

**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


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**QUALITY ASSURANCE -- NON-CONFORMANCE REPORT**


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**Location:** Changxing Island, Shanghai, PRC**Report No:** NCR-000470**Prime Contractor:** American Bridge/Fluor Enterprises, a JV**Date:** 04-Nov-2009**Submitting Contractor:** Zhenhua Port Machinery Company, Ltd (ZPMC), Changxing Island**NCR #:** ZPMC-0443**Type of problem:**

<b>Welding</b>	<b>Concrete</b>	<b>Other</b>	
<b>Welding</b>	<b>Curing</b>	<b>Procedural</b>	<b>Bridge No:</b> 34-0006
<b>Joint fit-up</b>	<b>Coating</b>	<b>Other</b>	<b>Component:</b> Tower Spare Strut
<b>Procedural</b>	<b>Procedural</b>	<b>Description:</b>	Tower Spare Strut

**Reference Description:** Missed UT indications on Tower Spare Strut**Description of Non-Conformance:**

During Ultrasonic Testing (UT) of weld joint WD1-A6003-2-11, QA discovered a class "A" indication measuring approximately 21mm in length. This weld was previously tested and accepted by ZPMC Quality Control (QC) UT technicians (NDT Inspection Notification Sheet # 004549).

**Applicable reference:**

AWS D1.5-2002, Section 6.6.2 - "The Contractor shall be responsible for visual inspection and NDT described in 6.7 and necessary correction of all deficiencies in materials and workmanship in conformance with the requirements of Clause 3 and 6.26 and as specified elsewhere in the contract documents."

AWS D1.5-2002, Section 6.26.3.1 - "Welds that are subject to UT in addition to visual inspection shall be acceptable if they meet the following requirements: (1) Welds subject to tensile stress under any condition of loading shall conform to the requirements of Table 6.3.

**Who discovered the problem:** Umesh Gaikwad**Name of individual from Contractor notified:** Li Shi You**Time and method of notification:** 11/4/2009, 17:30; Verbal**Name of Caltrans Engineer notified:** Scott Kennedy**Time and method of notification:** 11/5/2009, 13:00; Verbal**QC Inspector's Name:** Yu Dong Ping**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 Serge Sinevod, 134-8257-0045, who represents the Office of Structural Materials for your project.

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# QUALITY ASSURANCE -- NON-CONFORMANCE REPORT

( Continued Page 2 of 2 )

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**Inspected By:** Sinevod,Serge

ASMR

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**Reviewed By:** Wahbeh,Mazen

SMR



**DEPARTMENT OF TRANSPORTATION - District 4 Toll Bridge**  
 333 Burma Road  
 Oakland CA 94607  
 Tel: 510-808-4618 Fax:

**NON-CONFORMANCE REPORT TRANSMITTAL**

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

**Date:** 06-Nov-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-0443

**Job Name:** SAS Superstructure  
**Document No:** 05.03.06-000433

**Reference Description:** Missed indication (UT)/ Tower spare strut

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:** Tower **Lift:** N/A

**Remarks:**

During Ultrasonic Testing (UT) of weld joint WD1-A6003-2-11, QA discovered a class “A” indication measuring approximately 21mm in length. This weld was previously tested and accepted by ZPMC Quality Control (QC) UT technicians (NDT Inspection Notification Sheet # 004549).

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**Action Required and/or Action Taken:**

Propose a resolution for the identified non-conformance that addresses the failure of Quality Control to identify the linear indications(UT). Provide documentation of the steps taken by the Quality Control Manager to prevent future occurrences.

In addition to the Quality Control failure, propose a resolution for the identified material/workmanship non-conformance documenting that the repaired weld is in compliance with the contract requirements.

**Transmitted by:** Ken Lee Transportation Engineer

**Attachments:** ZPMC-0443

**cc:** Rick Morrow, Gary Pursell, Mark Woods, Doug Coe, Scott Kennedy

**File:** 05.03.06

## NCR PROPOSED RESOLUTION

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

**Attention:** Pursell, Gary  
Resident Engineer

**Ref:** 05.03.06-000433

**Subject:** NCR No. ZPMC-0443

**Dated:** 09-Nov-2009

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

**Job Name:** SAS Superstructure

**Document No.:** ABF-NPR-000417 **Rev:** 00

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### Contractor's Proposed Resolution:

**Reference Resolution:** ZPMC has performed this repair, most likely a repair of an acceptable weld. ZPMC will submit the appropriate documents at a later date for closure of this NCR.

ABF performed a verification confirmed the UT reading as a +8db to +9db reflector with a 15mm length. A +8db reflector is considered a Class A rejectable per AWS D1.5 Table 6.3 for the thickness involved regardless of length. If the reflector is a +9db and the length is greater than 20mm then the reflector is considered a class B rejectable indication.

This NCR is written because a Class A reflector of 21mm was found, this is a confusing statement as the NCR does not reference the db reading. It was indicated from ZPMC and ABF that the CT inspector located a class A indication of +8db. If this NCR is being generated for a Class A indication of +8db, this is an unreasonable NCR as it is very easy to have a 1 to 2 db difference between UT operators given the several different equipment variables and operator variables. If this NCR is being generated for a Class B indication at 21mm length this is also an unreasonable NCR as there is only 1mm difference. Based on sizing of flaws per the AWS code, a 1mm difference is easily disputable. For a QA verification test these border line calls should not be classified as missed indications and should not be elevated to NCR status, nor should they be repaired. In the meantime, ZPMC has performed this repair, most likely a repair of an acceptable weld. ZPMC will submit the appropriate documents at a later date for closure of this NCR.

### Submitted by:

**Attachment(s):** ABF-NPR-000417R00

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### Caltrans' comments:

**Status:** AAP

**Date:** 11-Nov-2009

The Department reviewed this NCR and confirmed the db reading of +8db with 21mm in length. While the Department agrees that it should not have been regarded as missed indications due to the failure of Quality Control, the objective evidences indicate that it is still a Class A rejectable per AWS D1.5 Table 6.3 and needs to be repaired.

This NCR will be closed once acceptable repair documents are submitted and reviewed.

**Submitted by:** Lee, Ken

**Date:** 11-Nov-2009

**Attachment(s):**

## NCR PROPOSED RESOLUTION

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

**Attention:** Pursell, Gary  
Resident Engineer

**Ref:** 05.03.06-000433

**Subject:** NCR No. ZPMC-0443

**Dated:** 13-Nov-2009

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

**Job Name:** SAS Superstructure

**Document No.:** ABF-NPR-000417 Rev: 01

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### Contractor's Proposed Resolution:

**Reference Resolution:** ZPMC has submitted the appropriate documents which shows the weld is acceptable to Caltrans and requests closure of the NCR.

ABF performed a verification confirmed the UT reading as a +8db to +9db reflector with a 15mm length. A +8db reflector is considered a Class A rejectable per AWS D1.5 Table 6.3 for the thickness involved regardless of length. If the reflector is a +9db and the length is greater than 20mm then the reflector is considered a class B rejectable indication.

This NCR is written because a Class A reflector of 21mm was found, this is a confusing statement as the NCR does not reference the db reading. It was indicated from ZPMC and ABF that the CT inspector located a class A indication of +8db. If this NCR is being generated for a Class A indication of +8db, this is an unreasonable NCR as it is very easy to have a 1 to 2 db difference between UT operators given the several different equipment variables and operator variables. If this NCR is being generated for a Class B indication at 21mm length this is also an unreasonable NCR as there is only 1mm difference. Based on sizing of flaws per the AWS code, a 1mm difference is easily disputable. For a QA verification test these border line calls should not be classified as missed indications and should not be elevated to NCR status, nor should they be repaired. In the meantime, ZPMC has performed this repair, most likely a repair of an acceptable weld. ZPMC has submitted the appropriate documents which shows the weld is acceptable to Caltrans and requests closure of the NCR.

### Submitted by:

**Attachment(s):** ABF-NPR-000417R01;

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### Caltrans' comments:

**Status:** CLO

**Date:** 15-Nov-2009

The proposed resolution is acceptable. The Department concurs that Non-conformance ZPMC-0443 is closed.

**Submitted by:** Lee, Ken

**Date:** 15-Nov-2009

**Attachment(s):**



No. T-075

## LETTER OF RESPONSE

TO: American Bridge/Flour JV

DATE: 2009-11-13

REGARDING: NCR-000470(ZPMC-0443)

ZPMC received NCR-470(ZPMC-443), it mentioned that CT inspector discovered a class "A" indication measuring approximately 21mm in length during Ultrasonic Testing of weld joint WD1-A6003-2-11. The convinced DB by Caltrans is +8.

According to AWS D1.5:2002 Table 6.3, if  $db \leq +8$ , it will be identified as class "A" indication. But if the indication is considered as class "B" and the length is less than 20mm, it will be acceptable.

After survey, ZPMC's NDT result is +9 db and 11mm for length which shows the member is acceptable. And the overcheck result by ABF(see ABF UT Report) which indicated the length is 15mm also show that there's no need to reject the strut . Though the db is still +8 , it is reasonable according to the experience and technique of UT.

Finally, what can be seen is that ZPMC took a positive action to repair this position and rechecked it. And we informed CT to recheck it as well. The result show the member inspection can pass. But, anyway, what we should be clear is that more repair is no good to member.

Here attached WR reports and GREEN TAG FORM to prove the weld was perfect .And ZPMC hope Caltrans could take a review and consider close the NCR.

ATTACHMENT:

NCR-000470(ZPMC-0443)

T-WR2648

ABF UT Report

ABF QA APPROVAL REQUEST FORM

zhao jia neng  
2009-11-13



DEPARTMENT OF TRANSPORTATION - District 4 Toll Bridge  
333 Burma Road  
Oakland CA 94607  
Tel: 510-808-4618 Fax:

## NON-CONFORMANCE REPORT TRANSMITTAL

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

**Date:** 06-Nov-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:** 05.03.06-000433

**Subject:** NCR No. ZPMC-0443

**Reference Description:** Missed indication (UT)/ Tower spare strut

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- 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:** Tower

**Lift:** N/A

### Remarks:

During Ultrasonic Testing (UT) of weld joint WD1-A6003-2-11, QA discovered a class "A" indication measuring approximately 21mm in length. This weld was previously tested and accepted by ZPMC Quality Control (QC) UT technicians (NDT Inspection Notification Sheet # 004549).

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In addition to the Quality Control failure, propose a resolution for the identified material/workmanship non-conformance documenting that the repaired weld is in compliance with the contract requirements.

**Transmitted by:** Ken Lee Transportation Engineer

**Attachments:** ZPMC-0443

**cc:** Rick Morrow, Gary Pursell, Mark Woods, Doug Coe, Scott Kennedy

**File:** 05.03.06

**DEPARTMENT OF TRANSPORTATION**

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(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-000470

Prime Contractor: American Bridge/Fluor Enterprises, a JV

Date: 04-Nov-2009

Submitting Contractor: Zhenhua Port Machinery Company, Ltd (ZPMC), Changxing Island

NCR #: ZPMC-0443

**Type of problem:**

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

Reference Description: Missed UT indications on Tower Spare Strut

**Description of Non-Conformance:**

During Ultrasonic Testing (UT) of weld joint WD1-A6003-2-11, QA discovered a class "A" indication measuring approximately 21mm in length. This weld was previously tested and accepted by ZPMC Quality Control (QC) UT technicians (NDT Inspection Notification Sheet # 004549).

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Who discovered the problem: Umesh Gaikwad

Name of individual from Contractor notified: Li Shi You

Time and method of notification: 11/4/2009, 17:30; Verbal

Name of Caltrans Engineer notified: Scott Kennedy

Time and method of notification: 11/5/2009, 13:00; Verbal

QC Inspector's Name: Yu Dong Ping

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 Serge Sinevod, 134-8257-0045, who represents the Office of Structural Materials for your project.

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## QUALITY ASSURANCE -- NON-CONFORMANCE REPORT

(Continued Page 2 of 2)

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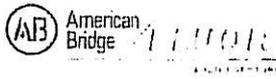
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**Inspected By:** Sinevod, Serge

ASMR

**Reviewed By:** Wahbeh, Mazen

SMR



This report is for the sole use of ABFJV, if transmitted to any third party it will be For Information Only. This report cannot be copied, amended by any third party without the prior approval of ABFJV.

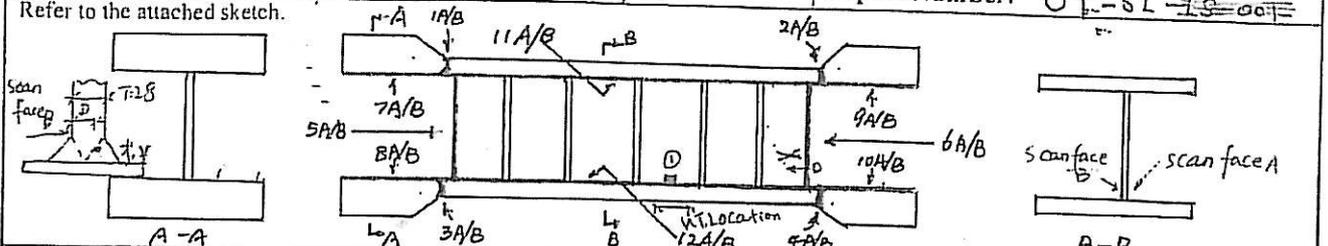


### UT Report

Project Name: SF/OBB SAS Bridge.

Date: 2009.11.05 - SPARE - 00

Lift / Segment No.: IV/A Location: HD2 Report Number: UT-SL-15-007



Material:- A709 Thickness:- 28 Examination Specification:- AWS D1.5  
 Surface Condition:-  As Welded  Dressed Acceptance Criteria:- AWS D1.5 Table 6.3  
 Type of Instrument:- USN58L Test Procedure Number:- ZPQC-UT-01  
 Type of Transducer:- 2.25 MHz/1.0 ; 2.5P18X18A70 Reference Block:- IIW  
 Transducer Angle:- 0°, 70° Couplant:- CMC Paste  
 Welding Process:-  FCAW  SMAW  GMAW  SAW

Weld No.	Indication No.	Scan Face	Dimensions (mm)				Indication Rating "d"	Evaluation	Inspector	Inspection Date
			"X" from O Axis	"y"	Length "L"	Depth "D"				
WD1-A683-2-12-0		B	715	15	15	2.4	78	Rej.	Wang ZH	09.11.05
<p>* Verification of CT identified rejectable indications on captioned weld. Confirm the result.</p>										

Observation:- Scanning Pattern:- A.B.C. is rejected, ZPMC shall repair the weld as procedure in Green Top.

Prepared By:-	ZPMC	ABFJV	Reviewed By:-	ABFJV
Name		Wang Zhenhua	Name	
Sign		Wang ZH	Sign	
Position			Position	
Date		2009.11.05	Date	

\* No Follow-up Report From ABF For this weld.

**QA APPROVAL REQUEST FORM**

*Spare Smt*

Component WD1-1603 Date 2009-11-9

In-Process tag No. \_\_\_\_\_

\* Attach In-Process tag

Green tag No. 9284 Location \_\_\_\_\_

Weld numbers WD1-1603-2-1-60

Yu Dong ping \_\_\_\_\_ 2009. 11. 9  
 ZPMC Team Representative Date

Li shi you \_\_\_\_\_ 2009-11-9  
 ABF Team Representative Date

B281/B282/B247 \_\_\_\_\_ 11-09-2009  
 CT Team Representative Date

**DOCUMENTATION REVIEW**

	Yes	No
NDE complete	<input type="checkbox"/>	<input type="checkbox"/>
Repairs complete	<input type="checkbox"/>	<input type="checkbox"/>
NCR's closed	<input type="checkbox"/>	<input type="checkbox"/>

ABF QA Manager \_\_\_\_\_ Date \_\_\_\_\_



# 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	WD1-A6003-2	报告编号 Report No.	T-WR2648
合同号 Contract No.:	04-0120F4	部件名称 Items Name	FIRST LIFTING TOWER (W)	NDT报告编号 Report No. of NDT	T787-UT-2406
项目编号 Project No.:	ZP06-787				

缺陷描述:

Description of welding discontinuity:

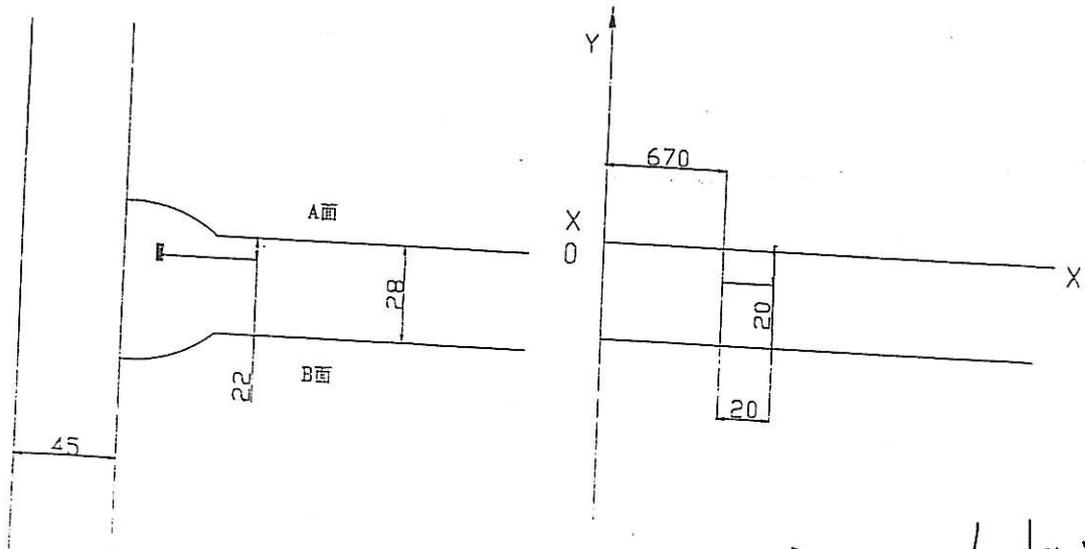
Rejected indication found by ultrasonic inspection is less than the maximum allowance aggregate length.

(UT探伤发现的缺陷总长度小于最大允许长度) WD1-A6003-2-12A/B

 检验员 (Inspector): Dai Geng Sheng 日期 (Date): 09.11.05

焊缝返修位置示意图

Draft of welding discontinuity:



WELD NUMBER: WD1-A6003-2-12A/B Note: Remove only by grinding

产生原因:

Caused:

- 1、 无打磨,焊接接头没有有效打磨;
- 2、 起弧和收弧没有交错布置,以将焊渣减少到最少;
- 3、 焊道清理没有有效的清理。

1. The weld joint was not ground sufficiently after arc-gouging.
2. The arc starts and stops were not staggered to minimize slag entrapment.
3. Interpass cleaning was not performed properly.

车间负责人(Foreman): Lishiguan 日期(Date): 09.11.05

处理意见

Disposition:

1. Gouge off the defect weld;
2. Grind smoothly the gouged surface;
3. If User's request, check with MT or other NDT method to make sure the defect remove completely;
4. Preheat and the interpass temperature control according to the relative WPS-repair;
5. Check the welding according to the approved shop drawing.

- 1、 请将有缺陷的焊缝碳刨去除;
- 2、 将碳刨处打磨光滑;
- 3、 如用户要求, 用 MT 或其它的无损检测方法证实缺陷被完全清除;
- 4、 按批准后返修焊接工艺规程 WPS 要求进行预热和控制道间温度;
- 5、 按图纸要求检测焊缝。

Technical engineer Zou Yushong  
09.11.05

Approved by WZC

Date



# 焊缝返修报告

Rev. No.

## Welding Repair Report

0

项目名称 Project Name	苏通海门大桥 SFOBB	零件图号 Drawing No.	WD1-A6003-2	报告编号 Report No.	T-WR2648
合同号 Contract No.:	04-0120F4	部件名称 Items Name	FIRST LIFTING TOWER (W)	NDT 报告编号 Report No. of NDT	T787-UT-2406
项目编号 Project No.:	ZP06-787				

纠正措施:

**Correction action to prevent re occurrence:**

1. 切割后的接头位置打磨要过渡, 保证每道焊缝的接头可以交错布置;
  2. 认真仔细检查每道焊缝和加强焊缝的清渣;
  3. 焊缝中所有的焊渣全部去除后, 表面的缺陷全部打磨干净.
1. The joint shall be ground to a smooth transition to ensure that arc starts and stops are in a staggered Arrangement.
  2. QC shall inspect the weld passes more carefully and enforcing interpass cleaning.
  3. All weld slag shall be removed and surface defects ground during interpass cleaning.

车间负责人(Foreman): *Lishi guan* 日期(Date): *07.11.05*

参照的WPS编号 Repair WPS No.	WPS-345-SMAW-1 G(1F)-Repair WPS-345-FCAW-1 G(1F)-Repair WPS-345-SMAW-2 G(2F)-Repair WPS-345-FCAW-2 G(2F)-Repair	工艺员 technologist	<i>Zou Yunhong</i> <i>07.11.5</i>
返修(切割)前预热温度 Preheat temperature before gouging	<i>70°C</i>	返修的缺陷 Description of discontinuity	<i>气孔 poro</i>
焊前处理检查 Inspection before welding	<i>ACU</i>	焊前预热温度 Preheat temperature before welding	<i>110°C</i>
最大切割深度 Max. depth of gouging		切割总长 Total length of gouging	<i>120 mm</i>
焊工 welder	<i>Zhu Fengxin</i> <i>202100</i>	焊接类型 welding type	<i>SMAW</i>
焊接电流 Current	<i>172 (060)</i>	焊接电压 Voltage	<i>22.8</i>
		焊接位置 position	<i>2G</i>
		焊接速度 Speed	<i>108</i>

**返修后检查  
Inspection After repairing:**

外观检查 VT result	<i>ACU</i>	检验员 Inspector	<i>Yunmeng ping</i> <i>07/11/05</i>	Date	<i>07.11.6</i>
NDT 复核 NDT result	<i>ACE</i>	报告人 NDT person	<i>Dai Gensheng</i>	Date	<i>07.11.07</i>

见证:  
Witness/Review:

备注:  
Remark:

**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 #: xx.25A**QUALITY ASSURANCE -- NON-CONFORMANCE RESOLUTION****Location:** Changxing Island, Shanghai, PRC**Report No:** NCS-000330**Prime Contractor:** American Bridge/Fluor Enterprises, a JV**Date:** 16-Nov-2009**Submitting Contractor:** Zhenhua Port Machinery Company, Ltd (ZPMC), Changxing Island **NCR #:** ZPMC-0443**Type of problem:**

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

**Date the Non-Conformance Report was written:** 04-Nov-2009**Description of Non-Conformance:**

During Ultrasonic Testing (UT) of weld joint WD1-A6003-2-11, QA discovered a class "A" indication measuring approximately 21mm in length. This weld was previously tested and accepted by ZPMC Quality Control (QC) UT technicians (NDT Inspection Notification Sheet # 004549).

**Contractor's proposal to correct the problem:**

Repair affected weld.

**Corrective action taken:**

The affected weld has been repaired, NDT reports indicating a sound weld have been submitted, and the weld has been green tagged.

**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 Serge Sinevod, 134-8257-0045, who represents the Office of Structural Materials for your project.

**Inspected By:** Sinevod, Serge

Quality Assurance Inspector

**Reviewed By:** Wahbeh, Mazen

QA Reviewer