

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

QUALITY ASSURANCE -- NON-CONFORMANCE REPORT

Location: Changxing Island, Shanghai, P.R. China

Report No: NCR-000619

Prime Contractor: American Bridge/Fluor Enterprises, a JV

Date: 10-Jan-2010

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

NCR #: ZPMC-0592

Type of problem:

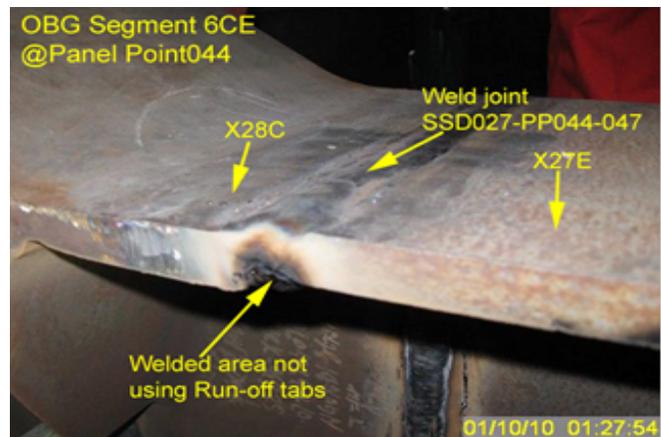
Welding	Concrete	Other	
Welding	Curing	Procedural	Bridge No: 34-0006
Joint fit-up	Coating	Other	Component: Segment 6CE Intermediate Diaphragm
Procedural	Procedural	Description:	

Reference Description: The Contractor performed welding without using the run-off tabs at termination for Segment 6CE

Description of Non-Conformance:

During Quality Assurance random in-process observations of the fabrication of Segment 6CE, this Caltrans Quality Assurance (QA) inspector discovered the following issue:

- Complete Joint Penetration (CJP) weld being performed without using the run-off tabs.
- The use of run-off tabs is specified in AWS D1.5 2002 section 3.12.1.
- The member is identified as a partial height crossbeam diaphragm.
- The weld is a Complete Joint Penetration (CJP) butt joint identified as SSD027-PP044-047.
- The weld is joining corner section diaphragm flange (X28C) to the straight section of diaphragm flange (X27E).
- The weld is located on the diaphragm connected to the FL3 floor beam at Panel Point 044 on segment 6CE.
- OBG Segment 6CE is located in the segment Trial Assembly Yard.



Applicable reference:

QUALITY ASSURANCE -- NON-CONFORMANCE REPORT

(Continued Page 2 of 2)

American Weld Society (AWS) D1.5 2002 section 3.12.1 “Welds shall be terminated at the end of a joint in a manner that will ensure sound welds. Whenever possible, this shall be done using weld tabs (extension bars and run off plates) placed in a manner that will duplicate the joint detail being welded”.

Who discovered the problem: Manoj Prabhune

Name of individual from Contractor notified: Li Jingbo

Time and method of notification: 09:55 hours, 01/10/10, Verbal

Name of Caltrans Engineer notified: Bill Howe

Time and method of notification: 08:15 hours, 01/11/10, Verbal

QC Inspector's Name: Wang Lu

Was QC Inspector aware of the problem: Yes No

Contractor's proposal to correct the problem:

N/A

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, +(86) 134.7247.7571, who represents the Office of Structural Materials for your project.

Inspected By:	Tsang, Eric	SMR
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Reviewed By:	Wahbeh, Mazen	SMR
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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: 11-Jan-2010

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: 05.03.06-000582

Subject: NCR No. ZPMC-0592

Reference Description: The Contractor performed welding without using the run-off tabs at termination for Segment 6CE

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:** 06

Remarks:

- During Quality Assurance random in-process observations of the fabrication of Segment 6CE, this Caltrans Quality Assurance (QA) inspector discovered the following issue:
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 - OBG Segment 6CE is located in the segment Trial Assembly Yard.

Action Required and/or Action Taken:

Propose a resolution for the identified non-conformance with revised procedures to prevent future occurrences. A response for the resolution of this issue is expected within 7 days.

Transmitted by: Bill Howe Sr. Transportation Engineer
Attachments: ZPMC-0592

cc: Rick Morrow, Gary Pursell, Peter Siegenthaler, Stanley Ku, Brian Boal, 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: 05.03.06-000582

Subject: NCR No. ZPMC-0592

Dated: 18-Mar-2010

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

Job Name: SAS Superstructure

Document No.: ABF-NPR-000629 Rev: 00

Contractor's Proposed Resolution:

Reference Resolution: ZPMC is providing the CWR that was used to repair the weld after defects were found and the subsequent NDT which shows that the weld is acceptable.

ZPMC is providing the CWR that was used to repair the weld after defects were found and the subsequent NDT which shows that the weld is acceptable. ZPMC QA has instructed the responsible production team that they must pay close attention to these types of issues. Based on this ZPMC requests closure of this NCR.

Submitted by: Ishibashi, Joshua

Attachment(s): ABF-NPR-000629R00;

Caltrans' comments:

Status: CLO

Date: 24-Mar-2010

This proposed resolution is acceptable. The documentation received is sufficient and the Department concurs that Non-Conformance ZPMC-0592 is closed.

Submitted by: Eagen, Sean

Attachment(s):

Date: 24-Mar-2010



No. B-696

LETTER OF RESPONSE

TO: American Bridge/Flour

DATE: 2010-3-18

REGARDING: NCR-000619(ZPMC-0592)

ZPMC is providing the CWR and NDT record show this weld is now acceptable. ZPMC QA has instructed the production to notice this issue and QC will pay more attention on such unacceptable welding process. After verification by CT, this NCR has been removed from punchlist. Based on this, ZPMC requests this NCR to be closed.

ATTACHMENT:

NCR-000619(ZPMC-0592)

B-CWR1255

B787-UT-11461 R3

A handwritten signature in black ink, appearing to be 'J. Z.' or similar, written in a cursive style.

3/18/10



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
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Date: 11-Jan-2010

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

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Attachments: ZPMC-0592

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

File: 05.03.06

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QUALITY ASSURANCE -- NON-CONFORMANCE REPORT

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Date: 10-Jan-2010

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

NCR #: ZPMC-0592

Type of problem:

Welding Concrete Other

Welding Curing Procedural

Joint fit-up Coating Other

Procedural Procedural Description:

Bridge No: 34-0006

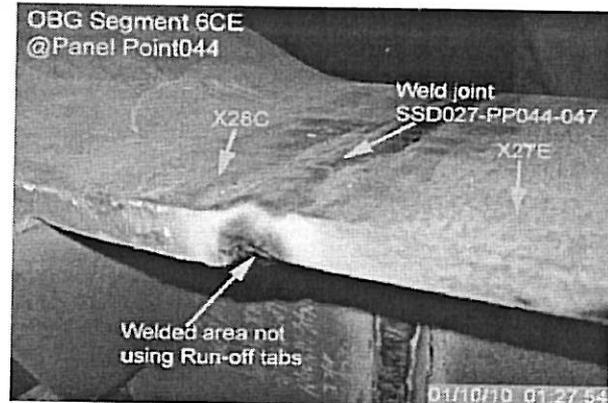
Component: Segment 6CE Intermediate Diaphragm

Reference Description: The Contractor performed welding without using the run-off tabs at termination for Segment 6CE

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QUALITY ASSURANCE -- NON-CONFORMANCE REPORT

(Continued Page 2 of 2)

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Inspected By: Tsang, Eric	SMR
Reviewed By: Wahbeh, Mazen	SMR



关键焊缝返修报告
Critical Welding Repair Report (CWR)

版本
Rev. No.:

0

项目名称 Project Name:	美国海湾大桥 SFOBB	部件图号 Drawing No.:	OBE6	报告编号 Report No.:	B-CWR1255
合同号 Contract No.:	04-0120F4	部件名称 Item Name:	6CE FLOOR BEAM	NDT 报告编号 NDT Report No.:	B787-UT-11461R 2
项目编号 Project No.:	ZP06-787				

焊缝缺陷描述:

Description of Welding Discontinuity:

A Rejectable indication was found by Ultrasonic Inspection for a third repair.
(UT三次缺陷) SSD27-PP045-047

Welder ID No. (焊工编号): 054467 Position:(位置): 4G

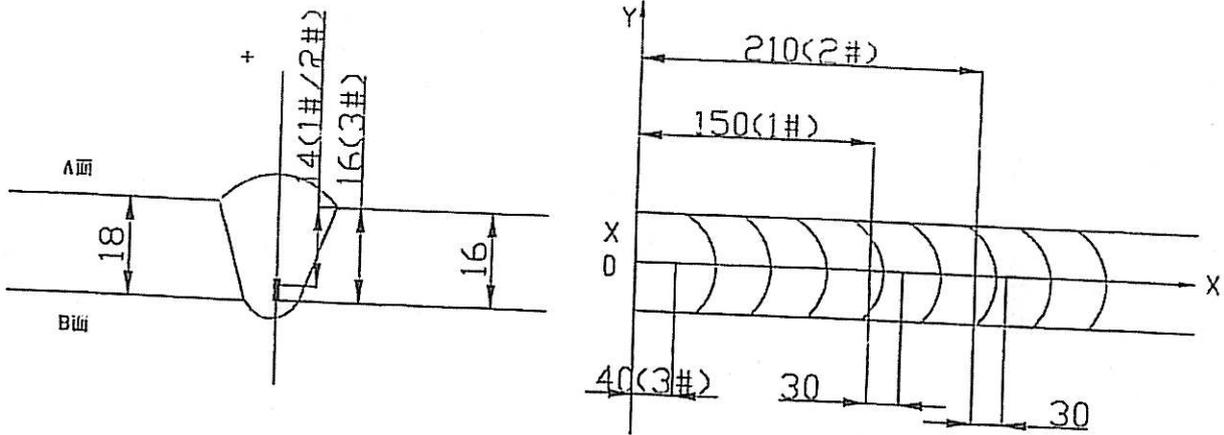
检验员 (Inspector): Tang Xinqshan 日期 (Date): 2010.03.05

Tang Xinqshan

2010.03.05

焊缝返修位置示意图:

Draft of Welding Discontinuity:



WELD NUMBER: SSD27-PP045-047

This document is APPROVED
State of California
DEPARTMENT OF TRANSPORTATION
Pursuant to Section 5-1.02 of the
Standard Specifications

Initial *STW* Date *3/10/10*

产生原因:

Cause:

1. 焊工在第一次反面清根时, 没有注意, 导致焊接缺陷没有全部去除;
 2. 在焊返修前, QC没有确认所有的焊接缺陷已经去除。
1. The welder was not observant during the first backgouging operation resulting in the indications not being completely removed.
 2. QC did not verify the indications had been removed prior to re-welding.

车间负责人 (Foreman): Ma Ruiguan

日期 (Date): 2010.3.5

处理意见

Disposition:

1. 整个返修过程中, QC和Leader CWI检测所有的碳刨, 打磨和焊接;
 2. 在返修前, QC和Leader CWI应该有有效的CWR;
 3. QC和Leader CWI应该指导返修, 以保证按照返修要求进行;
 4. 碳刨前, 将杂物以及UT检测遗留的残留物清理干净, 在打磨或是碳刨前需预热到65° C;
 5. 从离缺陷近的一侧碳刨或打磨的方法去除焊缝缺陷 ($D \leq 0.65T$, D为缺陷深度, T为母材厚度);
 6. 根据批准的返修WPS准备焊接接头;
 7. 将要返修的区域打磨干净, 焊接接头开始和结束的地方交错布置, 并用MT和VT检测方法保证缺陷完全被消除;
 8. 将杂物以及MT和UT检测遗留的残留物清理干净。
 9. QC和Leader CWI确认报告上的缺陷已经全部去除;
 10. 根据新的返修工艺中表1进行预热以及根据批准的WPS进行焊接;
 11. 在进入下道工序前, QC目检时, 要加强对焊道的清理的监控;
 12. 焊接后根据新的返修工艺中表1要求进行后热;
 13. 后热后将焊缝逐渐冷却到周围环境温度, 并控制冷却速率不超过50° C每小时;
 14. 将修补区域打磨与母材或相邻焊缝平齐;
 15. 在焊缝冷却至环境温度等48小时以后进行NDT检查;
 16. 根据批准的车间图纸VT, MT, UT检测返修后的焊缝。附加NDT检测按照合同10-1.59 “钢结构” 中的 “检测和试验” 进行。
1. QC and a Lead CWI shall be present and direct all gouging, grinding and welding operations during this repair.
 2. QC and a Lead CWI shall have a copy of the CWR in hand and shall be at the repair location prior to the repair.
 3. QC and the Lead CWI shall direct the repair to ensure the repair is per the disposition requirements.
 4. Clean excavation area of all loose debris including UT powder, and preheat to 65° C prior to gouging or grinding.
 5. Gouge and/or grind accurately from nearer side from metal edge ($D \leq 0.65T$, “D” is depth of defects, “T” is thickness of metal) to remove all defects.
 6. Prepare a right joint according to approved WPS.
 7. Grind repair area smooth to a shiny finish with tapered ends to ensure staggered stops and starts, and perform VT and MT to ensure the defects have been removed.
 8. Clean the excavation area of all loose debris including MT powder and UT gel.
 9. QC and a Lead CWI shall verify and document all defects have been removed prior to repair welding.
 10. Preheat according to Table 1 and weld according to approved WPS..
 11. QC and a CWI shall enforce interpass cleaning by performing a visual inspection prior to the disposal of each pass.
 12. Perform post weld heating according to the Table 1 of the New Repair Procedure.
 13. Allow the weld to cool to ambient temperature gradually. Control cooling rate after PWHT to no more than 50° C per hour.
 14. Grind the repaired area flush with base metal or the adjacent weld after post weld heating.
 15. Wait 48 hours after the repair area has cooled to ambient temperature before performing NDT.
 16. Check the weld by performing VT, MT and UT to the repair area according to the drawings. Additional NDT in accordance with the applicable notes in Special Provisions Section 10-1.59 ‘Steel Structure’, subsection ‘Inspection and Testing’.

This document is the property of the State of California
 DEPARTMENT OF TRANSPORTATION
 Pursuant to Section 5-1.02 of the Standard Specifications
 Initial: HR Date: 3/10/10

工艺: Hexiaolin
Technical Engineer:

3/5/10

审核: Lu Jianhua
Approved By:

日期: 2010.3.5
Date:



关键焊缝返修报告

版本
Rev. No.:

Critical Welding Repair Report (CWR)

0

项目名称 Project Name:	美国海湾大桥 SFOBB	部件图号 Drawing No.:	OBE6	报告编号 Report No.:	B-CWR1255
合同号 Contract No.:	04-0120F4	部件名称 Item Name:	6CE FLOOR BEAM	NDT 报告编号 NDT Report No.:	B787-UT-11461R2
项目编号 Project No.:	ZP06-787				

纠正措施:

Corrective Action to Prevent Re-occurrence:

- 返修前, QC必须VT和MT确认所有的缺陷已经去除;
- 教导在烧熔透焊缝和焊道清理时, 焊工必须负责任;
- QC指导碳刨工将所有的缺陷去除;
- 关键焊缝返修时, 主要的QC负责人要在现场;

- QC to verify VT and MT has been performed and all the defects have been removed prior to the repair.
- QC to instruct the welder that it is his responsibility to produce sound welds and perform interpass cleaning.
- QC to instruct the grinder all defects shall be removed.
- Greater QC presence during critical welding operations.

车间负责人 (Foreman):

hanzi qian

日期 (Date):

10.03.05

参照的WPS编号 Repair WPS No.:	WPS-345-SMAW-4 G(4F)-FCM-Repair	工艺员 Technologist:	<i>Hexian Lu</i> <i>3/5/10</i>
返修 (碳刨) 前预热温度 Preheat Temperature Before Gouging:		返修的缺陷 Description of Discontinuity:	
焊前处理检查 Inspection Before Welding:		焊前预热温度 Preheat Temperature Before Welding:	
最大碳刨深度 Max. Depth of Gouge:		碳刨总长 Total Length of Gouge:	
焊工 Welder:		焊接类型 Welding Type:	焊接位置 Position:
焊接电流 Current:		焊接电压 Voltage:	焊接速度 Speed:

返修后检查
Inspection After Repair:

外观检查 VT Result:		检验员 Inspector:		日期 Date:	
NDT复检 NDT Result:		探伤员 NDT Person:		日期 Date:	

见证:
Witness/Review:备注:
Remark:

This document is the property of
State of California
DEPARTMENT OF TRANSPORTATION
Pursuant to Section 5-1.02 of the
Standard Specifications

#R787-QCP-900

Initial *han* Date *3/10/10*



REPORT OF ULTRASONIC EXAMINATION

UT探伤报告

REPORT NO. 报告编号 B707-UT-11461R2 DATE 2010.03.05 PAGE 1 OF 2 Revision No: 0

PROJECT NO.: 工程编号 ZP06-787

ITEMS NAME: 6CE FLOOR BEAM DRAWING NO.: OBE6 CONTRACTOR: CALTRANS

附件名称 图号 加州工程编号

REFERENCING CODE 参考规范 AWS D1.5-2002 ACCEPTANCE STANDARD 接受标准 AWS D1.5-2002(Table 6.3) PROCEDURE NO. 程序编号 ZPQC-UT-01

WELDING PROCESS 焊接方法 SMAW JOINT TYPE 焊缝类型 BUTT T-JOINT CALIBRATION DUE DATE 仪器校正有效期 Dec. 28th, 2010

EQUIPMENT 设备 MANUFACTURER 制造商 PANAMETRICS MODEL NO. 样式编号 EPOCH-4B SERIAL NO. 序列编号 071565311, 061488510, 061495811, 070152011

UT SCOPE COUPLANT 耦合剂 C.M.C MATERIAL/THICKNESS 材料厚度 A709M-345 12/14/16/18mm

TRANSDUCER 探头							
MANUFACTURER 制造商	ANGLE 角度	FREQUENCY 频率	SIZE 尺寸	MANUFACTURER 制造商	ANGLE 角度	FREQUENCY 频率	SIZE 尺寸
Changchao	70°	2.5MHz	18x18mm				
Changchao	0°	2.5MHz	20mm				

Base metal inspected per AWS D1.5-2002 Section 6.19.5 0° UT OK. Reference Level 参考灵敏度 20dB

WELD IDENTIFICATION 焊缝附件编号	INDICATION NO. 指示号	PROBE ANGLE 探头角度	FROM FACE 检测面	LEG (次数)	DECIBELS 分贝				DISCONTINUITY 不连续性					Discontinuity Evaluation 缺陷统计	Remark 备注
					Indication Level	Reference Level	Attenuation Factor	Indication Rating	LOCATION OF DISCONTINUITY 不连续位置(mm)						
									a	b	c	d	Length 长度		
SSD27-PP045-174	1R2	70	A	1	44	33	1	+10	60	42	14	+10	70	REJ.	100%
SSD27-PP045-137	1R2	70	A	1	44	33	2	+9	20	54	16	-5	110	REJ.	100%
SSD27-PP045-117	1R2	70	A	1	44	33	1	+10	110	32	12	0	50	REJ.	100%
	2R2	70	A	1	43	33	2	+8	20	47	15	0	230	REJ.	100%
SSD27-PP045-100	1R2	70	A	1	45	33	2	+10	150	44	14	0	80	REJ.	100%
SSD27-PP045-047	1R2	70	A	1	44	33	2	+9	30	44	14	0	150	REJ.	100%
	2R2	70	A	1	45	33	2	+10	30	44	14	0	210	REJ.	100%

EXAMINED BY 主探 *Ray Shyan* 10.13.05

LEVEL - II SIGN / DATE

质量经理 / QCM *Lu Jianhua* 10.23.05

签字 SIGN / 日期 DATE

REVIEWED BY 审核 *Jai Ray Shyan* 10.13.05

LEVEL - II SIGN / DATE

用户 CUSTOMER

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, Shanghai, P.R. China**Report No:** NCS-000581**Prime Contractor:** American Bridge/Fluor Enterprises, a JV**Date:** 15-Apr-2010**Submitting Contractor:** Zhenhua Port Machinery Company, Ltd (ZPMC), Changxing Island **NCR #:** ZPMC-0592**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: 10-Jan-2010**Description of Non-Conformance:**

During Quality Assurance random in-process observations of the fabrication of Segment 6CE, this Caltrans Quality Assurance (QA) inspector discovered the following issue:

- Complete Joint Penetration (CJP) weld being performed without using the run-off tabs.
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- The weld is joining corner section diaphragm flange (X28C) to the straight section of diaphragm flange (X27E).
- The weld is located on the diaphragm connected to the FL3 floor beam at Panel Point 044 on segment 6CE.
- OBG Segment 6CE is located in the segment Trial Assembly Yard.

Contractor's proposal to correct the problem:

Perform NDT required to verify weld quality.

Corrective action taken:

Contractor supplied NDT documentation verifying the weld meets Contract weld quality specifications.

NOTE: Weld number referenced in NCR does not match weld number on NDT report. It is understood that the weld ID listed in the NDT report is the correct weld ID for this location.

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 152.1675.3703, who represents the Office of Structural Materials for your project.

QUALITY ASSURANCE -- NON-CONFORMANCE RESOLUTION

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Inspected By: Simonis,Jim

Quality Assurance Inspector

Reviewed By: Wahbeh,Mazen

QA Reviewer