

DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES

Office of Structural Materials

Quality Assurance and Source Inspection



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Contract #: 04-0120F4Cty: SF/ALA Rte: 80 PM: 13.2/13.9File #: 69.yy**DAILY PROJECT JOURNAL****Prime Contractor:** American Bridge/Fluor Enterprises, a JV**Report No:** DPJ-000039**Contractor:** Zhenhua Port Machinery Company, Ltd (ZPMC), Changxing Island **Dated:** 09-Jan-2007**Location:** Changxing: Island, Shanghai, China**Submittals(New / Total):****CWR's:** 0 / 0**HSR's:** 0 / 0**NCR's:** 0 / 0

Item	Title	Detail
1	Critical Weld Repairs (CWRs)	N/A
3	Heat Straightening Requests (HSRs)	N/A
4	Nonconformance Reports (NCRs)	N/A
5	Major component movement	Reviewed RT Film for 1G Flux Core Arc Welding (FCAW) procedure, HP-2006120 appeared to comply

Performed Mechanical Testing for the following PQR test plates:

1G Submerged Arc Welding (SAW) procedure identified as HP-2006130: side bend retest (2 samples) appeared to comply.

Conducted welding of the following PQR test plates:

1G Flux Core Arc Welding (FCAW) procedure identified as HP-2006133 on 75mm HPS 485W (non-standard joint due to 20mm root). Welding is complete.

1G Flux Core Arc Welding (FCAW) / Submerged Arc Welding (SAW) procedure identified as HP-2006117-2 on 60mm HPS 485W (non-standard joint due to ceramic backing). Welding is not complete and will continue Wednesday, 1-10-07.

1G Flux Core Arc Welding (FCAW) procedure identified as HP-2006116 on 60mm HPS 485W (non-standard joint due to ceramic backing). Welding is not complete and will continue Wednesday, 1-10-07.

1G Flux Core Arc Welding (FCAW) procedure identified as HP-2006128 on 75mm A709-345 (non-standard joint due to 20mm root). Welding is not complete and will continue Wednesday, 1-10-07.

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6	Meetings attended	N/A
7	Key conversations	<p>ZPMC Testing Center Director Mr. Liu Liu and Engineer Mr. Chen Bin spoke with QA regarding the qualification, acceptance and use of the PQRs being performed with the 20mm root opening. QA reiterated that final acceptance was pending submittal to and approval of the Engineer of the joint and its proposed locations. Mr. Chen Bin stated that on other projects they had encountered situations with excessive root openings and the client had requested them to perform a PQR to qualify the joint. They do not anticipate having time to perform such a PQR during production and wanted to qualify these welds to present to the Engineer as proof of mechanical properties if such a case of excessive gap should occur in production. They do not intend to use this joint at any particular location.</p> <p>Mr. Chen Bin stated that ZPMC had submitted the qualifications for Moody International to ABF, but did not know if ABF had submitted them to Caltrans yet. Mr. Chen Bin was concerned about beginning their qualifications on schedule, since Moody International had set aside this time and did not know their availability if that window is missed. Mr. Chen Bin asked if the PQR testing needed to be completed before the welder qualification could begin. QA stated that welder qualification for standard joints may be performed to any AWS D1.5 compliant procedure for the given process and position, but that the welder qualification for non-standard joints must be conducted to the actual procedure qualified. Mr. Chen Bin indicated he thought that Moody International had their own set of weld procedures (WPS's) for the welders to use during qualification, since they are an accredited testing facility by AWS.</p> <p>QA spoke with Mr. Chen Bin regarding material verification and scheduling. Mr. Chen Bin stated he believed that the material for the Caltrans Mock-up is already on site, and could be verified after the PQR's are finished. QA asked if any of the production plate was on site yet. Mr. Chen Bin stated he did not know, but would check on the material. QA suggested that it would be best to start verifying material early in the delivery process. If ZPMC waits until just prior to production, this could cause delays while Caltrans reviews the Material Test Reports (MTR) and verifies the plate mill markings. Discussions regarding the scheduling are as detailed in the 'Logistics' section.</p>
8	Other important observations	
9	Quality Assurance Inspectors per shift	3 AM 0 PM
10	Logistics	<p>ZPMC's anticipated schedule is as follows: January 15th through 22nd: perform Welder Qualification Tests (standard), performed by 3rd party Moody International</p>

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January 20th through 30th: complete PQR testing, and
begin material verification (no anticipated time for verification yet since the
amount of material on site is undetermined)

Mid January to February 1st: begin mock-ups for ABF (1 month estimated)

Beginning of March: begin mock-ups for Caltrans (1 month estimated)

Inspected By: McClary, David

Quality Assurance Inspector

Reviewed By: Lowry, Patrick

QA Reviewer
