (QA) Inspector observed the root opening of weld CB202B010-003 to measure between 7mm to 9mm. This root opening exceeds the tolerances specified in AWS D1.5 2002.		Changxing Island, Shanghai, P.R. China	ZPMC-0313	This item to be tracked under BTL 188						Resolved
207	02-Jul-09	During random verification Ultrasonic Testing (UT) of the X37N longitudinal under Deck Stiffener plate to FL3 Floor Beam at Panel Point 44 and Deck Plate 518A splice weld to Deck Plate 302A. Caltrans Quality Assurance (QA) Inspector discovered a total of (2) two rejectable defects of up to 35mm in length. The weld designations are as follows; SEG032*-032 (Deck Splice) and SEG032K-005 (Stiffener). These welds have been previously tested, rejected and the repairs accepted by ZPMC Quality Control (UT) Technicians.		Changxing Island, Shanghai, P.R. China	ZPMC-0314	This item to be tracked under BTL 256						Resolved
210	02-Jul-09	Caltrans Quality Assurance (QA) Inspector discovered excess root openings on X37A stiffeners for Segment 7CE at panel point 54.5.		Changxing Island, Shanghai, P.R. China	ZPMC-0315	Contractor to remove and resolve root opening fit up issues. For welds revised to CJPs, electronic database will be updated to reflect these changes.						Resolved
211	20-Jun-09	During random verification magnetic particle testing (MT) of weld SP642-001-022 (segment splice 2AW/2BW), Caltrans Quality Assurance (QA) Inspector discovered one linear indication measuring 10mm in length. This weld was previously MT tested and accepted by ZPMC Quality Control (QC) technicians (notification to perform QA Inspection for this weld was given to Caltrans on Jun. 16, 2009).		Changxing Island, Shanghai, P.R. China	ZPMC-0298	This item to be tracked under BTL 264	Concur with METS.	Concur with METS.				Resolved
212	20-Jun-09	During random verification magnetic particle testing (MT) of temporary weld removal areas between suspender bracket SB22W and OBG Deck Panel DP009A, Caltrans Quality Assurance (QA) Inspector discovered a linear indication measuring 10mm in length located in the deck panel. One hundred percent (100%) of the temporary weld removal areas were MT tested and accepted by ZPMC Quality Control Technicians.		Changxing Island, Shanghai, P.R. China	ZPMC-0299	This item to be tracked under BTL 264	Concur with METS.	Concur with METS.				Resolved
213	20-Jun-09	Caltrans Quality Assurance (QA) Inspector performed 15% verification magnetic particle testing (MT) on weld joint SEG-014D-007 for segment 3AE. QA Inspector discovered one rejectable longitudinal linear indication measuring approximately 12 mm in length. This weld was previously tested and accepted by ZPMC Quality Control (QC) MT technicians.		Changxing Island, Shanghai, P.R. China	ZPMC-0301	This item to be tracked under BTL 264	Concur with METS.	Concur with METS.				Resolved
214	20-Jun-09	This general Blue Tag Item references all the discovered: QM-Improper NDT procedures, Ignored engineer suspension of work, Storage, QC presence, QC delayed reports, QA-unsafe/no access that did not meet the minimum acceptance criteria.		Changxing Island, Shanghai, P.R. China	ZPMC-0302;ZPMC-0729;ZPMC-0756;ZPMC-0808	Each Blue Tag item will be addressed separately under the METS Discussion area along with current resolution status.	Concur with METS.	Concur with METS.				Pending



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Issue No	Date Initiated	Summary	WBS	Location	Initiated By	Proposed Resolution/Status	Construction Response	Design Response	CCO	Cost/Credit Material	SMR #	Status
		**** 0 NCR since August 1, 2010 ****										
		No QC presence during fabrication over 1.5 hour in Bay 19										
215	20-Jun-09	During random verification magnetic particle testing (MT) of longitudinal diaphragm welds SEG020B-008 and SEG018C-026 (4AE/4BE segment splice, bike path side), Caltrans Quality Assurance (QA) Inspector discovered two linear indications measuring 20mm and 30mm in length respectively.		Changxing Island, Shanghai, P.R. China	ZPMC-0307	This item to be tracked under BTL 264	Concur with METS.	Concur with METS.				Resolved
217	20-Jun-09	During random verification magnetic particle testing (MT) of the internal components of OBG Segment 1AAE, Caltrans Quality Assurance (QA) Inspector discovered two (2) linear indications (35mm and 40mm in length) located in the base metal (weld removal area) at A013. This area had previously been tested and accepted by ZPMC NDT personnel.		Changxing Island, Shanghai, P.R. China	ZPMC-0305	This item to be tracked under BTL 264	Concur with METS.	Concur with METS.				Resolved
218	20-Jun-09	During random verification Magnetic Particle Testing (MT) of the internal components of OBG Segment 1AAW, Caltrans Quality Assurance (QA) Inspector discovered a total of four (4) linear indications ranging from 5 to 12mm in length in the base metal (weld removal area) at location A13, plate X181A. These areas have been previously tested and accepted by ZPMC Quality Control MT technicians.		Changxing Island, Shanghai, P.R. China	ZPMC-0306	This item to be tracked under BTL 264	Concur with METS.	Concur with METS.				Resolved
219	13-Jun-09	Caltrans Quality Assurance (QA) Inspector observed deflection and distortion in the longitudinal diaphragms (LD) located at the 4AE/4BE segment splice (between PP25 and PP26). Heat straightening was being performed on LD008-001 (Segment 4AE) for the second time without an approved heat straightening report and without the Engineer's approval. Reference Incident Report #470 (06-10-09) for information on the previous occurrence.		Changxing Island, Shanghai, P.R. China	ZPMC-0276	Contractor to submit HSR along with documented NDT reports to ensure repair performed within Contract requirements.	Concur with METS.	Concur with METS.				Resolved
221	13-Jun-09	During random verification magnetic particle testing (MT) of the FL3 floor beam horizontal stiffener attachment welds (edge plate 18A), Caltrans Quality Assurance (QA) Inspector discovered a total of four (4) longitudinal linear indications ranging from 25 to 35mm in length in the following welds; SSD12A-PP28-170, 171, 175, 176, 183 and SSD10A-PP26-180. These welds have been previously tested and accepted by ZPMC Quality Control MT and UT Technicians.		Changxing Island, Shanghai, P.R. China	ZPMC-0278	This item to be tracked under BTL 264	Concur with METS.	Concur with METS.				Resolved
222	13-Jun-09	During random verification magnetic particle testing (MT) of the internal components of OBG Segment 1AAW, Caltrans Quality Assurance (QA) Inspector discovered a linear indication approximately 50mm in length in the base metal where a weld had been removed on A6 side plate X195B. This area has been previously tested and accepted by ZPMC Quality Control MT Technicians.		Changxing Island, Shanghai, P.R. China	ZPMC-0279	This item to be tracked under BTL 264	Concur with METS.	Concur with METS.				Resolved
223	13-Jun-09	Caltrans Quality Assurance (QA) Inspector observed ZPMC welding personnel stopping and restarting shielded metal arc weld (SMAW) pass without cleaning the "crater area" of the weld prior to resuming the welding process. This incident was observed on OBG superstructure trial assembly on weld joint identified as OBW5A-004 (5AW to 5BW side panel splice).		Changxing Island, Shanghai, P.R. China	ZPMC-0280	Issue to be tracked under BTL #191						Resolved
224	13-Jun-09	During random verification magnetic particle testing (MT) of the internal components of OBG Segment 1AAW, Caltrans Quality Assurance (QA) Inspector discovered a total of five (5) linear indications ranging from 5 to 15mm in length in the base metal where weld had been removed on Plate X182B. These welds have been previously tested and accepted by ZPMC Quality Control (QC) MT technicians.		Changxing Island, Shanghai, P.R. China	ZPMC-0281	This item to be tracked under BTL 264	Concur with METS.	Concur with METS.				Resolved
226	13-Jun-09	During random verification magnetic particle testing (MT) of the internal components of OBG Segment 1AAW, Caltrans Quality Assurance (QA) Inspector discovered a total of eleven (11) linear indications ranging from 5 to 35mm in length in the base metal where weld had been removed on Plate X199A. These welds have been previously tested and accepted by ZPMC Quality Control (QC) MT technicians.		Changxing Island, Shanghai, P.R. China	ZPMC-0283	This item to be tracked under BTL 264	Concur with METS.	Concur with METS.				Resolved

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Issue No	Date Initiated	Summary	WBS	Location	Initiated By	Proposed Resolution/Status	Construction Response	Design Response	CCO	Cost/Credit Material	SMR #	Status
227	13-Jun-09	During random Magnetic Particle Testing (MT) of base metal repairs associated with the bolted splice plate connection area between CB2 to 3AE & 3AW in OBG Trial Assembly, Caltrans Quality Assurance (QA) Inspector observed linear indications. The base metal repairs were performed to correct damage that resulted from removing the temporary welds holding the bolted splice in place while match drilling was completed. These areas were previously tested & accepted by ZPMC Quality Control (QC) MT technicians.		Changxing Island, Shanghai, P.R. China	ZPMC-0285	This item to be tracked under BTL 264 Work has been completed and Contractor has submitted all required documentation. RESOLVED ON: 11/30/09	Concur with METS.	Concur with METS.				Resolved
229	13-Jun-09	Caltrans Quality Assurance (QA) Inspector performed 10% verification ultrasonic testing (UT) on weld joint SB002-012-004 for Suspender Bracket SB002-012 (Segment 1BW). QA Inspector discovered a class "A" rejectable indication measuring approximately 53mm in length. This weld was previously tested and accepted by ZPMC Quality control (QC) UT technicians.		Changxing Island, Shanghai, P.R. China	ZPMC-0287	This item to be tracked under BTL 256	Concur with METS.	Concur with METS.				Resolved
231	13-Jun-09	During random verification magnetic particle testing (MT) of the internal components of OBG Segment 4BE, Caltrans Quality Assurance (QA) Inspector discovered a total of four (4) linear indications from 7 to 10mm in length in the following welds: SSD16-PP26-168, SSD16-PP26-180, SSD16-PP26-177 and SSD16-PP26-172. These welds have been previously tested and accepted by ZPMC Quality Control MT technicians.		Changxing Island, Shanghai, P.R. China	ZPMC-0289	This item to be tracked under BTL 264	Concur with METS.	Concur with METS.				Resolved
232	13-Jun-09	During random verification magnetic particle testing (MT) of the internal components of OBG Segment 6AE, Caltrans Quality Assurance (QA) Inspector discovered a total of five (5) linear indications from 10 to 40mm in length in the following welds: SSD18A-PP40-004, SSD17A-PP39-003, CSD3-PP40-074 and SSD30-PP39.5-142. These welds have been previously tested and accepted by ZPMC Quality Control (QC) MT		Changxing Island, Shanghai, P.R. China	ZPMC-0290	This item to be tracked under BTL 264						Resolved
233	20-Jun-09	During random verification ultrasonic testing (UT) of the longitudinal diaphragm to floor beam weld (SEG032D-007), and the side plate to bottom plate splice weld SEG033B-020, Caltrans Quality Assurance (QA) Inspector discovered two (2) rejectable indications measuring 90mm and 20mm in length respectively. These welds have been previously tested, rejected and the repairs accepted, by ZPMC Quality Control (UT) Technicians.		Changxing Island, Shanghai, P.R. China	ZPMC-0300	This item to be tracked under BTL 256						Resolved
234	20-Jun-09	During verification of joint fit-up of segment weld #Seg1E-380, at location A006 (Segment 1AAW), Caltrans Quality Assurance (QA) Inspector discovered a total of four (4) linear indications (approximately 100mm-150mm) in the tack weld areas. QA Inspector confirmed those linear indications by magnetic particle testing (MT). ZPMC personnel performed flux core arc welding (FCAW) over the tacks without removing the indications.		Changxing Island, Shanghai, P.R. China	ZPMC-0304	Contractor has acknowledged that this item must be addressed, and the item was added to the Master Punchlist.	Concur with METS.	Concur with METS.				Resolved
235	13-Jun-09	Caltrans Quality Assurance QA Inspector observed that the Contractors has performed magnetic particle testing (MT) prior to properly cleaning the base metal and weld. The affected weld is identified as CB202C-001-003 (Crossbeam CB5). The weld and adjacent base metal are coated with ultrasonic testing couplant residue.		Changxing Island, Shanghai, P.R. China	ZPMC-0284	This item to be tracked under BTL 264						Resolved
236	18-Feb-09	This general Blue Tag Item references all the discovered QM-Arc Strikes that did not meet the minimum acceptance criteria (missed, rejected, or non-conforming).		Changxing Island, Shanghai, P.R. China	ZPMC-0204	Each Blue Tag item will be addressed separately under the METS Discussion area along with current resolution status.	Concurs with METS.	Concurs with METS.				Pending
256	02-Aug-09	This general Blue Tag Item references all the missed UT Longitudinal Linear Indications discovered by QA that did not meet the minimum acceptance criteria (missed, rejected, or non-conforming).		Changxing Island, Shanghai, PRC	ZPMC-0325;ZPMC-0661;ZPMC-0670;ZPMC-0674;ZPMC-0676;ZPMC-0683;ZPMC-0693;ZPMC-0694;ZPMC-0714;ZPMC-0721;ZPMC-0728;ZPMC-0732;ZPMC-0735;ZPMC-0736;ZPMC-0741;ZPMC-0718;ZPMC-0742;ZPMC-0743;ZPMC-0744;ZPMC-0752;ZPMC-0754;ZPMC-0792;ZPMC-0794;ZPMC-0802;ZPMC-0820;ZPMC-	Each Blue Tag item will be tracked under the METS Discussion area along with current resolution status.	Concurs with METS.					Pending



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258	02-Aug-09	This general Blue Tag Item references all the discovered Magnetic Particle Testing (MT) transverse Indications that did not meet the minimum acceptance criteria (missed, rejected, or non-conforming).		Changxing Island, Shanghai, PRC	ZPMC-0323;ZPMC-0665;ZPMC-0672;ZPMC-0684;ZPMC-0685;ZPMC-0712;ZPMC-0720;ZPMC-0771;ZPMC-0777;ZPMC-0778;ZPMC-0779;ZPMC-0780;ZPMC-0784;ZPMC-0788;ZPMC-0836;ZPMC-0904;ZPMC-0909;ZPMC-0916;ZPMC-0935;ZPMC-0956		Each Blue Tag item will be addressed separately under the METS Discussion area along with current resolution status.	Concurs with METS.				Pending
260	03-Mar-09	Finish coat on Segments 5AE, 3BW, and 3AW were not applied in compliance with the project special provisions.		Changxing Island, Shanghai, P.R. China	ZPMC-0206		This item to be tracked under BTL 149					Resolved
264	30-Aug-09	This general Blue Tag Item references all the discovered Magnetic Particle Testing (MT) Longitudinal Linear Indications that did not meet the minimum acceptance criteria (missed, rejected, or non-conforming).		Changxing Island, Shanghai, P.R. China	ZPMC-0364;ZPMC-0464;ZPMC-0675;ZPMC-0681;ZPMC-0686;ZPMC-0688;ZPMC-0692;ZPMC-0697;ZPMC-0704;ZPMC-0716;ZPMC-0717;ZPMC-0730;ZPMC-0731;ZPMC-0746;ZPMC-0747;ZPMC-0755;ZPMC-0766;ZPMC-0786;ZPMC-0787;ZPMC-0793;ZPMC-0799;ZPMC-0809;ZPMC-0811;ZPMC-0812;ZPMC-0832;ZPMC-		Each Blue Tag item will be addressed separately under the METS Discussion area along with current resolution status.	Concur with METS.				Pending
268	30-Aug-09	During the random visual inspection this Caltrans Quality Assurance Inspector (QA) observed ZPMC performed welding on the weld SEG004C-050, south side longitudinal diaphragm splice weld joint between OBG segment 1AAE and 1AE, without adequate preheating of the adjacent base material. This QA Inspector observed a 65 degree Celsius Tempstick did not melt when applied to the adjacent base material.		Changxing Island, Shanghai, P.R. China	ZPMC-0368		This item to be tracked under BTL# 149 RESOLVED ON: 11/30/09 Work has been completed and Contractor has submitted all required documentation. Department has notified ABF regarding this incident. Pending for Contractor's response.	Concur with METS.	Concur with METS.			Resolved
275	11-Aug-09	This general Blue Tag Item references all the discovered weldings on wet material, that did not meet the minimum acceptance criteria. AWS D1.5 2002 section 3, paragraph 3.1.3 "Welding shall not be done when the surfaces are wet or exposed to rain. AWS D1.5 2002 section 3, paragraph 3.2.1 "Surfaces to be welded and surfaces adjacent to a weld shall also be free from moisture that would prevent proper welding.		Changxing Island, Shanghai, P.R. China	ZPMC-0354		Each Blue Tag item will be addressed separately under the METS Discussion area along with current resolution status.	Concur with METS.	Concur with METS.			Pending
281	11-Aug-09	This Quality Assurance Inspector (QA) performed 10% verification of Ultrasonic Testing (UT) on weld joint identified as TR1E-PP28-009 for OBG Traveler Rail Bracket. This QA Inspector discovered one (1) class "A" rejectable indication measuring approximately 25 mm in length. This weld was previously tested and accepted by ZPMC QC UT technicians. See UT report written on this date.		Changxing Island, Shanghai, P.R. China	ZPMC-0348		RESOLVED ON: 11/2/09 Contractor submitted Welding Repair Report (WRR 6777) along with the required UT report confirming that the repair is in conformance with Contract requirements. Department has notified ABF regarding this incident. Pending for Contractor's response.					Resolved
284	14-Sep-09	Caltrans Representative witnessed ZPMC bolting crew performing Turn-of-Nut pretensioning of bolts in the bottom plate T-Stiffeners at the 2AE to 2BE splice without match marking the bolt assemblies. The ZPMC crew had a torque wrench set to 700Nm, and proceeded to turn the nut until the torque wrench clicked. The nut was then marked so as to look as if it were properly tensioned.		Changxing Island, Shanghai, P.R. China	ZPMC-0379		This item to be tracked under BTL 191					Resolved
286	14-Sep-09	The Quality Assurance Inspector (QA) observed the contractor performing heat straightening on 15mm material without the Engineer's approval. The procedure presented to the QA inspector on the shop floor (HSR1(B)-7358) indicated that the distortion was 5mm. The QA inspector measured the distortion at 24mm in 1000mm. The weld joint is identified as CB202E-014-001.		Changxing Island, Shanghai, P.R. China	ZPMC-0381		This item to be tracked under BTL 242					Resolved
290	22-Sep-09	During a random verification of Ultrasonic Testing (UT) on weld joint identified as CW001B-PP072-002, the Caltrans Quality Assurance inspector discovered two (2) class A non-conforming indication measuring approximately 20		Changxing Island, Shanghai, P.R. China	ZPMC-0397		This item to be tracked under BTL 256					Resolved

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		mm in length. This weld was previously tested and accepted by ZPMC QC UT technicians.										
291	22-Sep-09	Missed UT indications by QC on SEG060A-011 in Segment 10AE.		Changxing Island, Shanghai, P.R. China	ZPMC-0398		CT has notified ABF regarding this incident. Pending for Contractor's response. To be tracked under BTL 256.					Pending
298	28-Sep-09	The contractor failed to provide access for QA inspection and removed QA UT test results at Segment 1AE and 1BE.		Changxing Island, Shanghai, P.R. China	ZPMC-0407		This item to be tracked under BTL 214					Resolved
300	30-Sep-09	Missed UT indications by QC on Floorbeam Flange and Deck Diaphragm in Seg 6BW.		Changxing Island, Shanghai, P.R. China	ZPMC-0410		Issue will be tracked under BTL# 256					Resolved
304	16-Nov-09	Missed MT Indication by QC on excavated welds prior to welding repair on 1AW/1AAW Side Panel Transverse Splice.		Changxing Island, Shanghai, P. R. China	ZPMC-0456		This item to be tracked under BTL 258					Resolved
306	16-Nov-09	Heat Straightening without Engineer's Approval on Seg 6BE Upper Flange of FB003-045		Changxing Island, Shanghai, P. R. China	ZPMC-0454		Issue to be tracked under BTL# 242					Resolved
308	16-Nov-09	Missed MT indication by QC on 2AW to 2BW Side Panel Weld		Changxing Island, Shanghai, P. R. China	ZPMC-0451		This item to be tracked under BTL 258					Resolved
309	16-Nov-09	Missed MT Indications by QC on Segment 6CE and weld repair without CWR		Changxing Island, Shanghai, P.R. China	ZPMC-0450		Issue to be tracked under BTL# 264.					Resolved
310	16-Nov-09	Visual Cracks found on fillet welds of Bike Path Cantilever Brackets on 5AE PP29		Changxing Island, Shanghai, P.R. China	ZPMC-0452		Issue will be tracked under BTL# 188					Resolved
311	16-Nov-09	Missed UT indications by QC on 1AAW/1AW Segment Transverse Splice		Changxing Island, Shanghai, P. R. China	ZPMC-0449		This item to be tracked under BTL 256					Resolved
312	16-Nov-09	The contractor did not use H4 Low-Hydrogen electrodes as per the approved WPS for OBG Segment 6AW Lifting Lugs (SSD12-PP40-220, 221, 223, 225, 235, 250).		Changxin Island, Shanghai, P. R. China	ZPMC-0448		Issue to be tracked under BTL# 149.					Resolved
313	05-Nov-09	Missed MT indications by QC on OBG Segment 1AW/1BW Transverse Splice		Changxing Island, Shanghai, P. R. China	ZPMC-0447		This item to be tracked under BTL 258					Resolved
314	05-Nov-09	Damage to the base metal at the top of a cope hole during weld repair for Lift 12E on Floor Beam FB3030-003-096 (Lift 12E at PP 113, 114 and 115) as per weld repair report B-WR 7901.		Changxing Island, Shanghai, P.R. China	ZPMC-0446		CT has notified ABF regarding this incident. Pending for Contractor's response.					Pending
315	05-Nov-09	Improper storage of fabricated Floor Beam components for Lift 12.		Changxing Island, Shanghai, P.R. China	ZPMC-0445		CT has notified ABF regarding this incident. Pending for Contractor's response.					Pending
316	05-Nov-09	ZPMC performed weld repair without performing MT to ensure the excavation is free of defect.		Changxing Island, Shanghai, P.R. China	ZPMC-0444		This item to be tracked under BTL 258					Resolved
317	01-Nov-09	Repair WPS Not Followed - Missed Required MT at CB15. The contractor did not follow the approved WPS by not performing the required MT.		Changxing Island, Shanghai, P. R. China	ZPMC-0435		Issue to be tracked under BTL# 149.					Resolved
318	01-Nov-09	No MT was performed by the QC to ensure that the excavation is free of defect during repair of 1AAW to 1AW Splice.		Changxing Island, Shanghai, P. R. China	ZPMC-0434		This item to be tracked under BTL 258					Resolved
319	31-Oct-09	Third time repair of OBG Crossbeam 15 Floorbeam without Engineer's approval		Changxing Island, Shanghai, P.R. China	ZPMC-0433		CT has notified ABF regarding this incident. Pending for Contractor's response.					Pending
329	22-Oct-09	During random inspection of the Transverse Segment Splice weld joint 1AW to 1BW on October 3, 2009, Caltrans Quality Assurance (QA) Inspector discovered 2 excavations on Side Panel Splice weld OBW1A-007.		Changxing Island, Shanghai, P.R. China	ZPMC-0426		This item to be tracked under BTL# 188 RESOLVED ON: 12/25/09					Resolved
337	30-Nov-09	Missed MT Indications by QC on OBG Segment 6AW DP		Changxing Island, Shanghai, P. R. China	ZPMC-0464							Resolved
339	30-Nov-09	Repair of cracks without CWR on Cantilever Bike Path Bracket for Lift 5E		Changxing Island, Shanghai, P.R. China	ZPMC-0466		Contractor to provide NDT of the fillet welds to show that they are acceptable. In addition Contractor issued an internal NCR to notify the					Resolved

Filter ((Cat='Major Issues' OR Cat='Second-Tier Issues' OR Cat='Quality Management Issues') AND Location like '%shanghai%' AND (status='Pending' OR status='Briefing' OR status='Resolved' OR status='Void'))

Issue No	Date Initiated	Summary	WBS	Location	Initiated By	Proposed Resolution/Status	Construction Response	Design Response	CCO	Cost/Credit Material	SMR #	Status
352	11-Mar-10	Excessive heat was utilized during heat straightening of the traveler rail, traveler rail bracket, suspender brackets, and floorbeam web. **** 0 NCR since Aug 1, 2010 ****		Changxing Island, Shanghai, P.R. China	ZPMC-0662;ZPMC-0663;ZPMC-0680;ZPMC-0689;ZPMC-0701;ZPMC-0713;ZPMC-0806	QC to monitor the cover plates welds more closely. Contractor agreed to provide analysis to prove that the materials are still meeting the contract's requirement.	Concurs with METS.					Pending
353	08-Dec-09	ZPMC moved segment 6AW to the Blast Shop prior to completion and obtaining the "QA Approval Form" per CCO77.		Changxing Island, Shanghai, P.R. China	ZPMC-0475	This issue is tracked under the Voyage 2 Punchlist Item #182.						Resolved
356	23-Dec-09	Base metal repairs without Engineer's approval for Segments 6AW and 6BW Side Panel		Changxing Island, Shanghai, P.R. China	ZPMC-0529	"The areas where temporary attachments were removed have been repaired and NDT has been performed to show that the areas are acceptable." This issue is tracked under the Voyage 2 Punchlist Item #336.						Resolved
357	23-Dec-09	Base metal repair without prior engineer's approval on Lift 6W		Changxing Island, Shanghai, P.R. China	ZPMC-0530	"ZPMC is submitting the requested documentation to show the plates which make up the SP307 are acceptable after the weld built up." This issue is tracked under the Voyage 2 Punchlist Item #335.						Resolved
362	23-Mar-10	Paint Drying/Curing in Inclement Weather, FL-3 Bottom Panels at Crossbeams CB5 and CB6, OBG Lift L6W		Changxing Island, Shanghai, P.R. China	ZPMC-0667	Repairs to occur Stateside and are to be added to the Voyage 2 Master Punchlist for OBG.						Resolved
378	23-Nov-10	During Quality Assurance and Quality Control Peer Review for the project in October 2009, Dave McQuaid and Don Rager directed all new welding including replaced welds shall be made in accordance with AWS D1.5 Bridge Welding Code, the Caltrans Special Provisions and their developed new "Weld Procedure Requirements". This Blue Tag Log tracks locations where this procedure has not been implemented. Quality Assurance in process observations of the fabrication of Crossbeam CB19 discovered the following issue(s): ZPMC welding personnel did not appear to be following the NEW WELD PROCEDURE (Rager/McQuaid) with the following requirements: Preparation for welding (3M), Postweld Thermal Treatment (5A, 5C, 5D). Weld ID is the following: CB3003A-019-014 (SP3149A to DP3178A CJP Weld) Quality Assurance observation of the fabrication of OBG Seg 14W discovered the following issue: ZPMC welding personnel did not appear to be following the NEW WELD PROCEDURE (Rager/McQuaid). The following requirement was not followed: 6. Non Destructive testing (6A)on SP3131A to BP3087A CJP Weld. The weld is identified as SEG3020AX-004. Quality Assurance in process observations of the fabrication of Deck Plate Segment Assembly discovered ZPMC welding personnel did not appear to be following the NEW WELD PROCEDURE(Rager/McQuaid) The following requirements were not followed: Preparation for welding (3L), Welding (4A, 4C, 4E), Postweld Thermal Treatment (5A, 5B) for Weld No. DP3091-001-180 on Segment 13BE in Bay #14. QA in process observations of the fabrication of Orthotropic Box Girder (OBG)13AE welds SEG3007J-047, SEG3007G-020 and SEG007L-045 discovered ZPMC welding personnel did not appear to be following the NEW WELD PROCEDURE (Rager/McQuaid) The following requirements were not followed: 5. Postweld Thermal Treatment (5A, 5C, 5D) QA in process observations of the fabrication of DP-3104-001 discovered ZPMC welding personnel did not appear to be following the NEW WELD PROCEDURE (Rager / McQuaid) The following requirements were not followed: 5. Postweld Thermal Treatment (5A, 5B, 5D)		Changxing Island, Shanghai, China	ZPMC-0857;ZPMC-0858;ZPMC-0859;ZPMC-0860;ZPMC-0861;ZPMC-0863;ZPMC-0864;ZPMC-0865;ZPMC-0866;ZPMC-0867;ZPMC-0868;ZPMC-0869;ZPMC-0870;ZPMC-0871;ZPMC-0872;ZPMC-0873;ZPMC-0874;ZPMC-0875;ZPMC-0876;ZPMC-0877;ZPMC-0878;ZPMC-0879;ZPMC-0880;ZPMC-0881;ZPMC-0882;ZPMC-	Pending Contractor's Resolution.						Pending

Issue No	Date Initiated	Summary	WBS	Location	Initiated By	Proposed Resolution/Status	Construction Response	Design Response	CCO	Cost/Credit Material	SMR #	Status
		QA in process observations of the fabrication of DP-3104-001 discovered ZPMC welding personnel did not appear to be following the NEW WELD PROCEDURE (Rager / McQuaid). The following requirements were not followed: 5. Postweld Thermal Treatment (5A, 5B, 5D)										
		QA in process observations of the fabrication of OBG lift 13, Segment 13AE discovered ZPMC welding personnel did not appear to be following the NEW WELD PROCEDURE (Rager/McQuaid) The following requirements were not followed: 4. Welding (4E), 5. Postweld Thermal Treatment (5B) Welds are SEG3007U-237 and SEG3007K-035.										
		Quality Assurance (QA) random in-process observations of the fabrication of OBG Lift 13CE in Bay # 14 observed ZPMC welding personnel did not appear to be following the New Weld Procedure. The following requirement was not followed for DP3106C-001-112: 2. Assembly (2F)										
		QA in process observations of the fabrication of CB3003A-019 (Crossbeam CB19) discovered ZPMC welding personnel did not appear to be following the NEW WELD PROCEDURE(Rager/McQuaid) The following requirements were not followed for welds CB3003A-019-005, CB3003A-019-017, DP3179-001-039: 3. Preparation for welding (3M) 4. Welding (4A, 4C, 4D, 4E)										
		Quality Assurance random in-process observations of the fabrication of OBG Lift 13BE Bay # 14 observed ZPMC welding personnel did not appear to be following the New Weld Procedure item 2. Assembly (2F). ZPMC personnel performed welding for the splice weld between VP3005A (PL3277A) and VP3006A (PL3278A) without adequate preheating of the adjacent base material. Weld# SEG3009V-001										
		Quality Assurance (QA) random in-process observations of the fabrication of OBG Lift 13AE in Bay#14 observed ZPMC welding personnel did not appear to be following the New weld procedure for the following: 2. Assembly (2F), 5. Post weld Thermal Treatment (5A), 6.										