

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-000745

Prime Contractor: American Bridge/Fluor Enterprises, a JV

Date: 27-May-2010

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

NCR #: ZPMC-0708

Type of problem:

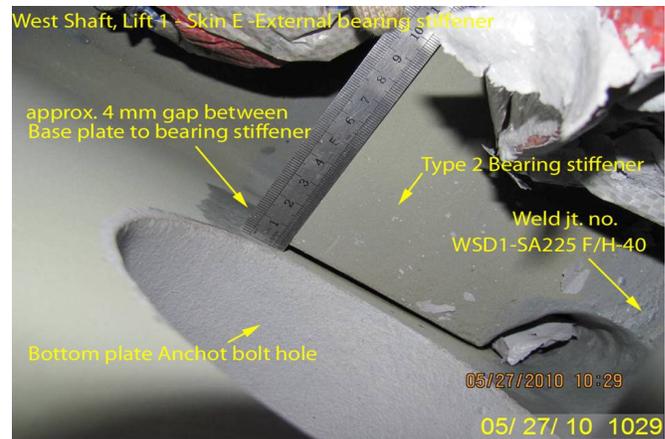
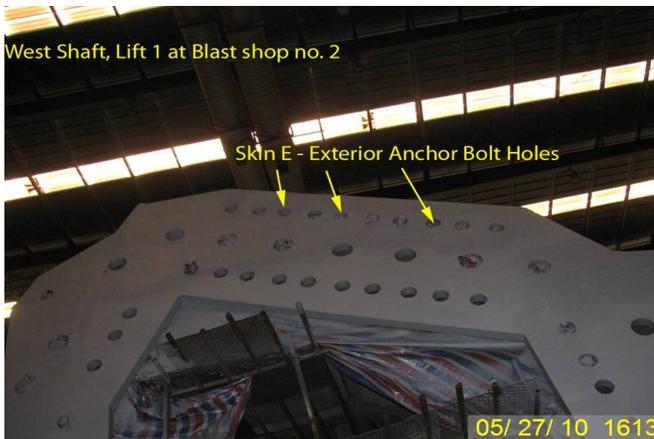
Welding	Concrete	Other	
Welding	Curing	Procedural	Bridge No: 34-0006
Joint fit-up	Coating	Other	Component: Tower West Shaft, Lift 1
Procedural	Procedural	Description:	

Reference Description: Gap Between Mill-to-Bear Surfaces, West Shaft, Lift 1

Description of Non-Conformance:

During the Quality Assurance (QA) Inspection of Anchor Bolt to Bearing stiffener distance measurement at West shaft Skin E, external side, Caltrans QA discovered the following issue:

- Approx. 4 mm gap found between Type 2 Bearing stiffener and Base plate.
- This Type 2 bearing stiffener weld joint with Type 1 stiffener is identified as WSD1-SA225F/H-40



Applicable reference:

Drawing no.- 180R2 – Tower Anchorage Details no. 5

Note no. 10 –Bearing stiffener PL#2 shall be milled to bear against tower Base plate

AWS D1.5 Section: 3.5.1.9: “The bearing ends of bearing stiffeners shall be flush and square with the web and shall have at least 75 percent of this area in contact with the flanges. When bearing against a steel base or seat,

QUALITY ASSURANCE -- NON-CONFORMANCE REPORT

(Continued Page 2 of 2)

all steel components shall fit within 1 mm [1/32 in.] for 75 percent of the projected area of the web and stiffeners”

Who discovered the problem: Baskar Govindarajan

Name of individual from Contractor notified: Bi Dewei

Time and method of notification: 5/27/2010 - 1300 - Verbal

Name of Caltrans Engineer notified: Ken Lee

Time and method of notification: 5/28/2010 - 710 - Verbal

QC Inspector's Name: Mr. Ken

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 Skyler Guest, 15000422360, who represents the Office of Structural Materials for your project.

Inspected By: Guest,Skyler

SMR

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: 30-May-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-0708

Job Name: SAS Superstructure
Document No: 05.03.06-000707

Reference Description: Gap Between Mill-to-Bear Surfaces/ Tower / West Shaft, Lift 1

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:** 01

Remarks:

During the Quality Assurance (QA) Inspection of Anchor Bolt to Bearing stiffener distance measurement at West shaft Skin E, external side, Caltrans QA discovered the following issue:

- Approx. 4 mm gap found between Type 2 Bearing stiffener and Base plate.
- This Type 2 bearing stiffener weld joint with Type 1 stiffener is identified as WSD1-SA225F/H-40

Drawing no.- 180R2 – Tower Anchorage Details no. 5
 Note no. 10 –Bearing stiffener PL#2 shall be milled to bear against tower Base plate.

AWS D1.5 Section: 3.5.1.9: “The bearing ends of bearing stiffeners shall be flush and square with the web and shall have at least 75 percent of this area in contact with the flanges. When bearing against a steel base or seat, all steel components shall fit within 1 mm [1/32 in.] for 75 percent of the projected area of the web and stiffeners”

Action Required and/or Action Taken:

Propose a resolution for this non-conformance that addresses the failure of Quality Control to identify the deficiency at this location. Provide documentation of the steps/actions taken by the Quality Control Manager to prevent future occurrences.

In addition to the Quality Control non-conformance, address the material/workmanship for the identified non-conformance including documentation that the deficiency has been brought into compliance with the contract requirements. Additionally address the probable causes for the indications and the actions that will be taken to limit future occurrences.

The response for the resolution of this issue is requested within 7 days.

NCT

(Continued Page 2 of 2)

Transmitted by: Ken Lee Transportation Engineer

Attachments: ZPMC-0708

cc: Rick Morrow, Gary Pursell, Mark Woods

File: 05.03.06

NCR PROPOSED RESOLUTION

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

Attention: Pursell, Gary
Resident Engineer

Ref: 05.03.06-000707

Subject: NCR No. ZPMC-0708

Dated: 17-Jun-2010

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

Job Name: SAS Superstructure

Document No.: ABF-NPR-000715 Rev: 00

Contractor's Proposed Resolution:

Reference Resolution: This gap has been inspected by the Department and found to be acceptable. ZPMC is providing the notifications numbers and dates.

ZPMC has corrected this issue using shims. This gap has been inspected by the Department and found to be acceptable. ZPMC is providing the notifications numbers and dates so that this acceptance by the Department's inspectors can be verified. Based on this ZPMC requests closure of this NCR.

Submitted by: Ishibashi, Joshua

Attachment(s): ABF-NPR-000715R00;

Caltrans' comments:

Status: AAP

Date: 17-Jun-2010

This proposed resolution is accepted with action pending. The Department has inspected the gap referenced in this NCR and has found the repair to be acceptable; however, due to any unforeseen movement during shipping or handling the Department will final inspect the members after they are installed in Oakland. Once this inspection takes place, this NCR will be considered closed.

Submitted by: Rizzardo, Gina

Attachment(s):

Date: 17-Jun-2010



No. T-144

LETTER OF RESPONSE

TO: American Bridge/Flour JV

DATE: 2010-6-17

REGARDING: NCR-000745(ZPMC-0708)

ZPMC received NCR-000745(ZPMC-0708), it mentioned that CT inspector discovered approximately 4mm gap between Bearing stiffener and base plate.

As soon as get this information, ZPMC made investigation and realized this problem. In order to remedy this issue, ZPMC discussed with ABF and CT. At last the final conclusion and agreement was made that shim shall be applied to the over-gap. Now, all the over-gap had been shimmed, also they were checked and accepted by CT inspector.

So ZPMC hope CT could take a review and close this NCR.

ATTACHMENT:

NCR-000745(ZPMC-0708)

Notification 5994

Notification 5995

Notification 5992

Notification 5988


2010-6-17

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

QUALITY ASSURANCE -- NON-CONFORMANCE REPORT

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

Report No: NCR-000745

Prime Contractor: American Bridge/Fluor Enterprises, a JV

Date: 27-May-2010

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

NCR #: ZPMC-0708

Type of problem:

Welding Concrete Other

Welding Curing Procedural

Joint fit-up Coating Other

Procedural Procedural Description:

Bridge No: 34-0006

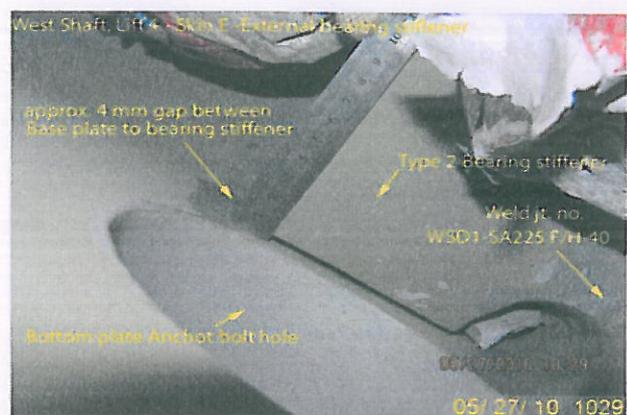
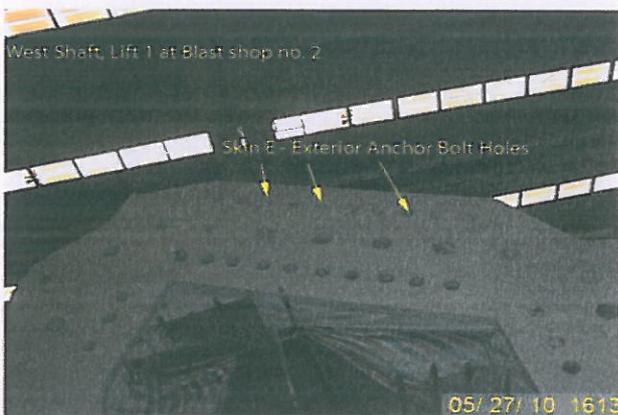
Component: Tower West Shaft, Lift 1

Reference Description: Gap Between Mill-to-Bear Surfaces, West Shaft, Lift 1

Description of Non-Conformance:

During the Quality Assurance (QA) Inspection of Anchor Bolt to Bearing stiffener distance measurement at West shaft Skin E, external side, Caltrans QA discovered the following issue:

- Approx. 4 mm gap found between Type 2 Bearing stiffener and Base plate.
- This Type 2 bearing stiffener weld joint with Type 1 stiffener is identified as WSD1-SA225F/H-40



Applicable reference:

Drawing no.- 180R2 – Tower Anchorage Details no. 5

Note no. 10 –Bearing stiffener PL#2 shall be milled to bear against tower Base plate

AWS D1.5 Section: 3.5.1.9: “The bearing ends of bearing stiffeners shall be flush and square with the web and shall have at least 75 percent of this area in contact with the flanges. When bearing against a steel base or seat,

QUALITY ASSURANCE -- NON-CONFORMANCE REPORT

(Continued Page 2 of 2)

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Who discovered the problem: Baskar Govindarajan
Name of individual from Contractor notified: Bi Dewei
Time and method of notification: 5/27/2010 - 1300 - Verbal
Name of Caltrans Engineer notified: Ken Lee
Time and method of notification: 5/28/2010 - 710 - Verbal
QC Inspector's Name: Mr. Ken
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 Skyler Guest, 15000422360, who represents the Office of Structural Materials for your project.

Inspected By:	Guest, Skyler	SMR
Reviewed By:	Wahbeh, Mazen	SMR

ZPMC		NDT客户检验通知单 NDT Inspection Notification Sheet			文件编号: 005994 Document No.
序号 No	检验内容 Inspection	待检验构件 Inspection part	产品分类 Section	检验场地 Inspection Place	申请递交时间: Submit time: 2010-6-16 8:40
1	FOR CLOSING NCR (ZPMC-708)	GAP BETWEEN BASE PLATE&BEARING PLATE	EAST TOWER, LIFT 1	TOWER JETTY	计划检验时间 Inspection Time 2010-6-16 9:00 FOR GREEN TAG
					CT 计划赴检时间 CT Estimated Inspection Time 0900 hrs

- 4、QC检验完成后, QA是否需要复验, 由QA自行决定, QC不再另行通知。复验等待时间通常为24小时。
 4、When ZPMC QC finish NDT inspection, Caltrans QA can decide if they want to retest it.
 ZPMC QC will not inform Caltrans again. The waiting time is 24 hours ordinarily .
- 5、AB/F预约CT后会在同班时间内通知ZPMC具体CT现场报验时间
 5、AB/F to notify ZPMC in the same shift that CT will attend and at what time.
- 6、加州现场检验完成后会告知AB/F检验结果, AB/F会在24小时内告知ZPMC加州复检结果。
 6、CT to notify AB/F that the work has been completed and the result. AB/ to notify ZPMC that the work has been completed and the result within 24 hours.

签收时间:
Time:
Canon

ABF Receiver Echo Wang 08:45 / 06/16/2010
 CT 签收人: Albert Carrrean
 0848 hrs

ZPMC		NDT客户检验通知单 NDT Inspection Notification Sheet			文件编号:005995 Document No.
序号 No	检验内容 Inspection	待检验构件 Inspection part	产品分类 Section	检验场地 Inspection Place	申请递交时间: Submit time: 2010-6-16 12:15
1	FOR CLOSING NCR (ZPMC-708)	GAP BETWEEN BASE PLATE&BEARING PLATE	SOUTH TOWER LIFT 1	TOWER JETTY	计划检验时间 Inspection Time 2010-6-16 13:30 FOR GREEN TAG
2	FOR CLOSING OS NO. 2325	DEFECT AFTER BLASTING	SOUTH TOWER LIFT 1	TOWER JETTY	计划检验时间 Inspection Time 2010-6-16 14:00 FOR GREEN TAG
					CT 计划赴检时间 CT Estimated Inspection Time 13:30

4、QC检验完成后，QA是否需要复验，由QA自行决定，QC不再另行通知。复验等待时间通常为24小时。

4、When ZPMC QC finish NDT inspection, Caltrans QA can decide if they want to retest it. ZPMC QC will not inform Caltrans again. The waiting time is 24 hours ordinarily.

5、AB/F预约CT后会在同班时间内通知ZPMC具体CT现场报验时间

5、AB/F to notify ZPMC in the same shift that CT will attend and at what time.

6、加州现场检验完成后会告知AB/F检验结果，AB/F会在24小时内告知ZPMC加州复检结果。

6、CT to notify AB/F that the work has been completed and the result. AB/ to notify ZPMC that the work has been completed and the result within 24 hours.

签收时间:

Time:

ABF Receiver

CT 签收人:

CT Receiver:

签收时间:

Time:

John Z
Zcho Wang 13:15 06/16/2010
Steve Hall
13:18 6/16/10

ZPMC		NDT客户检验通知单 NDT Inspection Notification Sheet			文件编号:005992 Document No.
序号 No	检验内容 Inspection	待检验构件 Inspection part	产品分类 Section	检验场地 Inspection Place	申请递交时间: Submit time: 2010-6-16 8:04
1	FOR CLOSING NCR (ZPMC-708)	GAP BETWEEN BASE PLATE&BEARING PLATE	WEST TOWER, LIFT 1	TOWER JETTY	计划检验时间 Inspection Time 2010-6-16 8:30 FOR GREEN TAG
					CT 计划赴检时间 CT Estimated Inspection Time 8:30

4、QC检验完成后, QA是否需要复验, 由QA自行决定, QC不再另行通知。复验等待时间通常为24小时。
4、When ZPMC QC finish NDT inspection, Caltrans QA can decide if they want to retest it.
ZPMC QC will not inform Caltrans again. The waiting time is 24 hours ordinarily.

5、AB/F/F预约CT后会在同班时间内通知ZPMC具体CT现场报验时间

5、AB/F to notify ZPMC in the same shift that CT will attend and at what time.

6、加州现场检验完成后会告知AB/F检验结果, AB/F会在24小时内告知ZPMC加州复检结果。

6、CT to notify AB/F that the work has been completed and the result. AB/ to notify ZPMC that the work has been completed and the result within 24 hours.

签收时间:
Time:

ABF Receiver

CT 签收人:

CT Receiver:

签收时间:

Time:

Caron

Zcho Wang

06/16/2010

08:05

Steve Hall

8:08 6/16/10

ZPMC		NDT客户检验通知单 NDT Inspection Notification Sheet			文件编号:005988 Document No.
序号 No	检验内容 Inspection	待检验构件 Inspection part	产品分类 Section	检验场地 Inspection Place	申请递交时间: Submit time: 2010-6-15 15:30
1	FOR CLOSING NCR (ZPMC-708)	GAP BETWEEN BASE PLATE&BEARING PLATE	NORTH TOWER, LIFT 1	TOWER JETTY	CT 计划赴检时间 CT Estimated Inspection Time 16:00

4、QC检验完成后, QA是否需要复验, 由QA自行决定, QC不再另行通知。复验等待时间通常为24小时。

4、When ZPMC QC finish NDT inspection, Caltrans QA can decide if they want to retest it. ZPMC QC will not inform Caltrans again. The waiting time is 24 hours ordinarily.

5、AB/F预约CT后会在同班时间内通知ZPMC具体CT现场报验时间

5、AB/F to notify ZPMC in the same shift that CT will attend and at what time.

6、加州现场检验完成后会告知AB/F检验结果, AB/F会在24小时内告知ZPMC加州复检结果。

6、CT to notify AB/F that the work has been completed and the result. AB/ to notify ZPMC that the work has been completed and the result within 24 hours.

Canon

签收时间:
Time:

ABF Receiver

CT 签收人:

CT Receiver:

签收时间:
Time:

cherry 06-15-2010 15:42

Steve Hall

15:44 6/15/10

NCR PROPOSED RESOLUTION

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

Attention: Pursell, Gary
Resident Engineer

Ref: 05.03.06-000707

Subject: NCR No. ZPMC-0708

Dated: 26-Aug-2010

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

Job Name: SAS Superstructure

Document No.: ABF-NPR-000715 Rev: 01

Contractor's Proposed Resolution:

Reference Resolution: Based on the successful installation of Lift 1 of the tower, ZPMC requests that this NCR be closed.
Based on the successful installation of Lift 1 of the tower, ZPMC requests that this NCR be closed.

Submitted by: Ishibashi, Joshua
Attachment(s): ABF-NPR-000715R01

Caltrans' comments:

Status: CLO

Date: 26-Aug-2010

This proposed resolution is acceptable and the Department concurs that Non-Conformance ZPMC-0715R01 is closed.

Submitted by: Rizzardo, Gina
Attachment(s):

Date: 26-Aug-2010

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, P.R. China**Report No:** NCS-000850**Prime Contractor:** American Bridge/Fluor Enterprises, a JV**Date:** 26-Aug-2010**Submitting Contractor:** Zhenhua Port Machinery Company, Ltd (ZPMC), Changxing Island **NCR #:** ZPMC-0708**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: 27-May-2010**Description of Non-Conformance:**

During the Quality Assurance (QA) Inspection of Anchor Bolt to Bearing stiffener distance measurement at West shaft Skin E, external side, Caltrans QA discovered the following issue:

- Approx. 4 mm gap found between Type 2 Bearing stiffener and Base plate.
- This Type 2 bearing stiffener weld joint with Type 1 stiffener is identified as WSD1-SA225F/H-40

Contractor's proposal to correct the problem:

Contractor proposes to install shim plates to fill the gaps, sealed by caulking. The retrofit will be re-inspected after the arrival in the United States.

Corrective action taken:

Contractor installed the shim plates, and caulked the gaps and the retrofit works accepted by QA prior to shipment. Re-inspection on arrival in the States for all four Tower Shafts took place and found satisfactory.

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.

Inspected By: Ng, Michael

Quality Assurance Inspector

Reviewed By: Devey, Jim

QA Reviewer