

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, China **Report No:** NCR-000894
Prime Contractor: American Bridge/Fluor Enterprises, a JV **Date:** 22-Nov-2010
Submitting Contractor: Zhenhua Port Machinery Company, Ltd (ZPMC), Changxing Island **NCR #:** ZPMC-0856

Type of problem:

Welding	Concrete	Other	
Welding	Curing	Procedural	Bridge No: 34-0006
Joint fit-up	Coating	Other	Component: Lift 14W Anchorage Plate AP3032A
Procedural	Procedural	Description:	

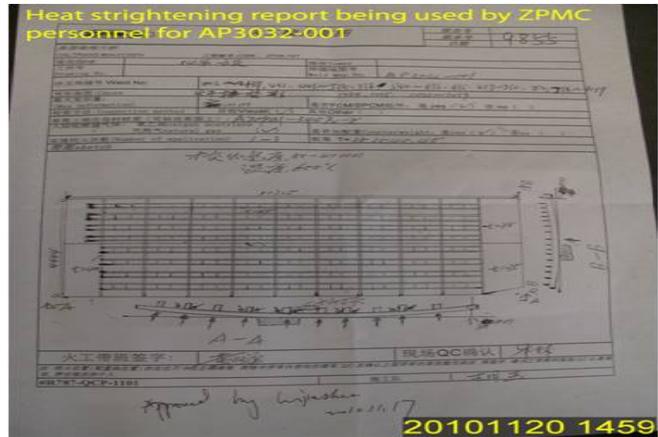
Reference Description: Heat Straightening Performed without Prior Approval From Engineer

Description of Non-Conformance:

During the Quality Assurance Daily Observation of fabrication heat straightening of AP3032-001 this Quality Assurance Inspector (QA) discovered the following issues:

- ZPMC personnel heat straightening excessive distortion on Seismic Performance Critical Material (SPCM) material distorted by welding without the Engineers approval.
- ZPMC appeared to be following Heat Straightening procedure HSR1-(B)-9855
- The component is identified as AP3032-001.
- The plates that heat was being applied to were X5055A and X5055B.
- The OBG anchorage plate AP3032-001 is located in Bay 2.

- The Material thickness is 35mm.



Applicable reference:

QUALITY ASSURANCE -- NON-CONFORMANCE REPORT

(Continued Page 2 of 2)

Special Provisions Section 8.3 – “For material more than 16 mm, the Contractor shall not heat straighten members more than 3 in 1000 without prior approval of the Engineer.”

AWS D1.5M – 2002 section 1212 Straightening, Curving, and Cambering – “Exceptions to the provisions of this subsection shall require the Engineer’s approval.”

AWS D1.5M – 2002 section 3.7.3 Repairs – “Members distorted by welding shall be straightened by mechanical means or by carefully supervised application of a limited amount of localized heat as approved by the Engineer.”

Who discovered the problem: Rene Hernandez

Name of individual from Contractor notified: Steve Lawton

Time and method of notification: Via email 11-22-10@2200hrs

Name of Caltrans Engineer notified: Laraine Woo

Time and method of notification: Via email 11-23-10@0800hrs

QC Inspector's Name: Tian Lei

Was QC Inspector aware of the problem: Yes No

Contractor's proposal to correct the problem:

NA

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

Inspected By:	Devey,Jim	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-Nov-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: 05.03.06-000851

Subject: NCR No. ZPMC-0856

Reference Description: Heat Straightening Performed without Prior Approval From Engineer

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:** 14

Remarks:

- During the Quality Assurance Daily Observation of fabrication heat straightening of AP3032-001 this Quality Assurance Inspector (QA) discovered the following issues:
- ZPMC personnel heat straightening excessive distortion on Seismic Performance Critical Material (SPCM) material distorted by welding without the Engineers approval.
 - ZPMC appeared to be following Heat Straightening procedure HSR1-(B)-9855
 - The component is identified as AP3032-001.
 - The plates that heat was being applied to were X5055A and X5055B.
 - The OBG anchorage plate AP3032-001 is located in Bay 2.
 - The Material thickness is 35mm.

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-0856

cc: Rick Morrow, Gary Pursell, Peter Siegenthaler, Stanley Ku, Brian Boal, 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: 05.03.06-000851

Subject: NCR No. ZPMC-0856

Dated: 17-Dec-2010

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

Job Name: SAS Superstructure

Document No.: ABF-NPR-000882 Rev: 00

Contractor's Proposed Resolution:

Reference Resolution: er the mutual understanding between all parties, material greater than 16mm in thickness the ratio of distortion allowed is 3 in 1000 mm before Engineer approval is required.

Per the mutual understanding between all parties, material greater than 16mm in thickness the ratio of distortion allowed is 3 in 1000 mm before Engineer approval is required. Where L is the length of the plate, not the distorted area. In this case the plate length is 10315 mm and the measure distortion is 30mm which is within the tolerances for using an HSR1. Based on this ZPMC requests this NCR be closed as there was not a non conforming issue

Submitted by: Ishibashi, Joshua

Attachment(s): ABF-NPR-000882R00

Caltrans' comments:

Status: CLO

Date: 20-Dec-2010

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

Submitted by: Woo, Laraine

Date: 20-Dec-2010

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, China**Report No:** NCS-000970**Prime Contractor:** American Bridge/Fluor Enterprises, a JV**Date:** 17-Dec-2010**Submitting Contractor:** Zhenhua Port Machinery Company, Ltd (ZPMC), Changxing Island **NCR #:** ZPMC-0856**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: 22-Nov-2010**Description of Non-Conformance:**

During the Quality Assurance Daily Observation of fabrication heat straightening of AP3032-001 this Quality Assurance Inspector (QA) discovered the following issues:

- ZPMC personnel heat straightening excessive distortion on Seismic Performance Critical Material (SPCM) material distorted by welding without the Engineers approval.
- ZPMC appeared to be following Heat Straightening procedure HSR1-(B)-9855
- The component is identified as AP3032-001.
- The plates that heat was being applied to were X5055A and X5055B.
- The OBG anchorage plate AP3032-001 is located in Bay 2.

-The Material thickness is 35mm.

Contractor's proposal to correct the problem:

According to the Special Provision Clause 10-1.59 'Structural Steel, material greater than 16mm in thickness the ratio of distortion allowed is 3 in 1000 mm before Engineer approval is required. The plate length is 10315 mm and the measured distortion is 30mm which is within the tolerances for using an HSR1. Contractor does not consider this is non-conforming and proposes no corrective action is required.

Corrective action taken:

Following clarification by ZPMC and discussion involved all parties including QA personnel from Department and ABF the misunderstanding on the exact measurements has been resolved. The QA was satisfied that the distortion measurements were within the allowed tolerance as defined in the Contract and accepted that the correction can be performed as per the Correction Procedure. No corrective action is required.

Did corrective action require Engineer's approval?

QUALITY ASSURANCE -- NON-CONFORMANCE RESOLUTION

(Continued Page 2 of 2)

Yes No

If so, name of Engineer providing approval:

Date:

Is Engineer's approval attached? Yes No

Comments:

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Inspected By: Ng,Michael

Quality Assurance Inspector

Reviewed By: Wahbeh,Mazen

QA Reviewer