

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-000879

Prime Contractor: American Bridge/Fluor Enterprises, a JV

Date: 28-Oct-2010

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

NCR #: ZPMC-0841

Type of problem:

Welding **Concrete** **Other**
Welding **Curing** **Procedural**
Joint fit-up **Coating** **Other**
Procedural **Procedural** **Description:**

Bridge No: 34-0006

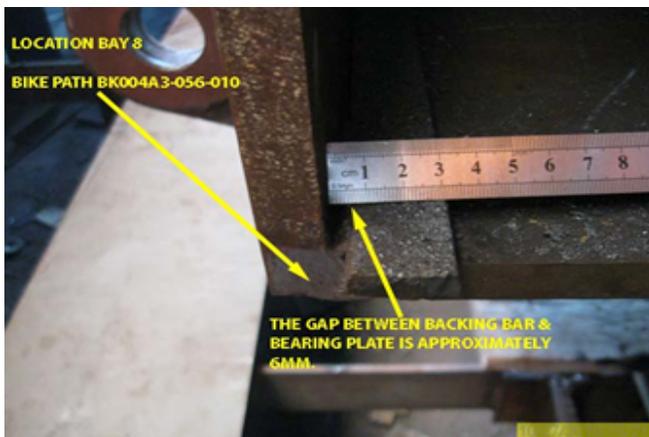
Component: Bikepath Assembly BK004A-056

Reference Description: Steel backing was not properly placed and held in Bikepath Assembly (BK004A-056)

Description of Non-Conformance:

During the Caltrans Quality Assurance (QA) in-process observations of the fabrication of OBG Bike path plate BK004A3-056-010, this QA Inspector discovered the following issue:

- Steel backing was not properly placed and held in intimate contact with the base metal.
- The gap between steel backing and bearing stiffener plate is observed approximately 6mm.
- The weld is Complete Joint Penetration (CJP) with steel backing joining the Bearing Plate and End Plate (side plate) of bike path.
- The weld was already completed.
- The weld is identified as: BK004A3-056-010.
- The member is located in bay # 8.



Applicable reference:

QUALITY ASSURANCE -- NON-CONFORMANCE REPORT

(Continued Page 2 of 2)

-AWS D1.5 2002, Section 3.13.5: "Steel backing shall be placed and held in intimate contact with the base metal. The maximum gap between steel backing and the base metal at the weld root shall be 2 mm."

-AWS D1.5 2002, Section 3.13.2: "Groove welds made with the use of steel backing shall have the weld metal thoroughly fused with the backing. Steel backing shall be continuous for the full length of each weld made with backing."

Who discovered the problem: T.Raghavendra Reddy

Name of individual from Contractor notified: Luo Lai Quan

Time and method of notification: 10:00 hours, 10-28-2010, Verbal

Name of Caltrans Engineer notified: Laraine Woo

Time and method of notification: 08:00 hours, 10-29-2010, Verbal

QC Inspector's Name: Huang Min

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, +(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: 30-Oct-2010

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-0841

Job Name: SAS Superstructure
Document No: 05.03.06-000836

Reference Description: Steel backing was not properly placed and held in Bikepath Assembly (BK004A-056)

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: Bike Path **Lift:**

Remarks:

- During the Caltrans Quality Assurance (QA) in-process observations of the fabrication of OBG Bike path plate BK004A3-056-010, Caltrans QA Inspector discovered the following issue:
- Steel backing was not properly placed and held in intimate contact with the base metal.
 - The gap between steel backing and bearing stiffener plate is observed approximately 6mm.
 - The weld is Complete Joint Penetration (CJP) with steel backing joining the Bearing Plate and End Plate (side plate) of bike path.
 - The weld was already completed.
 - The weld is identified as: BK004A3-056-010.
 - The member is located in bay # 8.

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: Laraine Woo Transportation Engineer

Attachments: ZPMC-0841

cc: Rick Morrow, Gary Pursell, Peter Siegenthaler, Stanley Ku, Brian Boal, Jason Tom, Contract Files, Ching Chao, Bill Casey
File: 05.03.06

NCR PROPOSED RESOLUTION

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

Attention: Siegenthaler, Peter
Resident Engineer

Ref: 05.03.06-000836

Subject: NCR No. ZPMC-0841

Dated: 29-Nov-2010

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

Job Name: SAS Superstructure

Document No.: ABF-NPR-000844 Rev: 00

Contractor's Proposed Resolution:

Reference Resolution: ZPMC has removed the backing bar not in contact with the weld and performed NDT of the weld area where the backing bar was removed and found it acceptable.

ZPMC has removed the backing bar not in contact with the weld and performed NDT of the weld area where the backing bar was removed and found it acceptable. ABFJV has instructed all inspectors to pay more attention during joint fit up to ensure that the backing bar is in contact and properly welded to the plates before accepting the joint fit up. Based on this ZPMC requests closure of this NCR.

Submitted by: Ishibashi, Joshua

Attachment(s): ABF-NPR-000844R00;

Caltrans' comments:

Status: CLO

Date: 30-Nov-2010

The proposed resolution is acceptable. This NCR is considered closed.

Submitted by: Woo, Laraine

Attachment(s):

Date: 30-Nov-2010



No. B-934

LETTER OF RESPONSE

TO: American Bridge/Flour

DATE: 2010-11-25

REGARDING: NCR-000879(ZPMC-0841)

ZPMC acknowledged this problem and has released an internal NCR. ZPMC has removed the backing bar and MT was performed to ensure the acceptance of this weld. Based on the provided NDT record as attached, ZPMC is requesting closure of this NCR.

ATTACHMENT:

NCR-000879(ZPMC-0841)

B787-MT-32013


11/25/2010



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: 30-Oct-2010

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-0841

Job Name: SAS Superstructure
Document No: 05.03.06-000836

Reference Description: Steel backing was not properly placed and held in Bikepath Assembly (BK004A-056)

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: Bike Path

Lift:

Remarks:

During the Caltrans Quality Assurance (QA) in-process observations of the fabrication of OBG Bike path plate BK004A3-056-010, Caltrans QA Inspector discovered the following issue:

- Steel backing was not properly placed and held in intimate contact with the base metal.
- The gap between steel backing and bearing stiffener plate is observed approximately 6mm.
- The weld is Complete Joint Penetration (CJP) with steel backing joining the Bearing Plate and End Plate (side plate) of bike path.
- The weld was already completed.
- The weld is identified as: BK004A3-056-010.
- The member is located in bay # 8.

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: Laraine Woo Transportation Engineer

Attachments: ZPMC-0841

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

File: 05.03.06

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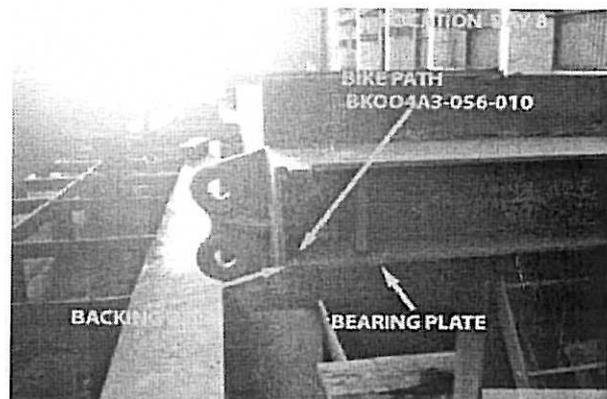
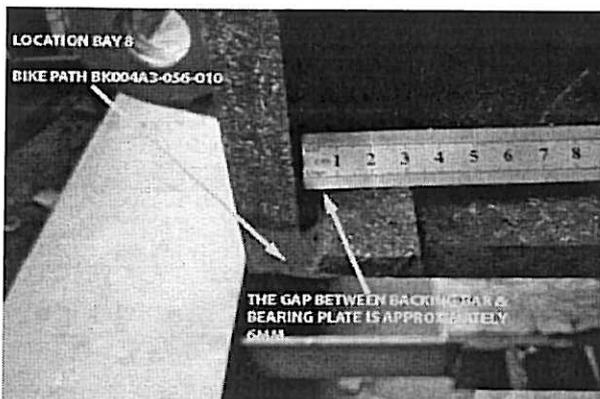
Contract #: 04-0120F4Cty: SF/ALA Rte: 80 PM: 13.2/13.9File #: 69.25B**QUALITY ASSURANCE -- NON-CONFORMANCE REPORT****Location:** Changxing Island, Shanghai, P.R. China**Report No:** NCR-000879**Prime Contractor:** American Bridge/Fluor Enterprises, a JV**Date:** 28-Oct-2010**Submitting Contractor:** Zhenhua Port Machinery Company, Ltd (ZPMC), Changxing Island**NCR #:** ZPMC-0841**Type of problem:**Welding Concrete Other Welding Curing Procedural Bridge No: 34-0006Joint fit-up Coating Other Component: Bikepath Assembly BK004A-056Procedural Procedural Description:

Reference Description: Steel backing was not properly placed and held in Bikepath Assembly
(BK004A-056)

Description of Non-Conformance:

During the Caltrans Quality Assurance (QA) in-process observations of the fabrication of OBG Bike path plate BK004A3-056-010, this QA Inspector discovered the following issue:

- Steel backing was not properly placed and held in intimate contact with the base metal.
- The gap between steel backing and bearing stiffener plate is observed approximately 6mm.
- The weld is Complete Joint Penetration (CJP) with steel backing joining the Bearing Plate and End Plate (side plate) of bike path.
- The weld was already completed.
- The weld is identified as: BK004A3-056-010.
- The member is located in bay # 8.

**Applicable reference:**

QUALITY ASSURANCE -- NON-CONFORMANCE REPORT

(Continued Page 2 of 2)

-AWS D1.5 2002, Section 3.13.5: "Steel backing shall be placed and held in intimate contact with the base metal. The maximum gap between steel backing and the base metal at the weld root shall be 2 mm."

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Who discovered the problem: T.Raghavendra Reddy

Name of individual from Contractor notified: Luo Lai Quan

Time and method of notification: 10:00 hours, 10-28-2010, Verbal

Name of Caltrans Engineer notified: Laraine Woo

Time and method of notification: 08:00 hours, 10-29-2010, Verbal

QC Inspector's Name: Huang Min

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, +(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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REPORT OF MAGNETIC PARTICLE EXAMINATION

磁粉检测报告

REPORT NO. 报告编号 B787-MT-32013		DATE日期 2010.11.11	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: BK004A3-056 BIKE PASS		CALTRANS CONTRACT NO.: 加州工程编号 04-0050F4		
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 , 2010	
EQUIPMENT 设备 MT YOKE	MANUFACTURER 制造商 PARKER	MODEL NO. 样式编号 DA-400S	SERIAL NO. 连续编号 17369	
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-345T2 16\16MM	
WELDING PROCESS 焊接方法	FCAW	TYPE OF JOINT 焊缝类型	T JIONT	

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			
BK004A3-056-002				ACC.		100%MT
BK004A3-056-003				ACC.		100%MT
BK004A3-056-005				ACC.		100%MT
BK004A3-056-007				ACC.		100%MT
BK004A3-056-009				ACC.		100%MT
BK004A3-056-010				ACC.		100%MT
BLANK						

EXAMINED BY主探 XIE GEN LIN <u>Xie Gen Lin</u> LEVEL - II SIGN 签名 / DATE日期 2010.11.11 质量经理 / QCM <u>Lu Jianhua</u> 2010.11.11 签字 SIGN / 日期 DATE	REVIEWED BY 审核 <u>Li Li ming</u> LEVEL-II SIGN / DATE日期 2010.11.11 用户CUSTOMER _____ 签字 SIGN / 日期 DATE
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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-000837**Prime Contractor:** American Bridge/Fluor Enterprises, a JV**Date:** 30-Nov-2010**Submitting Contractor:** Zhenhua Port Machinery Company, Ltd (ZPMC), Changxing Island **NCR #:** ZPMC-0841**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: 28-Oct-2010**Description of Non-Conformance:**

During the Caltrans Quality Assurance (QA) in-process observations of the fabrication of OBG Bike path plate BK004A3-056-010, this QA Inspector discovered the following issue:

- Steel backing was not properly placed and held in intimate contact with the base metal.
- The gap between steel backing and bearing stiffener plate is observed approximately 6mm.
- The weld is Complete Joint Penetration (CJP) with steel backing joining the Bearing Plate and End Plate (side plate) of bike path.
- The weld was already completed.
- The weld is identified as: BK004A3-056-010.
- The member is located in bay # 8.

Contractor's proposal to correct the problem:

ZPMC to remove the defective backing bar and to perform NDT to confirm the weld in question is not affected. ABF's and ZPMC's QC inspectors have been reminded to pay special attention to the backing bars during joint fit-up inspections.

Corrective action taken:

The defective backing bar has been removed and NDT done on the affected weld. Result was found acceptable. QC inspectors were instructed to pay special attention to joint fit-up to ensure the backing bars are intact.

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

QUALITY ASSURANCE -- NON-CONFORMANCE RESOLUTION

(Continued Page 2 of 2)

Inspected By: Ng,Michael

Quality Assurance Inspector

Reviewed By: Wahbeh,Mazen

QA Reviewer