

DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES

Office of Structural Materials

Quality Assurance and Source Inspection



Bay Area Branch
690 Walnut Ave. St. 150
Vallejo, CA 94592-1133
(707) 649-5453
(707) 649-5493

Contract #: 04-0120F4Cty: SF/ALA Rte: 80 PM: 13.2/13.9File #: 69.25B**QUALITY ASSURANCE -- NON-CONFORMANCE REPORT****Location:** Changxing Island, Shanghai, PRC**Report No:** NCR-000219**Prime Contractor:** American Bridge/Fluor Enterprises, a JV**Date:** 12-Nov-2008**Submitting Contractor:** Zhenhua Port Machinery Company, Ltd (ZPMC), Changxing Island**NCR #:** ZPMC-0195**Type of problem:**

Welding	Concrete	Other	
Welding	Curing	Procedural	Bridge No: 34-0006 L/R
Joint fit-up	Coating	Other	Component: Paint
Procedural	Procedural	Description: Painting of faying surfaces of Diagonal box beams	

Reference Description: Painting of faying surfaces of Diagonal box beams**Description of Non-Conformance:**

The Contractor has continued to blast and paint components of faying surface slice plates with excessive anchor profiles than required by contract. The contractor continued coating the components after measuring the unacceptable profiles.

See the attached file--04-0120F4_TL-15-SAS_B41_11-12-2008_paint-1_Attachment.doc--which lists paint reports that have been submitted to the Department showing unacceptable blast profiles that were accepted by QC. Paint reports are on file in Quality Assurance office.

Applicable reference:

Special Provisions, Sec. 10-1.69

"Blast cleaning shall leave surfaces with a dense, uniform, sharp angular anchor pattern of not less than 40 µm nor more than 86 µm as measured in conformance with the requirements in ASTM Designation: D 4417

Who discovered the problem: Caltrans Quality Assurance(QA), Mark Wright (reviewing QC reports)**Name of individual from Contractor notified:** ABF Quality Control Manager, Steve Lawton**Time and method of notification:** In email @ 1030 from Mark Wright**Name of Caltrans Engineer notified:** Stanley Ku**Time and method of notification:** 11/13/08 Verbal**QC Inspector's Name:** Dan Raynor (Discussed at OBG meeting on 11/20/08)**Was QC Inspector aware of the problem:** Yes No**Contractor's proposal to correct the problem:****Comments:**

This report is for the purpose of determining conformance with the contract documents and is not for the purpose of making repair or fit for purpose recommendations. Should you require recommendations concerning repairs or remedial efforts please contact Sang Le, +(86)1.381.615.4716, who represents the Office of Structural Materials for your project.

QUALITY ASSURANCE -- NON-CONFORMANCE REPORT

(Continued Page 2 of 2)

Inspected By: Dautermann,Peter

SMR

Reviewed By: Dautermann,Peter

SMR

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Contract #: 04-0120F4Cty: SF/ALA Rte: 80 PM: 13.2/13.9File #: xx.25A**QUALITY ASSURANCE -- NON-CONFORMANCE RESOLUTION****Location:** Changxing Island, Shanghai, PRC**Report No:** NCS-000121**Prime Contractor:** American Bridge/Fluor Enterprises, a JV**Date:** 09-Dec-2008**Submitting Contractor:** Zhenhua Port Machinery Company, Ltd (ZPMC), Changxing Island **NCR #:** ZPMC-0195**Type of problem:**

Welding	Concrete	Other	
Welding	Curing	Procedural	Bridge No: 34-0006 L/R
Joint fit-up	Coating	Other	Component:
Procedural	Procedural	Description:	

Date the Non-Conformance Report was written: 12-Nov-2008**Description of Non-Conformance:**

The Contractor has continued to blast and paint components of faying surface slice plates with excessive anchor profiles than required by contract. The contractor continued coating the components after measuring the unacceptable profiles.

See the attached file--04-0120F4_TL-15-SAS_B41_11-12-2008_paint-1_Attachment.doc--which lists paint reports that have been submitted to the Department showing unacceptable blast profiles that were accepted by QC. Paint reports are on file in Quality Assurance office.

Contractor's proposal to correct the problem:

Team China sent a letter, TC 05.03.08-000008, notifying ABF that applied blast profiles failed to meet the contract specifications. No response issued by Contractor at the time Construction directed METS to close NCR.

Corrective action taken:

Closed by Caltrans Construction. METS closed the NCR based on Construction's direction.

Stanley

Did corrective action require Engineer's approval? Yes No**If so, name of Engineer providing approval:** Stanley Ku and Doug Wright **Date:** 09-Dec-2008**Is Engineer's approval attached?** Yes No Email of concurrence to close NCR and TL-20, Review of Contract**Comments:**

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Inspected By: Dautermann, Peter Quality Assurance Inspector**Reviewed By:** Dautermann, Peter QA Reviewer