

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

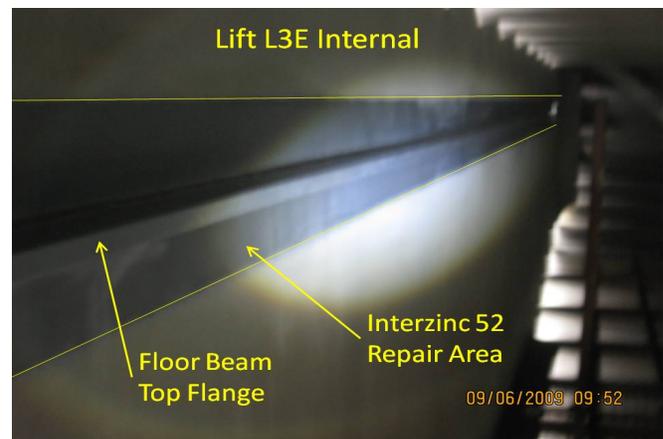
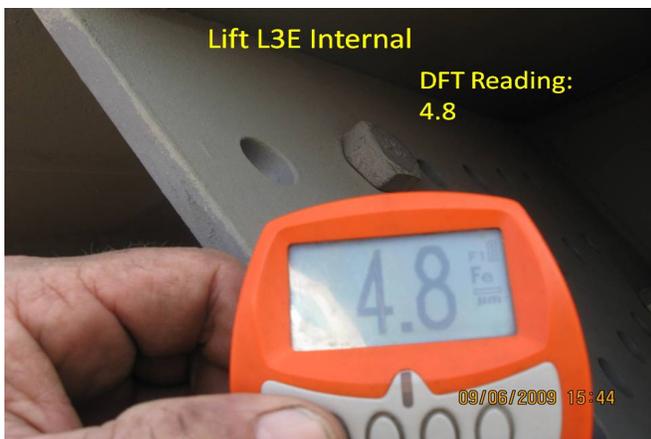
Contract #: 04-0120F4Cty: SF/ALA Rte: 80 PM: 13.2/13.9File #: 69.25B**QUALITY ASSURANCE -- NON-CONFORMANCE REPORT****Location:** Changxing Island, Shanghai, P.R. China**Report No:** NCR-000408**Prime Contractor:** American Bridge/Fluor Enterprises, a JV**Date:** 06-Sep-2009**Submitting Contractor:** Zhenhua Port Machinery Company, Ltd (ZPMC), Changxing Island**NCR #:** ZPMC-0382**Type of problem:**

Welding	Concrete	Other	
Welding	Curing	Procedural	Bridge No: 34-0006
Joint fit-up	Coating	Other	Component: Lift L3E
Procedural	Procedural	Description:	

Reference Description: Lift L3E Internal Primer Coat**Description of Non-Conformance:**

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 90 μ m and less than the SSPC-PA2 spot value thickness of 72 μ m (20% allowance)
2. Interzinc 22 coating applied over rusty surfaces
3. Interzinc 52 repair areas larger than the 150x150mm maximum allowable area



QUALITY ASSURANCE -- NON-CONFORMANCE REPORT

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Applicable reference:

Special Provisions, Section 10-1.69 Clean and Paint Structural Steel, Painting: “The total dry film thickness of all applications of the inorganic zinc undercoat, including the surfaces of the outside existing members within the grip under the bolt heads, nuts, and washers, shall be not less than 90um and not more than 150um.”

Special Provisions, Section 10-1.69 Clean and Paint Structural Steel, Field Repair of Damaged Areas: “Field repair painting shall comply with all provisions specified in the special provisions, and the following: Damaged areas of paint and areas which do not comply with the requirements of this specification shall have the paint removed and all defects corrected. The steel shall then be blast cleaned to a near white condition to produce a profile between 1.0 to 3.5 mils (25 to 90 um).”

ABF-RFI-001747R00 Paragraph 3: “It is acceptable to increase the minimum abrasive blast repair area for the Inorganic Zinc Rich Primer from 50mm X 50mm to 150mm X 150mm. Provide these details as an addendum in the appropriate sections of the PQWP.”

Standard Specifications, Section 59-2 Painting Structural Steel, 59-2.02 Surface Preparation: “All surfaces of new structural steel and other metals which are to be painted shall be blast cleaned unless otherwise specified in the special provisions, or approved in writing by the Engineer.”

Who discovered the problem: James Lumley

Name of individual from Contractor notified: Zhou Qusong

Time and method of notification: 2009-09-06, 13:30, Verbal

Name of Caltrans Engineer notified: Bill Howe

Time and method of notification: 2009-09-07, 10:30, Verbal

QC Inspector's Name: Wong Wei

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 Skyler Guest, 150 0042 2360, who represents the Office of Structural Materials for your project.

QUALITY ASSURANCE -- NON-CONFORMANCE REPORT

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Inspected By:	Guest,Skylar	SMR
Reviewed By:	Wahbeh,Mazen	SMR



DEPARTMENT OF TRANSPORTATION - District 4 Toll Bridge
333 Burma Road
Oakland CA 94607
Tel: Fax:

NON-CONFORMANCE REPORT TRANSMITTAL

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

Date: 23-Sep-2009

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

Dear: Mr. Charles Kanapicki

Job Name: SAS Superstructure

Attention: Mr. Thomas Nilsson Project/Fabrication Manager

Document No: 05.03.06-000382

Subject: NCR No. ZPMC-0382

Reference Description: Lift L3E Internal Primer Coat

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:

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

Action Required and/or Action Taken:

Repair and replace interzinc 22 and 52 according to contract.

Transmitted by: Bill Howe

Attachments: ZPMC-0382

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

File: 05.03.06

NCR PROPOSED RESOLUTION

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

Attention: Pursell, Gary
Resident Engineer

Ref: 05.03.06-000382

Subject: NCR No. ZPMC-0382

Dated: 22-Oct-2009

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

Job Name: SAS Superstructure

Document No.: ABF-NPR-000404 Rev: 00

Contractor's Proposed Resolution:

Reference Resolution: ZPMC has repaired the areas referenced in the NCR and CT has found them to be acceptable.

ZPMC has repaired the areas referenced in the NCR and CT has found them to be acceptable. Areas which were repaired that are larger than the maximum allowable repair area were previously discussed with CT METS and determined to be acceptable. Based on this above information ZPMC requests closure of this NCR.

Submitted by:

Attachment(s): ABF-NPR-000404R00

Caltrans' comments:

Status: CLO

Date: 11-Nov-2009

CT METS inspector has verified that the areas in question were acceptable.

Submitted by: Chao, Ching

Date: 11-Nov-2009

Attachment(s):

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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, P.R. China**Report No:** NCS-000389**Prime Contractor:** American Bridge/Fluor Enterprises, a JV**Date:** 24-Dec-2009**Submitting Contractor:** Zhenhua Port Machinery Company, Ltd (ZPMC), Changxing Island **NCR #:** ZPMC-0382**Type of problem:**

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

Date the Non-Conformance Report was written: 06-Sep-2009**Description of Non-Conformance:**

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

Contractor's proposal to correct the problem:

Repair areas of non-conformance.

Corrective action taken:

Repairs were performed per contract requirements to the areas coated with Interzinc 22. The size restriction was lifted for Interzinc 52 repair areas, so current repairs exceeding 150x150mm are acceptable.

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 Skyler Guest, 15000422360, who represents the Office of Structural Materials for your project.

Inspected By: Guest, Skyler

Quality Assurance Inspector

Reviewed By: Wahbeh, Mazen

QA Reviewer