

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
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Contract #: 04-0120F4
 Cty: SF/ALA Rte: 80 PM: 13.2/13.9
 File #: 69.25B

QUALITY ASSURANCE -- NON-CONFORMANCE REPORT

Location: Changxing Island **Report No:** NCR-000362
Prime Contractor: American Bridge/Fluor Enterprises, a JV **Date:** 08-Jul-2009
Submitting Contractor: Zhenhua Port Machinery Company, Ltd (ZPMC), Changxing Island **NCR #:** ZPMC-0336

Type of problem:

Welding	Concrete	Other	
Welding	Curing	Procedural	Bridge No: 34-0006
Joint fit-up	Coating	Other	Component: OBG Segment 3BW
Procedural	Procedural	Description:	

Reference Description: Missed UT and MT indications

Description of Non-Conformance:

1. Caltrans Quality Assurance (QA) Inspector performed Magnetic Particle Testing (MT) on Weld Joint SEG015A-007 (Side Plate to Bottom Plate) and Longitudinal Diaphragm (LD) between Panel Point 22 and 23 located in Segment 3BW. QA Inspector also performed the MT on Panel Point 23 vertical surface area where the LD fits up. The QA Inspector observed several linear indications approximately 130mm in length. ZPMC MT Technician performed the MT testing at same area after and concurred with the QA Inspector findings.

2. Caltrans Quality Assurance (QA) Inspector performed Ultrasonic Testing (UT) verification on weld joint SEG015A-007 (Side Plate to Bottom Plate). The tested area was located between Panel Point 22 and 23 in Segment 3BW. QA Inspector discovered sixteen (16) class "A", "B" and "C" rejectable indication measuring approximately 480 mm in total in length. The weld seam that was inspected is approximately 4300mm in length.

The first linear discontinuity is located at 1100mm from Panel Point 23. The last measurable linearity discontinuity was located at 4270mm from Panel Point 23.



QUALITY ASSURANCE -- NON-CONFORMANCE REPORT

(Continued Page 2 of 2)

Applicable reference:

Special Provisions Section 8.3 – “Quality Control (QC) shall be the responsibility of the Contractor. As a minimum, the Contractor shall perform inspection and testing of each weld joint prior to welding, during welding, and after welding as specified in this section and to ensure that materials and workmanship conform to the requirements of the contract documents.”

AWS D1.5 (02) Section 6.26.2 – “Welds that are subject to MT in addition to visual inspection shall have no cracks”

AWS D1.5-02 Section 6 Table 6.3

Who discovered the problem: Joe Alaniz

Name of individual from Contractor notified: Steve Lawton

Time and method of notification: 1200 hours, Verbal

Name of Caltrans Engineer notified: Stanley Ku

Time and method of notification: 1300 hours, Verbal

QC Inspector's Name: Wang Lu

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 Mazen Wahbeh,(818) 292-0659, who represents the Office of Structural Materials for your project.

Inspected By:	Simonis,Jim	QA Inspector
Reviewed By:	Wahbeh,Mazen	SMR



DEPARTMENT OF TRANSPORTATION - District 4 Toll Bridge
 666 Feng Bin Road Room 708, Changxing Island
 Shanghai 201913 PR China
 Tel: 021-56856666 ext 207061 Fax:

NON-CONFORMANCE REPORT TRANSMITTAL

To: AMERICAN BRIDGE/FLUOR, A JV
 375 BURMA ROAD
 OAKLAND CA 95607

Date: 04-Aug-2009

Contract No: 04-0120F4
 04-SF-80-13.2 / 13.9

Dear: Mr. Charles Kanapicki
Attention: Mr. Thomas Nilsson Project/Fabrication Manager
Subject: NCR No. ZPMC-0336

Job Name: SAS Superstructure
Document No: 05.03.06-000315

Reference Description: Missed UT and MT indications

The attached Non-Conformance Report describes an occurrence where the contractor did not comply with a requirement of the contract document as indicated below:

- Material or Workmanship not in conformance with contract documents.
- Quality Control (QC) not performed in conformance with contract documents.
- Recurring QC issue that constitutes a systematic problem in quality control.
- Non-Conformance Resolved.

Material Location: OBG **Lift:** 03

Remarks:

1. Caltrans Quality Assurance (QA) Inspector performed Magnetic Particle Testing (MT) on Weld Joint SEG015A-007 (Side Plate to Bottom Plate) and Longitudinal Diaphragm (LD) between Panel Point 22 and 23 located in Segment 3BW. QA Inspector also performed the MT on Panel Point 23 vertical surface area where the LD fits up. The QA Inspector observed several linear indications approximately 130mm in length. ZPMC MT Technician performed the MT testing at same area after and concurred with the QA Inspector findings.
2. Caltrans Quality Assurance (QA) Inspector performed Ultrasonic Testing (UT) verification on weld joint SEG015A-007 (Side Plate to Bottom Plate). The tested area was located between Panel Point 22 and 23 in Segment 3BW. QA Inspector discovered sixteen (16) class "A", "B" and "C" rejectable indication measuring approximately 480 mm in total in length. The weld seam that was inspected is approximately 4300mm in length.
 The first linear discontinuity is located at 1100mm from Panel Point 23. The last measurable linearity discontinuity was located at 4270mm from Panel Point 23.
 See attached NCR No. ZPMC-0336 for details.

Action Required and/or Action Taken:

Propose a resolution for the identified recurring non-conformance which constitutes a systematic problem on both materials/workmanship and quality control issues with revised procedures to remedy the defected work and to prevent future occurrences. A response for the resolution of this issue is expected within 14 days.

Transmitted by: Ching Chao

Attachments: ZPMC-0336

cc: Rick Morrow, Gary Pursell, Peter Siegenthaler, Stanley Ku, Brian Boal, Doug Coe, Jason Tom, Contract Files, Ching Chao, Bill Howe

NCT

(Continued Page 2 of 2)

File: 05.03.06

NCR PROPOSED RESOLUTION

To: CALTRANS - SAS Superstructure
333 Burma Road
Oakland CA 94607

Attention: Pursell, Gary
Resident Engineer

Ref: 05.03.06-000315

Subject: NCR No. ZPMC-0336

Dated: 24-Aug-2009

Contract No.: 04-0120F4
04-SF-80-13.2 / 13.9

Job Name: SAS Superstructure

Document No.: ABF-NPR-000332 Rev: 00

Contractor's Proposed Resolution:

Reference Resolution: ABF has notified ZPMC of the missed MT indications and ZPMC has completed the necessary repairs. ABF is also conducting an investigation of why ZPMC is experiencing cracking of welds.

ABF has notified ZPMC of the missed MT indications and ZPMC has completed the necessary repairs. ABF has taken action by hiring several MT technicians to perform overchecks of several types of welds due to the amount of missed indications. ABF is also conducting an investigation of why ZPMC is experiencing cracking of welds. This investigation is being performed by both onsite ABF personnel as well as welding experts hired by ABF for this purpose. Recently CT has brought in their own welding consultant to discuss ABF findings and preventive actions. Preventive actions such as increased preheats have been discussed with ZPMC. When the investigation is completed, ABF will submit the findings to ZPMC and CT. ABF will continue to perform overchecks until we are sure this issue is corrected and preventive actions are implemented. ZPMC will submit the repair documents at a later date to close this NCR.

Submitted by:

Attachment(s): ABF-NPR-000332R00

Caltrans' comments:

Status: AAP

Date: 09-Sep-2009

The response is acceptable, but the Non-Conformance is not closed.

Please provide documentation of the weld repairs that were performed and that the repairs were acceptable. The Department will review the Contractor's proposal to close Non-Conformance ZPMC-0336 at that time.

Submitted by: Wright, Doug

Date: 09-Sep-2009

Attachment(s):

NCR PROPOSED RESOLUTION

To: CALTRANS - SAS Superstructure
333 Burma Road
Oakland CA 94607

Attention: Pursell, Gary
Resident Engineer

Ref: 05.03.06-000315

Subject: NCR No. ZPMC-0336

Dated: 03-Sep-2009

Contract No.: 04-0120F4
04-SF-80-13.2 / 13.9

Job Name: SAS Superstructure

Document No.: ABF-NPR-000332 Rev: 01

Contractor's Proposed Resolution:

Reference Resolution: ZPMC has attached documentation as required to support closure of this NCR.

This NCR covers two conditions, (1) alleged missed UT indications and (2) missed MT indication. ZPMC has stated they do not agree that 16 UT indications were missed, ABF agrees with ZPMC explanation as we also performed UT on this joint. ABF does not dispute that CT found indications, however, when CT performed their UT on this weld joint they did not understand the process of UT being performed. The CT UT preliminary report reviewed by the ABF QCM showed several indication located near the bottom of the weld, at the time of UT, this weld was not ground flush on the bottom side due to strong backs used to prohibit distortion. ZPMC would perform a preliminary UT to make sure rejectable indications were not noted within the volume of the weld, then after removal of the strongbacks would grind the bottom side of the weld flush and UT to verify none of these types of indications exist. Which is what they did and the results were acceptable. ZPMC has attached documentation as required to support closure of this NCR.

Submitted by:

Attachment(s): ABF-NPR-000332R01;

Caltrans' comments:

Status: CLO

Date: 10-Sep-2009

The proposed resolution is acceptable. The welding repair report is included, and the weld in question has been accepted by VT, MT, and UT as shown in the attached documents. The Department concurs that Non-Conformance ZPMC-0336 is closed.

Submitted by: Wright, Doug

Date: 10-Sep-2009

Attachment(s):



No. B-465

LETTER OF RESPONSE

TO: American Bridge/Flour

DATE: 2009-8-31

REGARDING: NCR-000362 (ZPMC-0336)

With this letter of response, ZPMC requests closure for Caltrans NCR-000362 (ZPMC-0336). First we have to remind that the pictures are all wrong in the NCR description, that splice weld had been cut apart to adjust the flatness of the corner beam skin plate. We did the repair internal of the segment prior fit up the longitudinal diaphragm, the half upper thickness of the weld have been verified by UT and MT, but the UT is only confirmed the internal half thickness not include the external half. That's why the UT defect not marked by ZPMC before the CT's inspection, after the component all complete of the weld, we conduct the final UT for the LD and the corner bevel joint from outside and made the final complete report.

But we agree what describe in the non-conformance report for the MT miss discovery, and have trained our QC guy that control the inspect speed and find any suspected indication must carefully perform the conduction for each direction around the areas, and also make issue for the light condition during the inspection, that can reduce the miss discovery at all.

By the way we have recheck the indication one by one and perform the repair by grinding and weld, our QC and caltrans inspector did the NDT inspection again to verified the final acceptable condition and got the green tag by three parties.

so base on the above explanation, ZPMC applies to close the caltrans's report NCR-000362 (ZPMC-0336).

Please reference attached document for acceptance and closure the NCR-000362 (ZPMC-0336).

ATTACHMENT:

NCR-000362 (ZPMC-0336)

The ZPMC internal weld repair report

The complete UT/MT reports

Shao Shuangbao

2009. 8. 31



Nonconformance Report

不符合项报告

Project Name: S.F.O.B.B 项目名称: 美国加州海湾大桥		NCR Number: NCR 编号: NCR-B-217 (ZPMC-0336)
Item: Missed UT and MT indications 名称描述: ZPMC 做 UT、MT 漏检	Item Number: OBG 3BW 件号: OBG 3BW	Drawing: OBG 图号: OBG
Location: 3BW LD 位置: 3BW 纵桁	Date: 2009-8-9 日期: 2009-8-9	

Description of Nonconformance:

不符合项状态描述:

1、Caltrans Quality Assurance (QA) Inspector performed Magnetic Particle Testing (MT) on Weld Joint seg015a-007 (side plate to bottom plate) and longitudinal diaphragm (LD) between pp22 and pp23 located in segment 3BW. QA Inspector also performed the MT on PP23 vertical surface area where the LD fits up. The QA Inspector observed several linear indications approximately 130mm in length. ZPMC MT Technician performed the MT testing at same area after and concurred with the QA Inspector findings.

2、Caltrans Quality Assurance (QA) Inspector performed Ultrasonic Testing (UT) verification on weld joint SEG015A-007 (Side Plate to Bottom Plate). The tested area was located between PP22 and 23 in Segment 3BW. QA Inspector discovered sixteen (16) class "A", "B" and "C" rejectable indication measuring approximately 480 mm in total in length. The weld seam that was inspected is approximately 4300mm in length.

The first discontinuity is located at 1100mm from PP23. The last measurable linearity discontinuity was located at 4270mm from PP23.

1、在 3BW 箱体内部，在底板与斜底板之间的焊缝 SEG015A-007，PP22 和 23 之间的纵桁上，PP23 纵桁装配垂直面，CT 检验员做 MT 复探时发现数条长约 130 毫米的裂纹。此区域之前已经由 ZPMC 做 MT 并验收。

2、在以上的相同区域，CT 检验员做 UT 复探时发现 A、B、C 各类缺陷共 16 条，总长大约为 480 毫米，此焊缝的检测长度大约为 4300 毫米。第一个缺陷位于距 PP23 位置 1100 毫米，最后一个缺陷位于距 PP23 位置 4270 毫米。

Work By: <i>[Signature]</i>	Prepared by: <i>Shen Xuejun</i>	Reviewed by QCE: <i>Zhao Shuanghao</i>
施工方: 2009.08.19	准备: 2009.8.9	质量工程师批准: 09.08.09
<input type="checkbox"/> Drawing Error 图纸错误	<input checked="" type="checkbox"/> Material Defect 材料缺陷	<input checked="" type="checkbox"/> Fabrication Error 制作错误
<input type="checkbox"/> Other 其他原因		

Disposition: <input type="checkbox"/> Use as is	<input type="checkbox"/> Repair	<input type="checkbox"/> Reject
处理措施: 回用	返修	拒收

待焊缝完工后重新检测。
Re-inspection after welding.

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Contract #: 04-0120F4
 Cty: SF/ALAR te: 80 PM: 13.2/13.9
 File #: 69.25B

QUALITY ASSURANCE -- NON-CONFORMANCE REPORT

Location: Changxing Island **Report No:** NCR-000362
Prime Contractor: American Bridge/Fluor Enterprises, a JV **Date:** 08-Jul-2009
Submitting Contractor: Zhenhua Port Machinery Company, Ltd (ZPMC), Changxing Island **NCR #:** ZPMC-0336

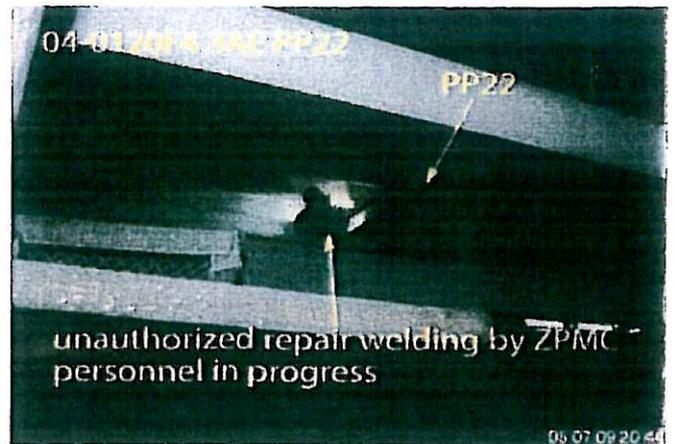
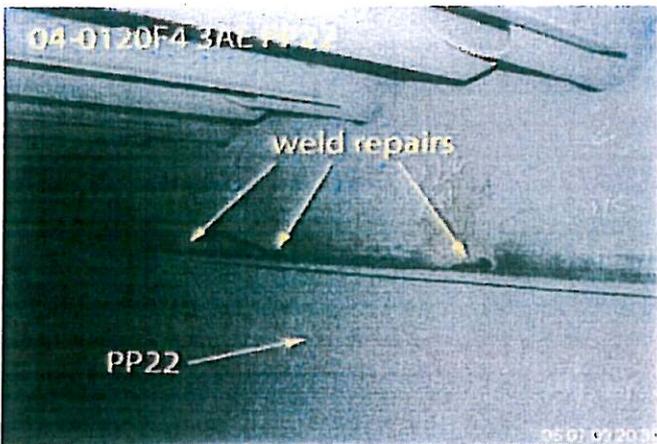
Type of problem:

- Welding Concrete Other
- Welding Curing Procedural **Bridge No:** 34-0006
- Joint fit-up Coating Other **Component:** OBG Segment 3BW
- Procedural Procedural Description:

Reference Description: Missed UT and MT indications

Description of Non-Conformance:

- Caltrans Quality Assurance (QA) Inspector performed Magnetic Particle Testing (MT) on Weld Joint SEG015A-007 (Side Plate to Bottom Plate) and Longitudinal Diaphragm (LD) between Panel Point 22 and 23 located in Segment 3BW. QA Inspector also performed the MT on Panel Point 23 vertical surface area where the LD fits up. The QA Inspector observed several linear indications approximately 130mm in length. ZPMC MT Technician performed the MT testing at same area after and concurred with the QA Inspector findings.
- Caltrans Quality Assurance (QA) Inspector performed Ultrasonic Testing (UT) verification on weld joint SEG015A-007 (Side Plate to Bottom Plate). The tested area was located between Panel Point 22 and 23 in Segment 3BW. QA Inspector discovered sixteen (16) class "A", "B" and "C" rejectable indication measuring approximately 480 mm in total in length. The weld seam that was inspected is approximately 4300mm in length.
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焊缝返修报告
Welding Repair Report

版本
Rev. No.:

0

项目名称 Project Name:	美国海湾大桥 SFOBB	部件图号 Drawing No.:	OBW3	报告编号 Report No.:	B-WR5664
合同号 Contract No.:	04-0120F4	部件名称 Item Name:	3AW+3BW	NDT 报告编号 NDT Report No.:	NA
项目编号 Project No.:	ZP06-787				

焊缝缺陷描述:

Description of Welding Discontinuity:

经检查发现3AW与3BW北侧底板与斜底板拐角处对接缝错边最大10.5mm, 错边总长约5000mm. 详见下图, 其焊缝编号分别为SEG013A-031, SEG015A-007(现状态焊接已冲砂)

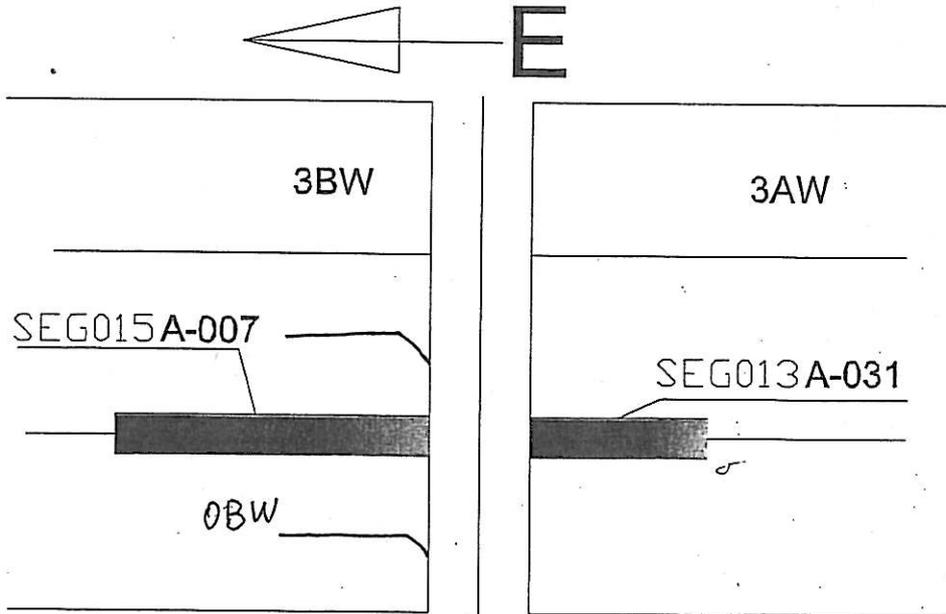
The misalignment was maximum 10.5mm at north bottom plate and side plate, 5000mm in length, relevant welds No.: SEG013A-031, SEG015A-007, and has finished welding and shading, the detail see the following draft.

检验员 (Inspector): Wang zhu

日期 (Date): 2009.06.20

焊缝返修位置示意图:

Draft of Welding Discontinuity:



产生原因:

Cause:

焊接变形和制作误差。

Weld distortion and fabricate error.

车间负责人 (Foreman): *Gao Jun*

日期 (Date): *09.06.22*

处理意见

Disposition :

1. 从对接端口处打磨或碳刨去除底板与斜底板对接焊缝, 碳刨前根据相应的返修WPS预热;
2. 采用外力调整底板与斜底板拐角处对接错边量以满足公差要求;
3. 根据相应返修WPS准备底板与斜底板拐角处的焊接接头;
4. 对坡口进行VT与MT检测确认无缺陷存在;
5. 根据相应WPS预热及焊接;
6. 将返修处焊缝打磨与周边焊缝平齐;
7. 根据图纸要求进行检测。

1. Remove the welds between side plates and bottom plate at the splice. Preheat according to the WPS prior to gouging.
2. Adjust the misalignment and the straightness to meet the tolerance by outer force.
3. Prepare the excavation between side plate and bottom plate according to the relevant WPS.
4. Perform 100%VT and MT inspection to the groove to ensure no defects exist; ;
5. Preheat and weld according to the WPS.
6. Grind the weld flush to the adjacent weld or base metal.
7. Check the weld according to the shop drawings.

工艺: *Wu Tefeng*
Technical Engineer:

审核:
Approved By:

日期:
Date:

09.06.22



焊缝返修报告

版本
Rev. No.:

Welding Repair Report

0

项目名称 Project Name:	美国海湾大桥 SFOBB	部件图号 Drawing No.:	OBW3	报告编号 Report No.:	B-WR5664
合同号 Contract No.:	04-0120F4	部件名称 Item Name:	3AW+3BW	NDT 报告编号 NDT Report No.:	NA
项目编号 Project No.:	ZP06-787				

纠正措施:

Corrective Action to Prevent Re-occurrence:

加强制作过程中的监控, 减少误差。

Enhance supervision in process of fabrication to reduce error.

车间负责人 (Foreman): *GaoJun*日期 (Date): *09.06.22*

参照的WPS编号 Repair WPS No.:	WPS-B-P-2211-B-U2 WPS-B-T-2231-B-U2-F-1	工艺员 Technologist:	<i>NiuTiefeng</i> <i>09.06.22</i>		
返修(碳刨)前预热温度 Preheat Temperature Before Gouging:	<i>NA</i>	返修的缺陷 Description of Discontinuity:	<i>有焊渣超标</i>		
焊前处理检查 Inspection Before Welding:	<i>ACC</i>	焊前预热温度 Preheat Temperature Before Welding:	<i>FCAW: 115°C</i> <i>SMAW: 86°C</i>		
最大碳刨深度 Max. Depth of Gouge:	<i>NA</i>	碳刨总长 Total Length of Gouge:	<i>NA</i>		
焊工 Welder:	<i>FCAW: 220069</i> <i>202841</i> <i>SMAW: 067704</i> <i>068583</i>	焊接类型 Welding Type:	<i>FCAW</i> <i>SMAW</i>	焊接位置 Position:	<i>1G, 4G, 3G</i>
焊接电流 Current:	<i>1G: 287</i> <i>3G: 187</i> <i>4G: 158</i>	焊接电压 Voltage:	<i>1G: 28</i> <i>3G: 25</i> <i>4G: 25</i>	焊接速度 Speed:	<i>1G: 467</i> <i>3G: 117</i> <i>4G: 140</i>
返修后检查 Inspection After Repair:					
外观检查 VT Result:	<i>Acc</i>	检验员 Inspector:	<i>wishicheng</i> <i>09021751</i>	日期 Date:	<i>09.6.25</i>
NDT复检 NDT Result:	<i>ACC</i>	探伤员 NDT Person:	<i>SunYin</i> <i>Lizhenhua</i>	日期 Date:	<i>09.07.17.</i>
见证: Witness/Review:					
备注: Remark:					

#R787-QCP-900



REPORT OF MAGNETIC PARTICLE EXAMINATION

磁粉检测报告

REPORT NO. 报告编号 B787-MT-13052 DATE日期 2009.08.19 PAGE OF页码 1/1 Revision No: 0

PROJECT NO. 工程编号: ZP06-787		CONTRACTOR: 用户: CALTRANS	
DRAWING NO. 图号: OBW3 OBG 3BW+3AW		CALTRANS CONTRACT NO.: 加州工程编号 04-0120F4	
REFERENCING CODE 参考规范编码 AWS D1.5-2002	ACCEPTANCE STANDARD 接受标准 AWS D1.5-2002	PROCEDURE NO. 程序编号 ZPQC-MT-01	CALIBRATION DUE DATE 仪器校正有效期 Dec. 28 ST , 2009
EQUIPMENT 设备 MT YOKE	MANUFACTURER 制造商 PARKER	MODEL NO. 样式编号 B310S	SERIAL NO. 连续编号 5395 5617 5620
MAGNETIZING METHOD 磁化方法	Continuous magnetic yoke 磁轭式连续法	CURRENT 电流	AC
PARTICLE TYPE 磁粉类型	Dry magnet powder 干磁粉	YOKE SPACING 磁轭间距	70~150mm
MATERIAL TO BE EXAMINED 检测材料	<input checked="" type="checkbox"/> WELDING 焊接件 <input type="checkbox"/> CASTING 铸件 <input type="checkbox"/> FORGING 锻造	Material & thickness 母材, 厚度	A709M-345 20/22mm
WELDING PROCESS 焊接方法	FCAW SMAW	TYPE OF JOINT 焊缝类型	BUTT

WELD I.D. 焊缝编号	DISCONTINUITY不连续性			ACCEPT 接受	REJECT 拒收	REMARKS 备注
	INDICATION 指示	TYPE 类型	LENGTH IN mm 长度			
SEG013A-031				ACC.		100%MT
SEG015A-007				ACC.		100%MT
OBW3A-002				ACC.		100%MT
OBW3A-003				ACC.		100%MT

AFTER B-WR5664

BLANK

EXAMINED BY主探 Li zhen hua <i>Li zhen hua</i> 9.28.19	REVIEWED BY 审核 <i>Sungang cheng</i> 9.28.19
LEVEL-II SIGN 签名 / DATE日期	LEVEL-II SIGN / DATE日期
质量经理 / QCM	用户CUSTOMER
签字 SIGN / 日期 DATE	签字 SIGN / 日期 DATE

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 #: xx.25A**QUALITY ASSURANCE -- NON-CONFORMANCE RESOLUTION****Location:** Changxing Island**Report No:** NCS-000272**Prime Contractor:** American Bridge/Fluor Enterprises, a JV**Date:** 25-Aug-2009**Submitting Contractor:** Zhenhua Port Machinery Company, Ltd (ZPMC), Changxing Island **NCR #:** ZPMC-0336**Type of problem:**

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

Date the Non-Conformance Report was written: 08-Jul-2009**Description of Non-Conformance:**

1. Caltrans Quality Assurance (QA) Inspector performed Magnetic Particle Testing (MT) on Weld Joint SEG015A-007 (Side Plate to Bottom Plate) and Longitudinal Diaphragm (LD) between Panel Point 22 and 23 located in Segment 3BW. QA Inspector also performed the MT on Panel Point 23 vertical surface area where the LD fits up. The QA Inspector observed several linear indications approximately 130mm in length. ZPMC MT Technician performed the MT testing at same area after and concurred with the QA Inspector findings.

2. Caltrans Quality Assurance (QA) Inspector performed Ultrasonic Testing (UT) verification on weld joint SEG015A-007 (Side Plate to Bottom Plate). The tested area was located between Panel Point 22 and 23 in Segment 3BW. QA Inspector discovered sixteen (16) class "A", "B" and "C" rejectable indication measuring approximately 480 mm in total in length. The weld seam that was inspected is approximately 4300mm in length.

The first linear discontinuity is located at 1100mm from Panel Point 23. The last measurable linearity discontinuity was located at 4270mm from Panel Point 23.

Contractor's proposal to correct the problem:

Contractor has acknowledged that this item must be addressed, and the item was added to the Master Punchlist.

Corrective action taken:

Completion of work being tracked on Master Punchlist. Submittal of documentation by Contractor being tracked on Documentation Punchlist.

Did corrective action require Engineer's approval? Yes No**If so, name of Engineer providing approval:** **Date:****Is Engineer's approval attached?** Yes No**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 Jim Simonis, who represents the Office of Structural

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Materials for your project.

Inspected By: Simonis,Jim

Quality Assurance Inspector

Reviewed By: Wahbeh,Mazen

QA Reviewer
