

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-000633**Prime Contractor:** American Bridge/Fluor Enterprises, a JV**Date:** 14-Jan-2010**Submitting Contractor:** Zhenhua Port Machinery Company, Ltd (ZPMC), Changxing Island**NCR #:** ZPMC-0606**Type of problem:****Welding****Concrete****Other****Welding****Curing****Procedural****Bridge No:** 34-0006**Joint fit-up****Coating****Other****Component:** 6BW-6CW Side and Bottom Panel T-Rib and I-Rib**Procedural****Procedural****Description:**

Reference Description: 6BW to 6CW Stiffener to Stiffener weld joints were welded with offset exceeding 3mm

Description of Non-Conformance:

During the Quality Assurance (QA) random in-process visual inspection of T-Ribs and I-Ribs stiffeners in the OBG Trial Assembly area, this QA inspector discovered the following issue:

-Two (2) T-Rib web welds and One (1) I-Rib weld between the 6BW to 6CW (transverse splice) were misaligned across the weld joints.

-The Side Panel (SP) and Bottom Panel (BP) weld joints are identified as:

- 1) SP083-002-044 (1st I-Rib on SP from top-CB side)
- 2) BP087-001-030 (6th T-Rib on BP from work point W3)
- 3) SP122-001-042 (7th T-Rib on SP from bottom-CW side)

-These welds are complete joint penetration (CJP) butt weld.

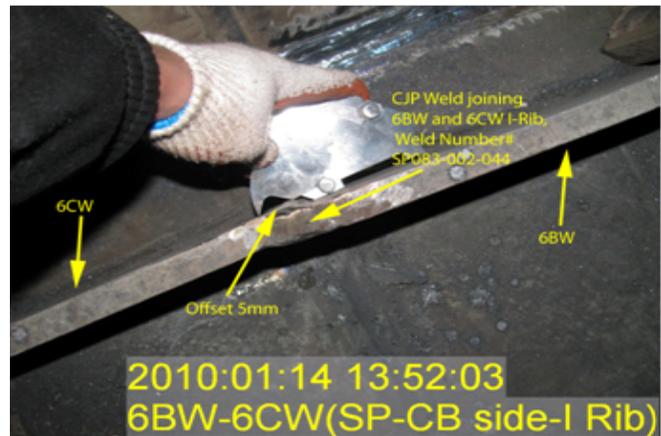
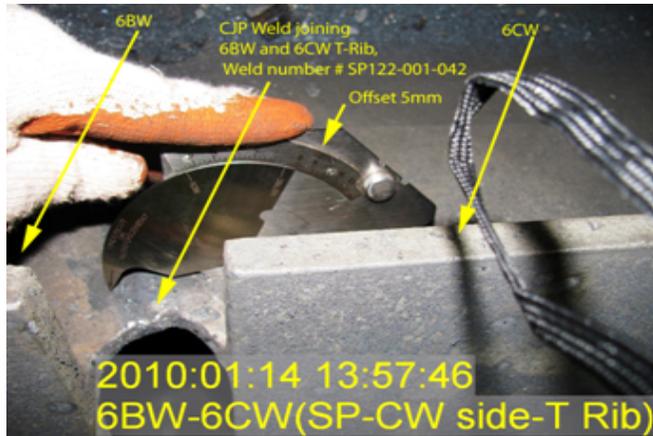
-The SP material at the CW and CB side and BP material are designated as non Seismic Performance Critical Members (Non SPCM).

-The out of tolerance offset measurement across the welds were measured at 5mm.

-The maximum out of tolerance allowed per AWS D1.5 2002 is 3mm.

QUALITY ASSURANCE -- NON-CONFORMANCE REPORT

(Continued Page 2 of 3)



Applicable reference:

Special Provisions Section 10-1.59 Steel Structures, Shop Welding G item 2; Misalignment between discontinuous members shall not exceed 10% of the thickness of the thinner member or 3mm, whichever is less.

AWS D1.5 (02) Section 3.3.3; "Parts to be joined by groove welds shall be carefully aligned. Where the parts are effectively restrained against bending due to eccentricity in alignment, the offset from theoretical alignment shall not exceed 10 percent of the thickness of the thinner part joined, but in no case shall be more than 3 mm (1/8)."

Standard Specification July 1999, Section 55-3.09 Finished Members; Finish members shall be true to line and free from twists, bends and open joints.

Standard Specification July 1999, Section 55-3.01 Quality of Workmanship; Workmanship and finish shall be equal to the best general practice in modern bridge shops.

Who discovered the problem: M.Manikandan

Name of individual from Contractor notified: Kevin Chen

Time and method of notification: 1600 hours, 01-14-10, Verbal

Name of Caltrans Engineer notified: Bill Howe, Ching Chao

QUALITY ASSURANCE -- NON-CONFORMANCE REPORT

(Continued Page 3 of 3)

Time and method of notification: 800 hours, 01-15-10, 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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NCT

(*Continued Page 2 of 2*)

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: 05.03.06-000600

Subject: NCR No. ZPMC-0606

Dated: 23-Mar-2010

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

Job Name: SAS Superstructure

Document No.: ABF-NPR-000633 Rev: 00

Contractor's Proposed Resolution:

Reference Resolution: ZPMC cut off the ribs and re-welded them to rectify the misalignment issue. The alignment is now acceptable and has been removed from the punchlist to show that the alignment is acceptable.

ZPMC cut off the ribs and re-welded them to rectify the misalignment issue. The alignment is now acceptable and has been removed from the punchlist to show that the alignment is acceptable. ZPMC is providing the repair report used to correct the misalignment as well as the NDT after to show the cut welds are acceptable. Based on this ZPMC requests that this NCR be closed.

Submitted by: Ishibashi, Joshua

Attachment(s): ABF-NPR-000633R00;

Caltrans' comments:

Status: CLO

Date: 05-Apr-2010

This proposed resolution is acceptable. The documentation received is sufficient and the Department concurs that Non-Conformance ZPMC-0606 is closed.

Submitted by: Eagen, Sean

Attachment(s):

Date: 05-Apr-2010



No. B-700

LETTER OF RESPONSE

TO: American Bridge/Flour

DATE: 2010-3-20

REGARDING: NCR-000633(ZPMC-0606)

ZPMC acknowledged this problem and has issued internal NCR. ZPMC has cut off these three ribs to rectify the flatness issue. ZPMC is providing WRR & NDT records show after rectification these split welds were tested acceptable. Please be noticed the weld ID SP083-002-044 was confirmed to be SP083-001-044. After NDT verification this issue has been removed from punchlist by CT's representative. Based on this, ZPMC is requesting this NCR to be closed.

ATTACHMENT:

NCR-000633(ZPMC-0606)

NCR-B-405(ZPMC-0606)

B-WR11085

B787-UT-11504

B787-MT-19784

B787-UT-11506

B787-MT-19786

B787-UT-11505

B787-MT-19785

A handwritten signature in black ink, appearing to be "J. W.", is located below the list of attachments.

3/20/10



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
375 BURMA ROAD
OAKLAND CA 95607

Date: 20-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: 05.03.06-000600

Subject: NCR No. ZPMC-0606

Reference Description: 6BW to 6CW Stiffener to Stiffener weld joints were welded with offset exceeding 3mm

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 the Quality Assurance (QA) random in-process visual inspection of T-Ribs and I-Ribs stiffeners in the OBG Trial Assembly area, this QA inspector discovered the following issue:

-Two (2) T-Rib web welds and One (1) I-Rib weld between the 6BW to 6CW (transverse splice) were misaligned across the weld joints.

-The Side Panel (SP) and Bottom Panel (BP) weld joints are identified as:

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-These welds are complete joint penetration (CJP) butt weld.

-The SP material at the CW and CB side and BP material are designated as non Seismic Performance Critical Members (Non SPCM).

-The out of tolerance offset measurement across the welds were measured at 5mm.

-The maximum out of tolerance allowed per AWS D1.5 2002 is 3mm.

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-0606

NCT

(Continued Page 2 of 2)

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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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-000633**Prime Contractor:** American Bridge/Fluor Enterprises, a JV**Date:** 14-Jan-2010**Submitting Contractor:** Zhenhua Port Machinery Company, Ltd (ZPMC), Changxing Island**NCR #:** ZPMC-0606**Type of problem:**Welding Concrete Other Welding Curing Procedural Bridge No: 34-0006Joint fit-up Coating Other Component: 6BW-6CW Side and Bottom Panel T-Rib and I-RibProcedural Procedural Description:**Reference Description:** 6BW to 6CW Stiffener to Stiffener weld joints were welded with offset exceeding 3mm**Description of Non-Conformance:**

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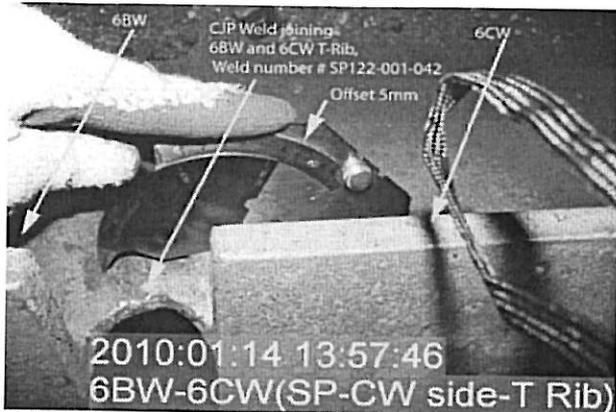
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QUALITY ASSURANCE -- NON-CONFORMANCE REPORT

(Continued Page 2 of 3)



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QUALITY ASSURANCE -- NON-CONFORMANCE REPORT

(Continued Page 3 of 3)

Time and method of notification: 800 hours, 01-15-10, 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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WR 11085



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-405(ZPMC-0606)
Item: Offset between Ribs 名称描述: 筋板错位	Item Number: 件号:	Drawing: 6BW/6CW 图号:
Location: OBG TRIAL ASSEMBLY YARD 位置: 总评外场		Date: 日期: 2010-01-26

Description of Nonconformance:

During Random in-process visual inspection of T-ribs and I-ribs stiffeners in OBG trial assembly area, CT inspector discovered the following issue:

-Two T-rib web welds and One I-rib weld between 6BW to 6CW (transverse splice) were misaligned across the weld joints.

-The side plate and bottom plate weld joints are identified as:

SP083-002-044 1th I-rib on SP from top-CB side

BP087-001-030 6th T-rib on BP from work point W3

SP122-001-042 7th T-rib on SP from bottom-CW side

-These welds are CJP welds.

-The SP material at the CW and CB side and BP material are designated as Non SPCM.

-The out of tolerance offset measurement across the welds were measured at 5mm.

The maximum out of tolerance allowed per AWS D1.5 2002 is 3mm.

加州在随机检查中发现部分筋板存在错位, 主要内容如下:

-6BW 与 6CW 间 2 处 T 肋以及 1 处 I 肋的对接焊缝存在错位;

-板单元信息如下:

SP083-002-044, 联系梁侧从顶部起第 1 根 I 肋;

BP087-001-030, W3 侧起第 6 根 T 肋;

SP122-001-042, CW 侧从底部起第 7 根 T 肋;

-这些焊缝都为 CJP 焊缝;

-板单元经查证都为非 SPCM 板;

-错边量经测达 5mm;

-标准允许的最大错边量为 3mm。

Work By: 施工方: <i>Xia Fei Ling</i> 2.2	Prepared by: 准备: <i>[Signature]</i> 1/26/10	Reviewed by QCE: 质量工程师批准: <i>[Signature]</i>
<input type="checkbox"/> Drawing Error 图纸错误	<input 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: 处理措施:	<input type="checkbox"/> Use as is 回用	<input checked="" type="checkbox"/> Repair 返修	<input type="checkbox"/> Reject 拒收
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Recommendation:
建议:

Prepared by: 准备	Approved by QCA: 质量经理批准
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Reason for Nonconformance:

不符合原因:

由于6BW与6CW间2处T肋以及1处I肋的对接焊缝存在错位。

T-rib and Irib butt welds were misalignment at 6BW and 6CW.

Prevention of Re-occurrence:

预防措施:

加强现场监控和检查。

Enhance supervision and inspection on-site.

Approved by/批准: Gao Jun 2.2

Technical Justification for Use-As-Is/Repair:

回用或返修的技术依据:

Attachment

附件

Non-attachment

无附件

请对焊缝进行修磨。对错位量超过允许值的进行开刀处理。并重新打磨。

Seperate a WR or CWR, cut the weld away where misalignment exceed the allowance, and refit it based on work drawing.

Reviewed /批准:

Tang Yongbo

Verification:

确认:

Acceptable

可接受

Unacceptable

不可接受

Ju rong jian

07120671

2010.3.16

Verified by QCI/质检确认:

Reviewed by QCA/质检主任审核:



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	SEG29 SEG31	报告编号 Report No.	B-WR11085
合同号 Contract No.:	04-0120F4	部件名称 Items Name	T肋/I肋 T-rib and I-rib	NDT报告编号 Report No.of NDT	NA
项目编号 Project No.:	ZP06-787				

焊缝缺陷描述:

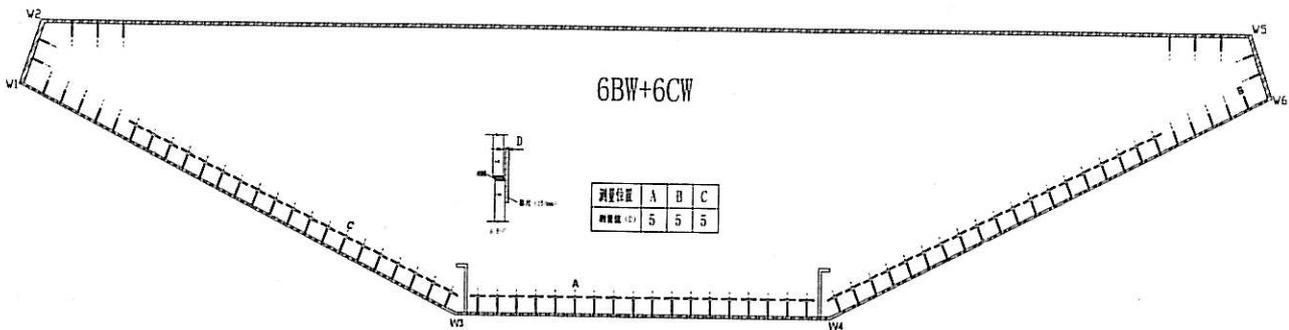
Description of welding discontinuity:

经检测发现: 6BW与6CW间2处T肋以及1处I肋的对接焊缝存在错位。具体位置见如图: 涉及焊缝: SP083-001-044, BP087-001-030, SP122-001-042

After inspection: I-ribs and T-ribs were misalignment at 6BW and 6CW, the detail position sees the following draft, weld ID: SP083-001-044, BP087-001-030, SP122-001-042

检验员 (Inspector): Song Hui 日期(Date): 2010-03-16

焊缝返修位置示意图:

Draft of welding discontinuity:

产生原因:

Caused:

焊接变形和制作误差。

Weld distortion and fabricate error.

车间负责人(Foreman):

日期(Date):

处理意见

Disposition :

1. 采用切割或碳刨的方法去除对接端口处I肋/T肋的对接焊缝，以及I肋/T肋与底板或腹板之间部份长度焊缝，去除焊缝长度根据实际情况定。碳刨前根据相应WPS预热；
2. 采用外力调整对接端口I肋斜势不大于1: 10，对接错边量在公差范围内。
3. 根据相应返修WPS准备焊接接头；
4. 根据相应WPS预热及返修；
5. 将返修处焊缝打磨与周边焊缝平齐；
6. 根据图纸要求进行检测。

1. Remove the welds between I-Ribs/T-Ribs, I-Ribs/T-Ribs and BP/SP at the splice by grinding or cutting. The weld length to be removed will be determined by actual situation. Preheat according to the WPS prior to gouging.
2. Adjust the misalignment of T-Ribs/I-Ribs to meet the tolerance. The transition is not more than 1:10.
3. Prepare the excavation according to the relevant WPS.
4. Preheat and weld according to the WPS.
5. Grind the weld flush to the adjacent weld or base metal.
6. Check the welds according to the shop drawings.

工艺:
Technical engineer

审核:
Approved by

日期
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.	SEG29 SEG31	报告编号 Report No.	B-WR11085
合同号 Contract No.:	04-0120F4	部件名称 Items Name	T肋/I肋 T-rib and I-rib	NDT报告编号 Report No.of NDT	NA
项目编号 Project No.:	ZP06-787				

纠正措施:

Correction 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):

日期(Date):

参照的WPS编号 Repair WPS No.	WPS-345-SMAW-1 G(1F)-Repair WPS-345-SMAW-2 G(2F)-Repair WPS-345-SMAW-3 G(3F)-Repair WPS-345-SMAW-4 G(4F)-Repair WPS-345-SMAW-1 G(1F)-FCM-Repair WPS-345-SMAW-4 G(4F)-FCM-Repair	工艺员 technologist	
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返修(碳刨)前预热温度 Preheat temperature before gouging	NA	返修的缺陷 Description of discontinuity	平整度超标
焊前处理检查 Inspection before welding	Acc	焊前预热温度 Preheat temperature before welding	163°C
最大碳刨深度 Max. depth of gouging	NA	碳刨总长 Total length of gouging	NA

焊工 welder	048659 代路 037743 杜恒友	焊接类型 welding type	SMAW	焊接位置 position	3G
焊接电流 Current	150	焊接电压 Voltage	23	焊接速度 Speed	106

返修后检查

Inspection After repairing:

外观检查 VT result	ACC	检验员 Inspector	Ling	日期 Date	2010. 2. 25
NDT复检 NDT result	UT 合格 MT 合格	探伤员 NDT person	Tangdi yohang Ding Hucheng	日期 Date	10. 27. 07 (2010. 2. 25)

见证:

Witness/Review:

备注:

Remark:



REPORT OF ULTRASONIC EXAMINATION

UT探伤报告

REPORT NO. 报告编号 B787-UT-11504 DATE 2010.03.03 PAGE 1 OF 1 Revision No: 0

PROJECT NO.: 工程编号 ZP06-787 CONTRACTOR: CALTRANS

ITEMS NAME: 6BW+6CW CORNER ASSEMBLY DRAWING NO.: OBW6 CALTRANS CONTRACT NO.: 04-0120F4
 部件名称 图号 加州工程编号

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

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

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

CALIBRATION BLOCK 试块 COUPLANT 耦合剂 MATERIAL/THICKNESS 材料厚度
 AWS IIV BLOCK TYPE II C.M.C A709M-345 20mm

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	18×18mm				
Changchao	0°	2.5MHz	20mm	Reference Level 参考灵敏度			20dB

Base metal inspected per AWS D1.5-2002 Section 6.19.5 0° UT OK.

WELD IDENTIFICATION 焊缝部件编号	INDICATION NO. 指示号	PROBE ANGLE 探测角度	FROM FACE 检测面	LEG (次数)	DECIBELS 分贝				DISCONTINUITY 不连续性					Discontinuity Evaluation 缺陷估计	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			Sound Path 声程
SP083-001-044		70				32									ACC.	100%
BLANK																

EXAMINED BY 主探 <i>Jiang Long Shang</i> 2010.3.3 LEVEL - II SIGN / DATE	REVIEWED BY 审核 <i>Jin Grey Shang</i> 2010.3.3 LEVEL - II SIGN / DATE
质量经理 / QCM _____ 签字 SIGN / 日期 DATE	用户 CUSTOMER _____ 签字 SIGN / 日期 DATE

DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES

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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-000601**Prime Contractor:** American Bridge/Fluor Enterprises, a JV**Date:** 14-Apr-2010**Submitting Contractor:** Zhenhua Port Machinery Company, Ltd (ZPMC), Changxing Island **NCR #:** ZPMC-0606**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: 14-Jan-2010**Description of Non-Conformance:**

During the Quality Assurance (QA) random in-process visual inspection of T-Ribs and I-Ribs stiffeners in the OBG Trial Assembly area, this QA inspector discovered the following issue:

-Two (2) T-Rib web welds and One (1) I-Rib weld between the 6BW to 6CW (transverse splice) were misaligned across the weld joints.

-The Side Panel (SP) and Bottom Panel (BP) weld joints are identified as:

- 1) SP083-002-044 (1st I-Rib on SP from top-CB side)
- 2) BP087-001-030 (6th T-Rib on BP from work point W3)
- 3) SP122-001-042 (7th T-Rib on SP from bottom-CW side)

-These welds are complete joint penetration (CJP) butt weld.

-The SP material at the CW and CB side and BP material are designated as non Seismic Performance Critical Members (Non SPCM).

-The out of tolerance offset measurement across the welds were measured at 5mm.

-The maximum out of tolerance allowed per AWS D1.5 2002 is 3mm.

Contractor's proposal to correct the problem:

Remove weld to correct fit-up issue, reweld and perform NDT required to verify weld quality.

Corrective action taken:

Welds were removed and members were brought with in Contract fit-up tolerance and NDT documentation was submitted verifying the welds are in conformance with Contract specifications. An internal NCR was also issued by the Contractor in regards to this issue.

Did corrective action require Engineer's approval?

QUALITY ASSURANCE -- NON-CONFORMANCE RESOLUTION

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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.

Inspected By: Simonis,Jim

Quality Assurance Inspector

Reviewed By: Wahbeh,Mazen

QA Reviewer